

## **Appendix A: NDTIP Location Draft Environmental Impact Statement and Location Final Environmental Impact Statement**

**For copies of this document, contact ODOT Region 2 Planning, 455 Airport Blvd. Bldg. B, Salem 97301 (503) 986-5764.**

## **Appendix B: NDTIP Goal Exception**

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## **Appendix C: NDTIP Transportation Technical Memorandum**

**Appendix D: Agreements, Amended Policies and Ordinances**

## **Appendix E: Local Jurisdiction Statements of Compatibility**

## Exhibit B

### Findings of Compliance with OAR 731-0015-0055 and 0065 Newberg-Dundee Bypass/New Oregon Highway 18 Facility Plan

ODOT's State Agency Coordination Agreement requires that the Oregon Transportation Commission (OTC) adopt findings of fact when adopting modal plans or plan amendments (OAR 731-015-0055) or when adopting facility plans (OAR 731-015-065). Pursuant to these requirements ODOT provides the following findings to support the OTC adoption of the Newberg-Dundee Bypass/New Oregon Highway 18 Facility Plan. This Facility Plan, attached as Exhibit A, seeks to amend the OHP to identify the bypass corridor that has been approved through local comprehensive plans amendments, including a Statewide Goal Exception, in Yamhill County, Newberg, Dundee, and Dayton as the approved corridor within which to develop a specific alignment for and construct the Newberg Dundee Bypass/New Oregon Highway 18.

The approved bypass corridor runs from the current northern terminus of Oregon 18 where it intersects Oregon 99W to a new interchange with Oregon 99W east of Newberg as shown in Figure 1 of the Facility Plan. The new facility that would be constructed within this corridor shall be classified as a statewide expressway in the Oregon Highway Plan (OHP). The Facility Plan also establishes management objectives for the corridor and the new facility that would be constructed within the corridor.

#### 731-015-0055

##### Coordination Procedures for Adopting Modal Plan Amendments

(1) Except in the case of minor amendments, the Department shall involve DLCD and affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and other interested parties in the development or amendment of a modal systems plan. This involvement may take the form of mailings, meetings or other means that the Department determines are appropriate for the circumstances. The Department shall hold at least one public meeting on the plan prior to adoption.

*FINDING: The Newberg-Dundee Transportation Improvement Project (NDTIP) process used an open and ongoing public and agency involvement process which included the DLCD, the Cities of Dundee, Dayton, Newberg and McMinnville and Yamhill County and numerous interested citizens and community groups. This process yielded the Newberg Dundee location-level (Tier 1) EIS, upon which this Facility Plan is based. The process encouraged consideration and selection of the best alternative to solve current and future transportation needs, avoid and minimize impacts to the natural and built environments and enhance community livability. An integrated, interdepartmental (local, state and federal) planning and decision-making procedure completed the public process. Broad public information and involvement were project priorities, as evidenced by extensive media outreach, a project Web site, fact sheets, a video and well-attended public meetings and events in the communities of Newberg, Dundee, and McMinnville.*

*Phase 1 of the NDTIP ended in 1997 with the selection of three multi-modal alternative packages for further consideration. Phase 2 of this project, the location phase, resulted in the location-level (Tier 1) EIS that was approved by the Federal Highway*

*Administration (FHWA) in August 2005 (through a formal record of decision). The location-level (Tier 2) EIS is the technical and factual basis of the Facility Plan. The OTC held a public meeting to discuss this facility plan in February 2005 during a regularly scheduled OTC meeting. Documentation of the rest of public involvement process including all of the other public meetings is found at Exhibit C.*

(2) The Department shall evaluate and write findings of compliance with all applicable statewide planning goals.

*FINDING: The Final Draft Facility Plan is attached for the Commission's consideration. Facility Plan Chapter 3, Findings, addresses compliance with applicable statewide planning goals and the comprehensive plan of the affected cities.*

(3) If the draft plan identifies new facilities which would affect identifiable geographic areas, the department shall meet with the planning representatives of affected cities, counties, and metropolitan planning organizations to identify compatibility issues and the means of resolving them. These may include:

(a) Changing the draft facility plan to eliminate the conflicts;

(b) Working with the local governments to amend the local comprehensive plans to eliminate the conflicts; or

(c) Identifying the conflicts in the draft facility plan and including policies that commit the Department to resolving the conflicts prior to the conclusion of the transportation planning program for the affected portions of the transportation facility.

*FINDING: The Department has received letters of compatibility with the local comprehensive plan and applicable local ordinances from Newberg, Dundee, Dayton, and Yamhill County. These letters are attached as Exhibit D.*

(4) The Department shall present to the Transportation Commission the draft plan, findings of compatibility with the acknowledged comprehensive plans of the affected cities and counties and findings of compliance with applicable statewide planning goals.

*FINDING: The Final Draft Facility Plan is attached for the Commission's consideration. Facility Plan Chapter 3, Findings, addresses compliance with applicable statewide planning goals. The Department has received letters of compatibility with the local comprehensive plan and applicable local ordinances from Newberg, Dundee, Dayton, and Yamhill County. These letters are attached as Exhibit D.*

(5) The Transportation Commission, when it adopts a final modal systems plan, shall adopt findings of compatibility for new facilities affecting identifiable geographic areas and findings of compliance with all applicable statewide planning goals.

*FINDING: The Final Draft Facility Plan is attached for the Commission's consideration. Facility Plan Chapter 3, Findings, addresses compliance with applicable statewide planning goals and compatibility with the local comprehensive plan of the affected cities.*

(6) The Department shall provide copies of the adopted final facility plan and findings to DLCD, to affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and to others who request to receive a copy.

*FINDING: The Department will provide copies of the Adopted IAMP, including all required findings, to DLCD, the affected local jurisdictions, and others who request a copy.*

**731-015-0065**

### **Coordination Procedures for Adopting Final Facility Plans**

(1) Except in the case of minor amendments, the Department shall involve DLCD and affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and other interested parties in the development or amendment of a facility plan. This involvement may take the form of mailings, meetings or other means that the Department determines are appropriate for the circumstances. The Department shall hold at least one public meeting on the plan prior to adoption.

*FINDING: The Newberg-Dundee Transportation Improvement Project (NDTIP) process used an open and ongoing public and agency involvement process which included the DLCD, the Cities of Dundee, Dayton, Newberg and McMinnville and Yamhill County and numerous interested citizens and community groups. This process yielded the Newberg Dundee location-level (Tier 1) EIS, upon which this Facility Plan is based. The process encouraged consideration and selection of the best alternative to solve current and future transportation needs, avoid and minimize impacts to the natural and built environments and enhance community livability. An integrated, interdepartmental (local, state and federal) planning and decision-making procedure completed the public process. Broad public information and involvement were project priorities, as evidenced by extensive media outreach, a project Web site, fact sheets, a video and well-attended public meetings and events in the communities of Newberg, Dundee, and McMinnville.*

*Phase 1 of the NDTIP ended in 1997 with the selection of three multi-modal alternative packages for further consideration. Phase 2 of this project, the location phase, resulted in the location-level (Tier 1) EIS that was approved by the Federal Highway Administration (FHWA) in August 2005 (through a formal record of decision). The location-level (Tier 2) EIS is the technical and factual basis of the Facility Plan. The OTC held a public meeting to discuss this facility plan in February 2005 during a regularly scheduled OTC meeting. Documentation of the rest of public involvement process including all of the other public meetings is found at Exhibit C.*

(2) The Department shall provide a draft of the proposed facility plan to planning representatives of all affected cities, counties and metropolitan planning organization and shall request that they identify any specific plan requirements which apply, any general plan requirements which apply and whether the draft facility plan is compatible with the acknowledged comprehensive plan. If no reply is received from an affected city, county or metropolitan planning organization within 30 days of the Department's request for a compatibility determination, the Department shall deem that the draft plan is compatible with that jurisdiction's acknowledged comprehensive plan. The Department may extend the reply time if requested to do so by an affected city, county or metropolitan planning organization.

*FINDING: The Department has received letters of compatibility with the local comprehensive plan and applicable local ordinances from Newberg, Dundee, Dayton, and Yamhill County. These letters are attached as Exhibit D. The Department also*

*received comments from DLCD. Their comments and the Department's response are attached as Exhibit E.*

(3) If any statewide goal or comprehensive plan conflicts are identified, the Department shall meet with the local government planning representatives to discuss ways to resolve the conflicts. These may include:

(a) Changing the draft facility plan to eliminate the conflicts;

(b) Working with the local governments to amend the local comprehensive plans to eliminate the conflicts; or

(c) Identifying the conflicts in the draft facility plan and including policies that commit the Department to resolving the conflicts prior to the conclusion of the transportation planning program for the affected portions of the transportation facility.

