

# Borland Neighborhood Association

P.O. Box 941 Lake Oswego, OR 97034

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To the Joint Special Subcommittee on Transportation Planning:

I am submitting these comments on behalf of the Borland Neighborhood Association, a group of property owners adjacent to I-205 and south of the Tualatin River near Stafford and Borland Roads.

We have three major concerns regarding the I-205 project and possible tolling:

- I-205 expansion is a *generational* project, meaning that subsequent material changes are unlikely to occur for decades. That means ODOT should plan not just for how the I-205 corridor is today, but also for how it is likely to develop over the next 20-30 years. To our knowledge, ODOT's plans assume that no significant new development will take place in the Borland-Stafford area. Yet Borland-Stafford has been mapped as Urban Reserves for many years, and ODOT participated (see **State Agency Comments on Urban and Rural Reserves, 10/14/2009**) in past visioning plans for its high-density development, which is also called out in the **2010 Clackamas County-Metro IGA adopting Urban Reserves that specifies high-density development in Borland**. Given the high need – short- and long-term – for housing, it is likely that when Borland-Stafford is brought inside the Metro Urban Growth Boundary high-density development will be required. It is the largest Tier 1 Urban Reserve area in the tri-county area. A cost-effective approach for the life of the I-205 project therefore should include related improvements to interchanges and approaches to accommodate future high-density development.
- In developing any tolling plan, ODOT must include mitigation measures for surrounding surface roads for overflow and diversion traffic. We are very concerned that ODOT thus far has not made adequate provision for this, which could result in both local governments and property owners unfairly being forced to bear the costs of infrastructure improvements that properly should be borne by the I-205 project.
- Any tolls imposed should be structured to minimize economic impacts on the community and should be solely dedicated to the capital and maintenance costs of I-205 expansion. Tolls should not be used as a general transportation funding source.

ODOT's plan as it now stands is inadequate and should not move forward. We would welcome the opportunity to collaborate with ODOT on a more robust plan that addresses the above concerns. Thank you for your consideration.

Rob Fallow

Borland Area Property Owner