

Subject: Potential Amendment to HB 4031A

Chair Denbrow & Members of the Senate Committee on the Environment & Natural Resources

The idea behind this proposed amendment to change the classification from farm land to commercial or industrial is to move autos from the Subaru dealership, to the Fred Meyer road, to the already-congested entrance ramp on I-5, across the bridge to the Miley Road exit, to have those cars serviced at what is now called the "Red Barn", then across the Miley Road bridge to the northbound ramp to I-5, exiting, turning left to the Fred Meyer entrance road and back to the dealership.

With the reclassification of this property, we would be talking about adding thousands of new cars. Has there been a traffic study done to analyze the impact in Wilsonville and on the Boone Bridge with the large amount of auto usage being added to the already-congested traffic on that bridge?

Wilsonville and Clackamas County are responsible for the local roads, but ODOT is responsible for the Boone Bridge that is already clearly over-capacity. Have they been consulted?

Has there been an environmental study done to analyze the impact of more carbon emissions from thousands of cars being added to the Boone Bridge traffic?

There is already steadily growing traffic congestion through Wilsonville and across the Boone Bridge. Adding thousands more will only add to a disaster of traffic congestion and pollution. This doesn't just impact Wilsonville and our neighbors – this impacts also every person who commutes *through* this corridor.

Please consider these concerns and please Vote No on any amendment to reclassify the "Red Barn" property as commercial or industrial for the sole benefit of one landowner, at the expense of everyone else.

Joseph and Elaine Swyt
6877 SW Country View Ct S
Wilsonville, Oregon 97070
503-329-7344