*FINDING: No statewide goal or comprehensive plan conflicts have been identified with the Facility Plan.*

(4) The Department shall evaluate and write draft findings of compatibility with acknowledged comprehensive plans of affected cities and counties, findings of compliance with any statewide planning goals which specifically apply as determined by OAR 660-030-0065(3)(d), and findings of compliance with all provisions of other statewide planning goals that can be clearly defined if the comprehensive plan of an affected city or county contains no conditions specifically applicable or any general provisions, purposes or objectives that would be substantially affected by the facility plan.

*FINDING: The Final Draft Facility Plan is attached for the Commission's consideration. Facility Plan Chapter 3, Findings, addresses compliance with applicable statewide planning goals and the comprehensive plan of the affected cities.*

(5) The Department shall present to the Transportation Commission the draft plan, findings of compatibility with the acknowledged comprehensive plans of the affected cities and counties and findings of compliance with applicable statewide planning goals.

*FINDING: The Final Draft Facility Plan is attached for the Commission's consideration. Facility Plan Chapter 3, Findings, addresses compliance with applicable statewide planning goals. The Department has received letters of compatibility with the local comprehensive plan and applicable local ordinances from Newberg, Dundee, Dayton, and Yamhill County. These letters are attached as Exhibit D.*

(6) The Transportation Commission shall adopt findings of compatibility with the acknowledged comprehensive plans of affected cities and counties and findings of compliance with applicable statewide planning goals when it adopts the final facility plan.

*FINDING: The Final Draft Facility Plan is attached for the Commission's consideration. Facility Plan Chapter 3, Findings, addresses compliance with applicable statewide planning goals and compatibility with the local comprehensive plan of the affected cities.*

(7) The Department shall provide copies of the adopted final facility plan and findings to DLCD, to affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and to others who request to receive a copy.

*FINDING: The Department will provide copies of the Adopted IAMP, including all required findings, to DLCD, the affected local jurisdictions, and others who request a copy.*

## **Exhibit C**

### **Newberg Dundee Bypass Public Involvement History**

#### **SCOPING PERIOD OUTREACH AND SUMMARY RESULTS**

Starting in November 2000, ODOT presented proposed solutions forwarded from Phase 1 of the NDTIP to the public for information and comment through a variety of forums. During this “scoping” phase, ODOT asked stakeholders and other members of the public for their opinions on the alternative corridors and other solutions that should be considered in the LEIS. Through written questionnaires, attendance at public and neighborhood meetings, and block party events, more than 1,200 people participated in project scoping. Public and stakeholder input formed the basis for development of new alternatives and for a recommendation from the Project Oversight Steering Team (POST) as to which alternatives should be analyzed in the LEIS.

Major results of the scoping phase include:

- Developing alternatives that do not widen Oregon 99W in Dundee (responding to overwhelming public sentiment)
- Eliminating the Regional Bypass from further consideration (based on regulatory agency input)
- Re-inclusion and adjustment of a Northern Alternative (based on regulatory agency input)
- Dropping the Transportation Management Alternative as a stand-alone solution (from broad-based stakeholder input)
- Adjusting the southern corridors to minimize impacts to resources identified by the community (based on input from neighborhood meetings)
- Adding an alternative with no intermediate access points (at the request of Oregon Transportation Commission members)

#### **PUBLIC COMMENT PERIOD**

ODOT released the Location Draft Environmental Impact Statement (LDEIS) that described the proposed new bypass corridor alternatives on October 1, 2002. The public comment period began the same day and was scheduled to end on November 15. However, due to public demand, ODOT extended the period to December 16, 2002. In October 2002, four public hearings were held for the public to provide comment on the proposed corridor alternatives in the LDEIS either in writing or to a court reporter who transcribed the comments verbatim. The hearings were designed to allow commenters to provide oral testimony either in front of other participants and members of the POST or privately. All written materials were provided in English and Spanish. In addition, Spanish-language interpreters attended to assist Spanish-speaking attendees with obtaining information and providing comments. ODOT also conducted an additional public community meeting in Spanish to receive comments on the LDEIS from the Hispanic community.

Not only were the hearings advertised in the same manner as other public meetings and events, such as through media releases, fact sheets flyers, and the Web site, but they also were listed in the copies of the LDEIS. In total, 328 people attended these hearings—45 written comments and 96 oral testimonies were received.

## **ADVISORY AND OTHER COMMITTEES**

At the beginning of Phase 2 (location document development), the Oregon Department of Transportation reconvened the POST established during Phase 1. The POST guided the NDTIP and advised ODOT on selecting a location alternative. The POST recommendations were provided to ODOT. If recommendations moved forward or were implemented, it was ODOT's decision to do so. Members of the POST included elected officials, directors and managers of the cities of Newberg, Dundee, Dayton and McMinnville and Yamhill counties, ODOT, the Oregon Department of Land Conservation and Development (DLCD), the Federal Highway Administration, the Yamhill Parkway Committee and state legislators. Current POST membership is listed below.

### **POST MEMBERSHIP—FEBRUARY 2005**

- **Vic Backlund, State Representative, District 25**
- **Dave Cox, Division Administrator, Federal Highway Administration**
- **David Haugeberg, Chair, Yamhill County Parkway Committee**
- **Erik Havig, ODOT Region 2 Planning and Development Review Manager**
- **Sue Hollis, City Administrator**
- **Leslie Lewis, Yamhill County Commissioner**
- **Patti Milne, Marion County Commissioner**
- **Donna Nelson, State Representative, District 24**
- **Diane Ragsdale, Mayor of Dundee**
- **Lane Shetterly, Director, Department of Land Conservation and Development**
- **Bob Stewart, Mayor of Newberg**
- **Wayne Stocks, Councilor, City of McMinnville**

POST members met seven times through the completion of the Location Draft Environmental Impact Statement (LDEIS) and six times between the completion of the LDEIS and the completion of the Location Final Environmental Impact Statement (LFEIS). Refer to the LDEIS, The times and subjects of each POST meeting are listed below.

### **POST MEETING DATES AND SUMMARIES**

#### ***January 11, 2001***

Purpose: Develop alternatives and transportation performance thresholds.

#### ***April 27, 2001***

Purpose: Discuss public involvement and facility needs based upon traffic modeling. Eliminate alternatives that failed to meet transportation performance thresholds.

#### ***June 29, 2001***

Purpose: Refine the alternatives to carry forward into the study, based on public input and technical analyses.

#### ***August 24, 2001***

Purpose: Further refine the alternatives, based on ODOT or resource protection regulations.

#### ***October 5, 2001***

Purpose: Decide alternatives to carry forward into the LDEIS.

### ***October 26, 2001***

Purpose: Review the selected alternatives, based on technical analyses.

### ***December 7, 2001***

Purpose: Discuss revisions to the draft evaluation criteria and measures recommended by participants at the November 16, 2001, Summit.

### ***November 11, 2002***

Purpose: Prepare for the January, 2003 meetings in which the POST was to recommend an alternative. Members reviewed project status, decision process and public hearing results.

### ***January 10, 2003***

Purpose: Prepare to select an alternative by reviewing land use action thresholds, a rating of qualitative evaluation measures and a summary of LDEIS comments.

### ***January 22, 2003***

Purpose: Select an alternative after reviewing responses to other alternatives, evaluation measure rankings, and the Project Management Team recommendation. DLC Director moved recommending Alternative 3J Modified to ODOT for advancement.

### ***July 25, 2003***

Purpose: Discuss interchange work sessions held in Newberg and Dundee, spring 2003, and present ODOT's position on the proposed interchange between Newberg and Dundee.

A Project Advisory Committee (PAC) made up of community stakeholders—citizen organizations, businesses, schools and other interest groups, as well as staff from affected city, county, state and federal agencies—provided input and guidance on the needs and interests of the area's communities. Members also were conduits from the project to the groups, jurisdictions and organizations they represent. The members of the PAC are listed below:

#### **PAC MEMBERSHIP—FEBRUARY 2005**

- **Erik Andersson, Valley Coordinator, Governor's Economic Revitalization Team**
- **Jim Bennett, City Manager, City of Newberg**
- **Bruce Bilodeau, Public Works Director, City of Dayton**
- **Barbara Brown, Chehalem Valley Senior Citizens Council-Newberg/Dundee Transportation**
- **Elton Chang, Federal Highway Administration**
- **Vince Chiotti, Housing and Community Services Department**
- **Don Clements, Chehalem Park & Recreation**
- **Lauren Colts, Newberg Chamber of Commerce**
- **Eve Foote, City Administrator, City of Dundee**
- **Claire Hertz, Newberg Public Schools**
- **Ken Friday, Manager, Yamhill County Planning Division**
- **Roy Gathercoal, Habitat for Humanity**
- **Bill Gille, Director, Yamhill County Public Works**
- **Sonja L. Haugen, Austin Industries**
- **Keith Hay**

- Onno Husing, Oregon Coastal Zone Management Association
- Allan Larsen, Larsen Motor Company Truck Center
- Bob Lindsey, Friends of Marion County
- Ivon Miller, Councilor, City of Dundee
- Rebecca Reyes-Alicea, Federal Transit Administration
- John Ruseigno, Oregon Department of Environmental Quality
- Bob Russell, President, Oregon Trucking Associations
- Bill Sabor, Marion County Farm Bureau
- Donald E. Schut, Public Works Director, City of McMinnville
- Alex Sokol-Blosser, Sokol-Blosser Winery
- Carl Vance, Linfield College
- Oliver Vera, Latino Outreach Coordinator, Programa ESTRELLAS
- Susan Walsh, Friends of Yamhill County
- Celia Wheeler, Executive Director, McMinnville Chamber of Commerce
- Ginny Whiffen, Lincoln City Chamber of Commerce
- Rob Zako, 1000 Friends of Oregon

Outside of their normal job-related activities, PAC members primarily provided input to the NDTIP by participating with POST members in a series of summit meetings. Members of the PAC and the POST held summits at four key junctures during the scoping period and alternatives analysis process. The summits were all-day work sessions, where these public, agency and jurisdictional partners helped formulate project goals and resolve critical issues concerning the project purpose and need, transportation performance thresholds, regulatory issues, evaluation criteria and measures, as well as review the alternative routes under consideration. Together with broader public input, the summits helped inform POST decision-making

A summary of the summit meetings and attendees at each is provided below:

### **SUMMIT MEETING DATES AND SUMMARIES**

#### ***November 29, 2000***

Purpose: Reach an understanding of the project scope and schedule, identify common and distinct concerns and issues, discuss transportation goals and thresholds, and review evaluation criteria for selecting the project location alternative.

#### ***Attendees:***

- Thomas McWhirt, Donald Public Works Director, PAC member
- George Lewis, Dundee City Administrator, PAC member
- Ivon Miller, City Councilor, DTAC and PAC member
- Roger Worrall, Dundee Mayor Elect, POST member
- Trena Cranfill, Lafayette Assistant City Administrator
- Don Schut, McMinnville Public Works Director, PAC member
- Duane Cole, Newberg, City Manager, PAC member
- Charles Cox, Mayor, POST member
- Bill Gille, Yamhill, Public Works Director, PAC member
- John Ruseigno, DEQ
- Dick Benner, DLCD Director, POST member
- Mark Radabaugh, DLCD, CST member, PAC member
- Tami Hubert, DSL, AAC member
- Dave Cox, FHWA, POST member

- Jack Duncan, HCSD, CST member, PAC member
- Mike Hogle, Metro, PAC member
- Pat Oman, NOAA NMFS, AAC member
- Jim Grimes, ODFW
- Jim Cox, ODOT, AAC and PMT member
- Terry Cole, ODOT, PMT Member
- Tom Fox (afternoon only), OECDD, CST member, PAC member
- Don Borda (morning only), U.S. Corps of Engineers, AAC member
- Sid Friedman, 1000 Friends of Oregon, Newberg Planning Commissioner, PAC member
- Elliott Eki, AAA Oregon, Public Affairs (morning only)
- Sonja Haugen, Austin Industries, PAC member
- Don Clements, Chehalem Parks and Recreation District, Superintendent, PAC member
- Barbara Brown, Chehalem Valley Senior Citizens Council-Newberg/Dundee Transportation , PAC member
- Earl “Butch” LaBonte,, Confederated Tribes of Grand Ronde, Council Representative
- Jim Ludwick, Friends of Yamhill County
- Allan Larsen, Larsen Motor Company Truck Center, PAC member
- Carl Vance, Linfield College, PAC member
- Doug Krahmer (morning only), Marion County Farm Bureau
- Ann Pesola, Newberg Chamber of Commerce, PAC member
- Paul Frankenburger, Newberg Public Schools, PAC member
- Keith Hay, Pacific Greenway, PAC member
- Dave Cruickshank, Yamhill County Farm Bureau
- Emil Combe, PSU, Hatfield School of Government (observed)
- David Haugeberg, POST and Yamhill Parkway member
- Leslie Lewis, State Representative/Yamhill County Commissioner elect, POST member
- Hugh Cleary, Planning Commission Chair, City of Dundee
- Bob Connell, Citizen
- Charlie Harris, Parkway Committee; affordable housing advocate
- Richard E. Meyer, Newberg Traffic Safety Committee
- James Modie, Office of Congressman Wu
- Debbie Runciman, Citizen, McMinnville
- Don Sundeen, Planning Commissioner, City of Dundee
- Terry Thompson, State Representative, District 4

***May 11, 2001***

Purpose: Discuss agency regulations associated with the NDTIP and the strengths and weaknesses of the alternatives under consideration. The concept of adding the Northern Alignment back in was also raised.

***Attendees:***

- Sue Hollis, Dayton City Administrator, PAC member
- George Lewis, Dundee City Administrator, PAC member
- Roger Worrall, Dundee Mayor, POST member
- Don Schut, McMinnville, Public Works Director, PAC member
- Richard Windle, McMinnville City Councilor, POST member
- Duane Cole, Newberg City Manager, PAC member
- Charles Cox, Newberg Mayor, POST member

- **Bill Worcester, Marion County Public Works, Substituting for Mike Ryan, Commissioner and PAC member**
- **Leslie Lewis, Yamhill County Commissioner, POST member**
- **Dick Benner, DLCD Director, POST member**
- **Mark Radabaugh, DLCD, CST member, PAC member**
- **Patti Caswell, DSL, AAC member**
- **Dave Cox, FHWA, POST member**
- **Mike Hoglund, Metro, PAC member**
- **Molly Cary, NMFS, AAC member**
- **John Marshall, ODFW, AAC member**
- **John deTar, ODOT, PAC member**
- **Terry Cole, ODOT, PMT Member**
- **Don Borda, U.S. Corps of Engineers, AAC member**
- **Yvonne Vallette, U.S. EPA, AAC member**
- **Sonja Haugen, Austin Industries, PAC member**
- **Don Clements, Superintendent, Chehalem Parks and Recreation District, PAC member**
- **Barbara Brown, Chehalem Valley Senior Citizens Council-Newberg/Dundee Transportation, PAC member**
- **Joe Kuehn, Friends of Marion County, Substituting for Bob Lindsey, PAC member**
- **Marilyn Reeves, President, Friends of Yamhill County, Substituting for Jim Ludwick, PAC member**
- **Roy Gathercoal, Habitat for Humanity, PAC member**
- **Carl Vance, Linfield College, PAC member**
- **Ann Pesola, Newberg Chamber of Commerce, PAC member**
- **Keith Hay, Pacific Greenway, PAC member**
- **Alex Sokol Blosser, Sokol Blosser Winery, PAC member**
- **David Haugeberg, Chair, Yamhill Parkway Committee, POST member**
- **Betsy Adler, Citizen, Dundee**
- **Charlie Harris, Community Development Law Center**
- **Darci Rudzinski, DLCD, Urban Division**
- **Joyce Vergets, Citizen, Newberg**
- **Bob Youngman, Citizen, Newberg**

### ***November 16, 2001***

Purpose: Discuss the draft evaluation criteria and measures that will be used to evaluate the alternatives.

#### ***Attendees:***

- **Eve Foote, Dundee City Administrator, PAC member**
- **Ivon Miller, Dundee City Councilor , PAC member**
- **Richard Windle, McMinnville City Councilor, POST member**
- **Mike Soderquist, Newberg Community Development Director, PAC member**
- **Charles Cox, Newberg Mayor, POST member**
- **Bill Worcester, Marion County Public Works, PAC member**
- **Susan Mundy, Yamhill County Public Works for PAC member Bill Gille**
- **Leslie Lewis, Yamhill County Commissioner, POST member**
- **Bill Blosser, Interim Director DLCD, POST member**
- **Terry Cole, ODOT, PMT Member**
- **Bob Cortright, DLCD, CETAS member**

- Darci Rudzinski, for ACC and PAC member Mark Radabaugh
- Mike Hoglund, Metro, PAC member
- Jack Duncan, Oregon Housing and Community Services Department, PAC member
- Vic Backlund, State Representative, Oregon Legislature, POST member
- Jacob Brostoff, 1000 Friends of Oregon, PAC member
- Sonja Haugen, Austin Industries, PAC member
- Don Clements, Superintendent, Chehalem Parks and Recreation District, PAC member
- Ross Williams, Citizens for Sensible Transportation, PAC member
- Bob Linsey, Friends of Marion County, PAC member
- Roy Gathercoal, Habitat for Humanity, PAC member
- Carl Vance, Linfield College, PAC member
- Ann Pesola, Newberg Chamber of Commerce, PAC member
- Keith Hay, Pacific Greenway, PAC member
- Alex Sokol Blosser, Sokol Blosser Winery, PAC member
- David Haugeberg, POST member, Yamhill County Parkway Committee
- Elizabeth Atkinson, Citizen, McMinnville
- Floyd Aylor, Columbia Empire Farms
- John Bridges, Citizen, Newberg
- John Ekman, Columbia Empire Farms
- John Hoopes, Citizen, Newberg; member of Neighbors of Chehalem Creek
- Marge Hoopes, Citizen, Newberg; member of Neighbors of Chehalem Creek
- Len Spesert, President of Westnut Company
- Bob Youngman, Citizen, Newberg

***July 12, 2002***

Purpose: Rank the evaluation criteria and measures that will be used to evaluate the alternatives.

***Attendees:***

- Roger Worrall, Dundee Mayor, POST member
- Don Schut, McMinnville, Public Works Director, PAC member
- Ivon Miller, Dundee City Councilor , PAC member
- Mike Soderquist, Newberg Community Development Director, PAC member
- Bill Gille, Yamhill, Public Works Director, PAC member
- Leslie Lewis, Yamhill County Commissioner, POST member
- Vic Backlund, State Representative, Oregon Legislature, POST member
- Bob Cortright, DLCD, CETAS member
- Darci Rudzinski, for PAC member Mark Radabaugh
- John Ruscigno, DEQ, PAC Member
- John deTar, Oregon Department of Transportation, PAC member
- Terry Cole, ODOT, PMT Member
- Dave Bishop, Oregon Department of Transportation, POST member
- Elton Chang, Federal Highway Administration
- Sid Friedman for Jacob Brostoff, 1000 Friends of Oregon, PAC member
- Sonja Haugen, Austin Industries, PAC member
- Don Clements, Superintendent, Chehalem Parks and Recreation District, PAC member
- Roy Gathercoal, Habitat for Humanity, PAC member
- Carl Vance, Linfield College, PAC member
- Ann Pesola, Newberg Chamber of Commerce, PAC member

- David Haugeberg, POST member, Yamhill County Parkway Committee
- Gayle Baker, Citizen, Newberg; member of Neighbors of Chehalem Creek
- Tony Connor, Citizen, Newberg; member of Neighbors of Chehalem Creek
- Kimberly Dunn, Citizen, Newberg
- Patricia Greenstein, Citizen, Newberg; member of Neighbors of Chehalem Creek
- John Hoopes, Citizen, Newberg; member of Neighbors of Chehalem Creek
- Marge Hoopes, Citizen, Newberg; member of Neighbors of Chehalem Creek
- Jack Kriz, Citizen, Newberg; member of Neighbors of Chehalem Creek
- Frances O'Brien, Citizen, McMinnville
- Michael O'Brien, Citizen, McMinnville
- Ramona Perrault, Office of Congressman Wu
- Carol Ring, Citizen, Newberg
- Kathryn Whittaker, Citizen, Newberg; member of Neighbors of Chehalem Creek

An Agency Advisory Committee (AAC), also reconvened from Phase 1, helped coordinate the regulatory aspect of the location selection process early in 2000. The AAC membership is listed below:

**AAC MEMBERSHIP—NOVEMBER 2000**

- Jim Cox, ODOT
- Don Borda, U.S. Corps of Engineers
- Patti Caswell, DSL
- Molly Cary, NMFS
- John Marshall, ODFW
- Yvonne Vallette, U.S. EPA
- Elton, Chang, FHWA
- Tom Melville, DEQ
- Christine Curran, SHPO
- Darci Rudzinski, DLCD
- Randy Reeve, ODFW

However, a new group, the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), replaced the AAC. The CETAS membership includes the same Agencies as the AAC.

ODOT coordinated the work of CETAS to seek agreement on the project's Purpose and Need and evaluation criteria for selecting the best alternative. AAC/CETAS members participated in the four "summit" meetings and conducted presentations at a community-wide meeting in Newberg. Committee members helped identify the range of alternatives evaluated in the LDEIS. They were also consulted during development of analytical methods. CETAS members were particularly helpful in identifying regulatory issues associated with the alternatives.

Additionally, a Project Management Team (PMT), made up of representatives from ODOT and the consulting team, facilitated discussions between ODOT and DLCD concerning land use and transportation impacts. Project managers also regularly updated members of the Oregon Transportation Commission.

**LOCAL AND STATE LAND USE COMPATIBILITY**

After release of the LDEIS and recommendation of modified Alternative 3J corridor by the POST and concurrence by ODOT, ODOT initiated the Goal Exception process with Yamhill County, a Comprehensive Plan and Policy amendment process with Yamhill County, Newberg, Dundee, and Dayton. The following activities to ensure corridor facility planning coordination and compatibility were

conducted during the development and approval of the Goal Exception and related Comprehensive Plan and Policy amendments and intergovernmental agreements (IGAs). The IGAs were developed to describe the land use and project development process responsibilities and expectations between ODOT and the local jurisdictions.

Representatives of local and state agencies participated in two workshops to discuss the four interchanges proposed in the recommended Alternative 3J Modified Corridor. They provided input on policy direction to preserve the interchange functions for each interchange in terms of land use controls, access management, local street improvements and other issues. The dates and attendees at each of these meetings are listed below:

**LAND USE WORKSHOP MEETING DATES AND ATTENDEES**

**Dundee/ Dayton (May 9, 2003)**

Blue Table:

*Facilitator: John Kelly*

*Recorder: Mary Dorman*

- Terry Cole, ODOT
- Bill Gille, Director Public Works, Yamhill County
- Rob Hallyburton, DLCD
- Sue Hollis, Dayton City Administrator
- Ivon Miller
- Diane Ragsdale, Dundee City Councilor
- Roger Worrall, Mayor of Dundee

Red Table:

*Facilitator: David Mayfield*

*Recorder: Donna Robinson*

- Mike Brandt, Yamhill County Planning Director
- Bob Cortright, DLCD
- Eve Foote, Dundee City Administrator
- Leslie Lewis, Chair of Yamhill County Board of Commissioners
- Alan Mustain, Dundee Public Works Director
- Mike Ragsdale
- Dick Windle, POST member

Resource People:

---

- Kent Belleque, ODOT
- Anthony Boesen, FHWA
- Alan Fox, ODOT
- Mark Greenfield, consulting team
- Dick Reynolds, ODOT
- Dan Seeman, consulting team
- Mark Wigg, ODOT

Other Staff and Consultants:

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- Arnold Cogan, consulting team
- Suzanne Roberts, consulting team
- Ed Schoaps, ODOT

## **East Newberg/ Oregon 219 (May 12, 2003)**

### Blue Table:

*Facilitator: John Kelly*

*Recorder: Mary Dorman*

- Jim Bennett, Newberg City Manager
- Dave Bishop, ODOT
- Martin Chroust-Masin, Associate Planner, Yamhill County
- Bob Cortright, DLCD
- Leslie Lewis, Chair of Yamhill County Board of Commissioners

### Red Table:

*Facilitator: David Mayfield*

*Recorder: Donna Robinson*

- Barton Brierley, Newberg City Planner
- Bill Gille, Director Public Works, Yamhill County
- Rob Hallyburton, DLCD
- Elizabeth Ledet, TGM Grant Manager for Newberg TSP Update
- Dick Windle, POST member

### Resource People:

---

- Kent Belleque, ODOT
- Alan Fox, ODOT
- Mark Greenfield, consulting team

### Other Staff and Consultants:

---

- Arnold Cogan, consulting team
- Suzanne Roberts, consulting team
- Ed Schoaps, ODOT

Pre-Application Sessions for the intergovernmental agreement (IGA) process were held with each jurisdiction in August 2003 to identify which issues could be addressed through the location level process or whether they needed to be addressed through adoption of policy, plan amendments, new ordinances and/or amendments, or other means. Participants also discussed additional information and documentation needed for the IGA process.

Property owners in the proposed Modified 3J corridor also received a mailing of background information to explain the Measure 56 Notice of Proposed Land Use Policies for the Recommended Alternative sent to them by the local jurisdictions. The Measure 56 Notice is required by Oregon law to advise property owners that their county or city government is considering land use policy changes by a specified project that may affect their property. The project team also established a toll-free hotline for the public to call with questions or comments about the Measure 56 Notice.

Yamhill County held public hearings and work sessions on the Goal Exceptions and on the Comprehensive Plan and Policy amendments, and Newberg, Dundee and Dayton held public hearings on the Comprehensive Plan and Policy amendments throughout the summer of 2004. The jurisdictions provided public notification of the workshop and hearing schedules and related information about the process in the Measure 56 mailings and local newspapers. In addition ODOT posted the schedules and Measure 56 information for each jurisdiction on the NDTIP web site. The dates and actions taken during these meetings and hearings for each jurisdiction are listed below:

### **YAMHILL COUNTY**

Yamhill County conducted a joint work session with its Planning Commission and Board of Commissioners on June 17, 2004 to discuss the NDTIP. Public hearings occurred on June 24, 2004 and July 22, 2004 before the Yamhill County Planning Commission and the Yamhill County Board of Commissioners. On September 9, 2004, the Yamhill County Planning Commission considered the evidence and the testimony and voted to recommend the proposed corridor. On September 23, 2004 and September 30, 2004 the Yamhill County Board of Commissioners considered evidence and testimony, and the recommendation of the Yamhill County Planning Commission. On September 30, 2004, the Yamhill County Board of Commissioners adopted findings of facts to amend its TSP to include the bypass corridor known as Modified 3J and adopted plan policies for the bypass.

### **CITY OF NEWBERG**

The City of Newberg conducted a joint public hearing with its Planning Commission and City Council on July 8, 2004 to discuss the NDTIP. On July 28, 2004, and August 26 the Newberg Planning Commission held public hearings on the bypass project and made a recommendation to the City Council to approve the bypass corridor known as Modified 3J and adopt plan policies and development code amendments for the bypass. On September 7, 2004, Newberg City Council held a public hearing to consider the NDTIP, plan policies and development code amendments. On September 20, 2004, the Newberg City Council considered evidence and testimony and recommendation of the Newberg Planning Commission and adopted the bypass corridor known as Modified 3J and adopted plan amendments and development code amendments to support the bypass corridor.

### **CITY OF DAYTON**

The City of Dayton conducted a joint public hearing with its Planning Commission and City Council on July 12, 2004 to discuss the NDTIP. On July 13, 2004, the Planning Commission held a public hearing and made a recommendation to the City Council to adopt the bypass corridor known as modified 3J and comprehensive plan amendments to support the bypass corridor. On August 2, 2004, the Dayton City Council held a public hearing to consider the NDTIP. On August 16, 2004, the Dayton City Council considered evidence, testimony and the recommendation of the Dayton Planning Commission and adopted the bypass corridor known as Modified 3J and plan policies to support the bypass corridor.

### **CITY OF DUNDEE**

The City of Dundee conducted a joint public hearing with its Planning Commission and City Council on July 21, 2004 to discuss the NDTIP. On July 21, 2004, the Dundee Planning Commission reconvened, considered the testimony, evidence and recommended to the Dundee City Council that it adopt the bypass corridor identified as Modified 3J and comprehensive plan amendments to support the bypass. On August 2, 2004, the Dundee City Council held a public hearing to consider the NDTIP corridor location and comprehensive plan amendments. On August 16, 2004 the Dundee City Council considered the testimony, evidence and recommendation of the Dundee Planning Commission and adopted the bypass corridor known as Modified 3J and plan policies to support the bypass corridor.

In each of these proceedings, the DLCD provided comments that were considered by each jurisdiction. Many of the comments and concerns were incorporated into the proposed policies.

## **ELEMENTS OF PUBLIC OUTREACH AND INVOLVEMENT**

### **Direct Mail, Fact Sheets, Web Site and Media Notification**

The project team maintained a mailing list of interested parties throughout the NDTIP process. In the fall of 2000, individuals and organizations on the Phase 1 project mailing list received a written notice asking if they wanted to remain on the list. The current mailing list includes more than 1,790 individuals and organizations who have requested to be kept informed or have been added to the list.

Eight fact sheets and other project updates and meeting announcements were distributed to the mailing lists. An additional project update memo was mailed in summer 2001. This memo included an invitation to contact the consultant if any organization was interested in holding a community meeting with the project team. As a result, 15 community and neighborhood meetings took place.

With assistance from Yamhill County, ODOT and the consultant team produced a project Web site providing information and an opportunity for people to submit questions and comments. Contact information for the project team was available on the Web site and also printed on information materials. Information included descriptions and maps of the bypass alternatives and answers to “Frequently Asked Questions,” meeting announcements and descriptions of key phrases such as “Context Sensitive Solutions” and the “Goal Exception process”. ODOT updated the materials as the project progressed and alternatives were modified. Comments and questions from the public were documented and responded to by the project team, as appropriate.

ODOT distributed 22 media releases to regional and local newspapers and radio stations announcing events and reporting on results of POST and public meetings and summits. Project team members also met with the editors and reporters of The Newberg-Graphic, The Oregonian SW News Bureau, and the McMinnville News-Register to brief them on the project and answer questions.

The team also established and maintained contact with the Newberg Area Chamber of Commerce, Chehalem Parks and Recreation District, Newberg School District, the Yamhill County Wineries Association, and the Yamhill County Hispanic Advisory Committee. These groups were asked to help distribute meeting notifications and project updates to their constituencies. An additional mailing list consisted of community and business groups (including meeting and newsletter schedules) between the Oregon coast and the Portland metropolitan area.

### **Video, Public Meetings and Events**

Project information has reached hundreds of citizens in the cities of Newberg and Dundee and nearby communities. ODOT held the first public event for this phase of the NDTIP at the Dundee Elementary School in April 2001. The purpose was to describe and receive public input on existing transportation conditions, the bypass alternatives and multi-modal transportation improvements under consideration. The approximately 370 people who attended reviewed display maps, conversed with ODOT staff and the consultants, and completed written questionnaires.

Due to the high demand for another opportunity for public comment on the alternatives, a second public event was held in Newberg in June 2001. Approximately 100 people attended this event, during which they listened to presentations from agency regulatory staff and then met in small groups to discuss the strengths and weaknesses of the bypass alternatives under consideration. Written reports from both events were produced. Synopses were posted on the project Web site.

Between August and early October 2001, ODOT and the project team held meetings with property owners and neighborhood organizations along or near the bypass routes. The team also staffed booths in three community events sponsored by the Newberg Chamber of Commerce and the Dundee Community Center, including two block parties in Newberg and the Dundee Party in the Park. Written materials and staff to answer questions were available and well received by the citizens. Project information was also distributed at block parties and community festivals throughout the spring and summers of 2002, 2003 and 2004.

In the spring of 2002, project consultants produced a video to explain the project and the current set of alternatives. This was sent to all POST and PAC members and made available for loan, free of charge, at libraries, city halls, and some movie rental outlets in the project area. The video was also translated into Spanish and shown at area churches and other community events.

Two general community meetings were held in Dundee and Newberg in late May and early June 2002 to gather public input on the evaluation criteria. The informational project video also was shown. Subsequent to these meetings, the Project Advisory Committee reviewed the evaluation measures for the range of alternatives.

Four public hearings and one Spanish public meeting were held in the fall of 2002 during the LDEIS public comment period.

In the spring of 2003, ODOT held three community meetings. The meetings updated people on the project, informed them of ODOT's right-of-way purchasing policies and next steps, described plans for local transportation system plans and answered attendee questions. Two of the meetings were held in Newberg (one in English and one in Spanish) to focus on Newberg area issues. The third was held in Dundee and focused on Dundee and Dayton area issues.

In February 2004, the project team organized a speakers' bureau to discuss the recommended corridor, land use hearings and other activities with members of the POST and the ODOT project leader. ODOT sent an invitation to schedule presentations to representatives of community and business groups between the Oregon coast and the Portland metropolitan area.

The project team conducted special outreach in areas where environmental justice could be an issue. In particular, there are locations within the project study area with below-average-income populations and higher incidences of Hispanic or Spanish-speaking residents. The project's mailing list includes more than 40 Spanish-speaking residents who have requested to receive Spanish-language materials. They receive Spanish versions of all fact sheets and other information that is sent to the English-language mailing list.

In fall 2001, three community meetings were held in southern Newberg at the recommendation of the City and the project team to discuss possible concerns about the project with residents. Efforts to inform residents about the study and the community meetings included more than 1,200 door hangers distributed in English and Spanish, Spanish-language flyers posted at area churches and other gathering places, and a mailing to property owners. A Spanish-language public service announcement was read during Sunday Hispanic programming on radio station KLYC. Fact sheets, information packets and the informational video also were translated into Spanish. Translators and childcare providers were available at the meetings.

In November, 2002, during the LDEIS public comment period, ODOT held a community meeting to brief Spanish-speaking residents on the project and to encourage review and comment on the LDEIS. The meeting was held immediately after a Sunday Spanish-language congregation at Friends Church in Newberg.

The project team used a number of methods to advertise the meeting and encourage participation from members of the local Spanish-speaking community. A Spanish-language flyer advertised the meeting and its purpose. This went home with area schoolchildren. Additionally, the local pastor announced the meeting at church and also distributed copies of the flyer to the congregation. The potentially affected neighborhoods in southeast Newberg also were canvassed by an interpreter who distributed the most recent project fact sheet, the Executive Summary of the LDEIS, the project video, both in Spanish and English, and a flyer in Spanish promoting the meeting.

To further advertise the meeting a copy of the flyer was sent to the radio station KLYC and to *El Hispanic News* for inclusion in its community calendar section. Flyers and copies of the fact sheet in Spanish also were posted in businesses frequented by members of the Hispanic community.

# Yamhill County

## DEPARTMENT OF PLANNING AND DEVELOPMENT

401 NE EVANS STREET • McMinnville, Oregon 97128

Phone:(503) 434-7516 • Fax:(503) 434-7544 • Internet Address: <http://www.co.yamhill.or.us/plan/>

January 24, 2006

Oregon Department of Transportation, Region 2  
Attn.: Eric Havig  
455 Airport Road SE, Building B  
Salem, OR 97301-5395

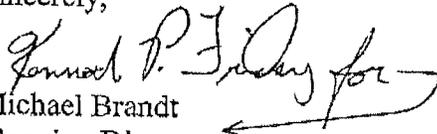
Re: **Newberg-Dundee Bypass Corridor Facility Plan**

Dear Mr. Havig:

Thank you for contacting our office related to this matter. This letter is to confirm that our office has reviewed the copy of the Newberg-Dundee Bypass Corridor Facility Plan. We have found the plan to be compatible with our local comprehensive plan and zoning ordinance. This letter is intended to confirm compliance with the state agency coordination as required by OAR 731-015-0065.

If you have any questions, please feel free to contact this office.

Sincerely,

  
Michael Brandt  
Planning Director

cc: ODOT, Region 2, Attn.: Terry Cole, 455 Airport Road SE, Building B, Salem, OR 97301

KF:kf

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**COLE Terry D**

**From:** Ken Friday [fridayk@co.yamhill.or.us]  
**Sent:** Thursday, January 19, 2006 4:18 PM  
**To:** COLE Terry D  
**Subject:** RE: ND Bypass Facility Plan

This e-mail is to confirm our previous conversations that our office does not have any concerns related to the comments and clarifications noted below.

Ken Friday  
Yamhill County  
Planning Division Manager  
503-434-7516

-----Original Message-----

**From:** COLE Terry D [mailto:Terry.D.COLE@odot.state.or.us]  
**Sent:** Tuesday, January 10, 2006 11:42 AM  
**To:** Bennett, James; Brandt, Mike; Foote, Eve; Hollis, Sue  
**Cc:** HAVIG Erik M  
**Subject:** ND Bypass Facility Plan

Good morning all,

First I would like to thank you for your letters of support for the Newberg Dundee Bypass Facility Plan. Having your written affirmations of compatibility with your comprehensive plans will be important to the OTC.

I am writing today to ask one further thing of you related to the upcoming OTC adoption of this document. Over the holidays, we received a few comments from DLCD regarding the facility plan. We believe that two of these comments merit some clarification. A summary of these comments and our proposed responses are shown below in italics:

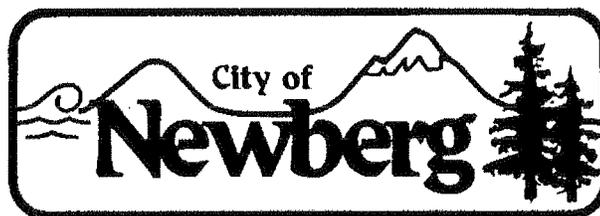
- *You have requested that we "revise Policy 8 to recognize that converting the directional interchanges at Dayton and Newberg to full movement interchanges would require a new or amended goal exception." Policy 8 currently states that "A change of either one of the directional interchanges identified to a full movement interchange during further project development will require an amendment to this Plan. A change of either one of the full movement interchanges identified to a directional interchange during further project development will require an amendment to this Plan." Your concern appears to be that this policy does not acknowledge that Yamhill County may also require a new or revised goal exception. We will clarify this language in the final document that is presented to the OTC and state that "Yamhill County may also require a new or amended goal exception if either of these changes are sought."*
- *You raised a concern about the use of the phrase "shall be consistent" being potentially confusing in the context of the following statement "it is ODOT's policy that all future UGB amendments, plan amendments, and zone changes shall be consistent with the interchange area management strategies that will be created as part of the Interchange Area Management Plan development process described in the Intergovernmental Agreements (IGAs) between ODOT and Newberg, Dundee, Dayton, and Yamhill County." The intent in this case is that such amendments be determined by ODOT and local governments to be consistent with the IAMPs, not that they are by definition consistent, regardless of their scope and impact. We will clarify this language in the final document that is presented to the OTC to state "it is ODOT's policy that all future UGB*

*amendments, plan amendments, and zone changes must be developed to be consistent with the interchange area management strategies that will be created as part of the Interchange Area Management Plan development process described in the Intergovernmental Agreements (IGAs) between ODOT and Newberg, Dundee, Dayton, and Yamhill County." We will also ensure that this intention is clearly stated in the IAMPs.*

Please let us know if you can support our proposed clarifications at your earliest convenience. If you are able to respond this week, that would be great. Thanks in advance for your consideration.

Terry

City of Newberg  
414 E. First Street  
P.O. Box 970  
Newberg, OR 97132



City Manager  
(503) 538-9421  
(503) 538-5013 FAX

November 30, 2005

Erik Havig  
ODOT Region 2 Planning and Development Manager  
455 Airport Rd. SE, Bldg. B  
Salem, OR 97301-5395

RECEIVED  
DEC 05 2005  
O.D.O.T. Region 2

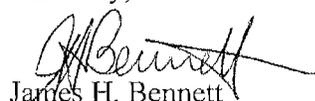
RE: Newberg Dundee Bypass Corridor Facility Plan

The City of Newberg has been a strong supporter of the Newberg-Dundee Transportation Improvement Project. We have participated with ODOT in planning for the project. We have adopted the bypass as part of our Transportation System Plan, have adopted a number of comprehensive plan policies addressing the bypass, and have entered into an intergovernmental management agreement with ODOT concerning the bypass.

The Newberg Dundee Bypass Corridor Facility Plan reflects Newberg's adopted comprehensive plan policies, agreements, and transportation plans. Thus, we concur that the facility plan is consistent with Newberg's adopted plans.

If you have questions, please let me know.

Sincerely,

  
James H. Bennett  
City Manager

cc: file

K:\WP\PLANNING\BARTON\ODOT LETTER FACILITY PLAN.DOC

**COLE Terry D**

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**From:** James Bennett [james.bennett@ci.newberg.or.us]  
**Sent:** Thursday, January 19, 2006 1:51 PM  
**To:** COLE Terry D  
**Subject:** RE: ND Bypass Facility Plan

Terry,

The City of Newberg has reviewed the clarifications prepared by ODOT in response to comments received from DLCD regarding the Newberg Dundee Bypass Facility Plan. The City concurs with and supports the proposed clarifications.

James H. Bennett, ICMA-CM  
City Manager  
City of Newberg

---

**From:** COLE Terry D [mailto:Terry.D.COLE@odot.state.or.us]  
**Sent:** Tuesday, January 10, 2006 11:42 AM  
**To:** James Bennett; Brandt, Mike; Foote, Eve; Hollis, Sue  
**Cc:** HAVIG Erik M  
**Subject:** ND Bypass Facility Plan

Good morning all,

First I would like to thank you for your letters of support for the Newberg Dundee Bypass Facility Plan. Having your written affirmations of compatibility with your comprehensive plans will be important to the OTC.

I am writing today to ask one further thing of you related to the upcoming OTC adoption of this document. Over the holidays, we received a few comments from DLCD regarding the facility plan. We believe that two of these comments merit some clarification. A summary of these comments and our proposed responses are shown below in italics:

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1/20/2006

*(IGAs) between ODOT and Newberg, Dundee, Dayton, and Yamhill County." We will also ensure that this intention is clearly stated in the IAMPs.*

Please let us know if you can support our proposed clarifications at your earliest convenience. If you are able to respond this week, that would be great. Thanks in advance for your consideration.

Terry



RECEIVED

DEC 07 2005

O.D.O.T. Region 2

December 5, 2005

Erik Havig  
ODOT Region 2 Planning and Development Manager  
Department of Transportation  
455 Airport Road. SE, Bldg. B  
Salem, OR 97301-5395

Re: Support for Newberg Dundee Bypass Corridor Facility Plan

Dear Erik:

Thank you for sending the CD of the Newberg Dundee Bypass Corridor Facility Plan. Dundee has long supported the location of the Bypass. We are pleased with the progress that has been accomplished this year.

This letter will affirm that the City of Dundee finds the Bypass project compatible with the City's adopted plans, polices and regulations.

Sincerely,

Eve L. Dolan  
City Administrator

Message

Page 1 of 1

**COLE Terry D**

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**From:** Eve Foote [dundeeeve@comcast.net]  
**Sent:** Thursday, January 19, 2006 1:46 PM  
**To:** COLE Terry D  
**Subject:** ND Bypass Facility Plan

Terry,

The City of Dundee can support your proposed clarification of the ND Bypass Facility Plan as stated in your email of January 10, 2006.

Eve Dolan  
City Administrator

City Administrator  
City of Dundee  
PO Box 220  
Dundee, OR 97115  
503.538.3922

**PUBLIC RECORDS LAW DISCLOSURE**

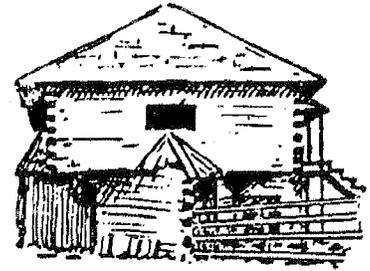
This is a public document. This e-mail is subject to the State Retention Schedule and may be made available to the public upon request.

Email: DundeeEve@comcast.net  
fax 503.538.1958  
Website: www.DundeeCity.org

# City of Dayton

*In the Heart of Oregon's Garden Spot*

Post Office Box 339  
Dayton, Oregon 97114-0039  
Phone: (503) 864-2221  
Fax: (503) 864-2956



Historic Fort Yamhill

December 14, 2005

Eric Havig  
Planning & Development Manager  
ODOT Region 2  
445 Airport Rd SE, Bldg B  
Salem OR 97301-5395

RECEIVED  
DEC. 26 2005  
O.D.O.T. Region 2

**Re: Newberg-Dundee Bypass Corridor Facility Plan**

Dear Mr Havig:

Thank you for the opportunity to review the subject document and appendices. It is our understanding that the purpose of this document is to recap all of the discussions and agreements among the various jurisdictions to date, and does not contain any information not previously made available.

In reviewing the document and appendices related to Dayton, we find them compatible with our jurisdiction's adopted plans, polices and regulations. There are a few areas of concern with the plan that were expressed at that time and that still create anxiety with the elected officials and citizens of the City. Although we understand that the plan is to address these concerns in the design phase of the project, we want them to be forwarded with our response to the Oregon Transportation Commission. These concerns are:

- 1) Design of an interchange that fits in with the surrounding land uses and does not create barriers to views or increase noise for the city residents. It is our desire that the same sensitivity that was used in developing plans for the 11 mile corridor up to the interchange be used in developing that interchange. A six story tall interchange does not fit anywhere in the State of Oregon, let alone at this very scenic junction. The potential scenic and environmental impacts, including noise pollution that will seriously degrade the quality of life for Dayton residents, is of great concern to us.
- 2) Access to our industrial park which lies nearly adjacent to the terminus of the interchange. Dayton has few jobs to offer its young people or residents. Access to the industrial park along Hwy 18 is essential to us. The uncertainty about the

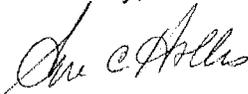
Eric Havig  
December 14, 2005  
Page 2

fate of this access when the bypass is actually constructed has severely limited our ability to attract businesses to this industrial park.

- 3) Finally, is our concern that the closeness of the interchange to the interchange at Hwy 18 and State Hwy 221 will simply create another bottleneck in a new location and make an already dangerous interchange a deadly one for the residents and visitors of Dayton. Our concern relates to the fact that the interchange will merge 3 lanes of fast moving traffic going west into one lane which then in a very short distance will cross over a very inadequate interchange. That interchange includes a very old bridge and "on-ramp" where a motorist attempting to go west on Hwy 18 has no opportunity to get up to highway speed before attempting to merge with the traffic stream, and a motorist going east on Hwy 18 must come to a complete stop before entering the highway. Currently, traffic has at least been able to take advantage of some gaps related to the stop at Hwy 18 and Hwy 99. That stop allows not only users of the Dayton interchange, but those of Ash Road and the Lafayette-Hopewell Highway farther to the west, an opportunity to enter the traffic stream, although not always in a safe manner.

Again, thank you for the opportunity to review the complete document and we look forward to participating in the design phase of the project. If you have any questions regarding this letter, please do not hesitate to contact me at (503)864-2221 or by e-mail at [suehollis@ci.dayton.or.us](mailto:suehollis@ci.dayton.or.us).

Sincerely,



Sue C Hollis  
City Manager

**COLE Terry D**

---

**From:** Sue Hollis [suehollis@ci.dayton.or.us]  
**Sent:** Thursday, January 12, 2006 1:19 PM  
**To:** COLE Terry D  
**Subject:** RE: ND Bypass Facility Plan

Terry – As long as we keep the local governments involved, I have no problems with your proposed clarifications. Sounds as though we are covered on both. Sue

---

**From:** COLE Terry D [mailto:Terry.D.COLE@odot.state.or.us]  
**Sent:** Tuesday, January 10, 2006 11:42 AM  
**To:** Bennett, James; Brandt, Mike; Foote, Eve; Hollis, Sue  
**Cc:** HAVIG Erik M  
**Subject:** ND Bypass Facility Plan

Good morning all,

First I would like to thank you for your letters of support for the Newberg Dundee Bypass Facility Plan. Having your written affirmations of compatibility with your comprehensive plans will be important to the OTC.

I am writing today to ask one further thing of you related to the upcoming OTC adoption of this document. Over the holidays, we received a few comments from DLCD regarding the facility plan. We believe that two of these comments merit some clarification. A summary of these comments and our proposed responses are shown below in italics:

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Please let us know if you can support our proposed clarifications at your earliest convenience. If you are able to respond this week, that would be great. Thanks in advance for your consideration.

1/20/2006

# Yamhill County

## DEPARTMENT OF PLANNING AND DEVELOPMENT

401 NE EVANS STREET • McMinnville, Oregon 97128

Phone:(503) 434-7516 • Fax:(503) 434-7544 • Internet Address: <http://www.co.yamhill.or.us/plan/>

January 24, 2006

Oregon Department of Transportation, Region 2  
Attn.: Eric Havig  
455 Airport Road SE, Building B  
Salem, OR 97301-5395

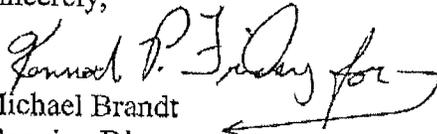
Re: **Newberg-Dundee Bypass Corridor Facility Plan**

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If you have any questions, please feel free to contact this office.

Sincerely,

  
Michael Brandt  
Planning Director

cc: ODOT, Region 2, Attn.: Terry Cole, 455 Airport Road SE, Building B, Salem, OR 97301

KF:kf

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**COLE Terry D**

**From:** Ken Friday [fridayk@co.yamhill.or.us]  
**Sent:** Thursday, January 19, 2006 4:18 PM  
**To:** COLE Terry D  
**Subject:** RE: ND Bypass Facility Plan

This e-mail is to confirm our previous conversations that our office does not have any concerns related to the comments and clarifications noted below.

Ken Friday  
Yamhill County  
Planning Division Manager  
503-434-7516

-----Original Message-----

**From:** COLE Terry D [mailto:Terry.D.COLE@odot.state.or.us]  
**Sent:** Tuesday, January 10, 2006 11:42 AM  
**To:** Bennett, James; Brandt, Mike; Foote, Eve; Hollis, Sue  
**Cc:** HAVIG Erik M  
**Subject:** ND Bypass Facility Plan

Good morning all,

First I would like to thank you for your letters of support for the Newberg Dundee Bypass Facility Plan. Having your written affirmations of compatibility with your comprehensive plans will be important to the OTC.

I am writing today to ask one further thing of you related to the upcoming OTC adoption of this document. Over the holidays, we received a few comments from DLCD regarding the facility plan. We believe that two of these comments merit some clarification. A summary of these comments and our proposed responses are shown below in italics:

- *You have requested that we "revise Policy 8 to recognize that converting the directional interchanges at Dayton and Newberg to full movement interchanges would require a new or amended goal exception." Policy 8 currently states that "A change of either one of the directional interchanges identified to a full movement interchange during further project development will require an amendment to this Plan. A change of either one of the full movement interchanges identified to a directional interchange during further project development will require an amendment to this Plan." Your concern appears to be that this policy does not acknowledge that Yamhill County may also require a new or revised goal exception. We will clarify this language in the final document that is presented to the OTC and state that "Yamhill County may also require a new or amended goal exception if either of these changes are sought."*
- *You raised a concern about the use of the phrase "shall be consistent" being potentially confusing in the context of the following statement "it is ODOT's policy that all future UGB amendments, plan amendments, and zone changes shall be consistent with the interchange area management strategies that will be created as part of the Interchange Area Management Plan development process described in the Intergovernmental Agreements (IGAs) between ODOT and Newberg, Dundee, Dayton, and Yamhill County." The intent in this case is that such amendments be determined by ODOT and local governments to be consistent with the IAMPs, not that they are by definition consistent, regardless of their scope and impact. We will clarify this language in the final document that is presented to the OTC to state "it is ODOT's policy that all future UGB*

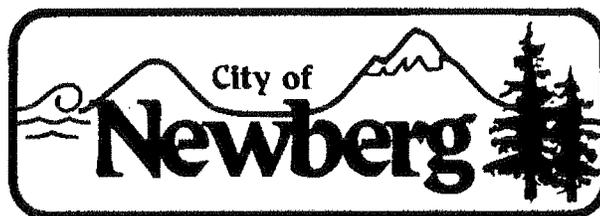
## ND Bypass Facility Plan

*amendments, plan amendments, and zone changes must be developed to be consistent with the interchange area management strategies that will be created as part of the Interchange Area Management Plan development process described in the Intergovernmental Agreements (IGAs) between ODOT and Newberg, Dundee, Dayton, and Yamhill County." We will also ensure that this intention is clearly stated in the IAMPs.*

Please let us know if you can support our proposed clarifications at your earliest convenience. If you are able to respond this week, that would be great. Thanks in advance for your consideration.

Terry

City of Newberg  
414 E. First Street  
P.O. Box 970  
Newberg, OR 97132



City Manager  
(503) 538-9421  
(503) 538-5013 FAX

November 30, 2005

Erik Havig  
ODOT Region 2 Planning and Development Manager  
455 Airport Rd. SE, Bldg. B  
Salem, OR 97301-5395

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DEC 05 2005  
O.D.O.T. Region 2

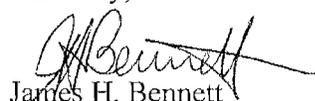
RE: Newberg Dundee Bypass Corridor Facility Plan

The City of Newberg has been a strong supporter of the Newberg-Dundee Transportation Improvement Project. We have participated with ODOT in planning for the project. We have adopted the bypass as part of our Transportation System Plan, have adopted a number of comprehensive plan policies addressing the bypass, and have entered into an intergovernmental management agreement with ODOT concerning the bypass.

The Newberg Dundee Bypass Corridor Facility Plan reflects Newberg's adopted comprehensive plan policies, agreements, and transportation plans. Thus, we concur that the facility plan is consistent with Newberg's adopted plans.

If you have questions, please let me know.

Sincerely,

  
James H. Bennett  
City Manager

cc: file

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**COLE Terry D**

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**From:** James Bennett [james.bennett@ci.newberg.or.us]  
**Sent:** Thursday, January 19, 2006 1:51 PM  
**To:** COLE Terry D  
**Subject:** RE: ND Bypass Facility Plan

Terry,

The City of Newberg has reviewed the clarifications prepared by ODOT in response to comments received from DLCD regarding the Newberg Dundee Bypass Facility Plan. The City concurs with and supports the proposed clarifications.

James H. Bennett, ICMA-CM  
City Manager  
City of Newberg

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**From:** COLE Terry D [mailto:Terry.D.COLE@odot.state.or.us]  
**Sent:** Tuesday, January 10, 2006 11:42 AM  
**To:** James Bennett; Brandt, Mike; Foote, Eve; Hollis, Sue  
**Cc:** HAVIG Erik M  
**Subject:** ND Bypass Facility Plan

Good morning all,

First I would like to thank you for your letters of support for the Newberg Dundee Bypass Facility Plan. Having your written affirmations of compatibility with your comprehensive plans will be important to the OTC.

I am writing today to ask one further thing of you related to the upcoming OTC adoption of this document. Over the holidays, we received a few comments from DLCD regarding the facility plan. We believe that two of these comments merit some clarification. A summary of these comments and our proposed responses are shown below in italics:

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1/20/2006

*(IGAs) between ODOT and Newberg, Dundee, Dayton, and Yamhill County." We will also ensure that this intention is clearly stated in the IAMPs.*

Please let us know if you can support our proposed clarifications at your earliest convenience. If you are able to respond this week, that would be great. Thanks in advance for your consideration.

Terry



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DEC 07 2005

O.D.O.T. Region 2

December 5, 2005

Erik Havig  
ODOT Region 2 Planning and Development Manager  
Department of Transportation  
455 Airport Road. SE, Bldg. B  
Salem, OR 97301-5395

Re: Support for Newberg Dundee Bypass Corridor Facility Plan

Dear Erik:

Thank you for sending the CD of the Newberg Dundee Bypass Corridor Facility Plan. Dundee has long supported the location of the Bypass. We are pleased with the progress that has been accomplished this year.

This letter will affirm that the City of Dundee finds the Bypass project compatible with the City's adopted plans, polices and regulations.

Sincerely,

Eve L. Dolan  
City Administrator

Message

Page 1 of 1

## COLE Terry D

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**From:** Eve Foote [dundeeeve@comcast.net]  
**Sent:** Thursday, January 19, 2006 1:46 PM  
**To:** COLE Terry D  
**Subject:** ND Bypass Facility Plan

Terry,

The City of Dundee can support your proposed clarification of the ND Bypass Facility Plan as stated in your email of January 10, 2006.

Eve Dolan  
City Administrator

City Administrator  
City of Dundee  
PO Box 220  
Dundee, OR 97115  
503.538.3922

### PUBLIC RECORDS LAW DISCLOSURE

This is a public document. This e-mail is subject to the State Retention Schedule and may be made available to the public upon request.

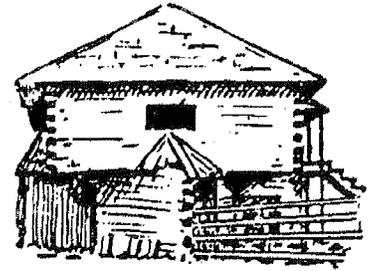
Email: DundeeEve@comcast.net  
fax 503.538.1958  
Website: [www.DundeeCity.org](http://www.DundeeCity.org)

1/20/2006

# City of Dayton

*In the Heart of Oregon's Garden Spot*

Post Office Box 339  
Dayton, Oregon 97114-0039  
Phone: (503) 864-2221  
Fax: (503) 864-2956



Historic Fort Yamhill

December 14, 2005

Eric Havig  
Planning & Development Manager  
ODOT Region 2  
445 Airport Rd SE, Bldg B  
Salem OR 97301-5395

RECEIVED  
DEC. 26 2005  
O.D.O.T. Region 2

**Re: Newberg-Dundee Bypass Corridor Facility Plan**

Dear Mr Havig:

Thank you for the opportunity to review the subject document and appendices. It is our understanding that the purpose of this document is to recap all of the discussions and agreements among the various jurisdictions to date, and does not contain any information not previously made available.

In reviewing the document and appendices related to Dayton, we find them compatible with our jurisdiction's adopted plans, polices and regulations. There are a few areas of concern with the plan that were expressed at that time and that still create anxiety with the elected officials and citizens of the City. Although we understand that the plan is to address these concerns in the design phase of the project, we want them to be forwarded with our response to the Oregon Transportation Commission. These concerns are:

- 1) Design of an interchange that fits in with the surrounding land uses and does not create barriers to views or increase noise for the city residents. It is our desire that the same sensitivity that was used in developing plans for the 11 mile corridor up to the interchange be used in developing that interchange. A six story tall interchange does not fit anywhere in the State of Oregon, let alone at this very scenic junction. The potential scenic and environmental impacts, including noise pollution that will seriously degrade the quality of life for Dayton residents, is of great concern to us.
- 2) Access to our industrial park which lies nearly adjacent to the terminus of the interchange. Dayton has few jobs to offer its young people or residents. Access to the industrial park along Hwy 18 is essential to us. The uncertainty about the

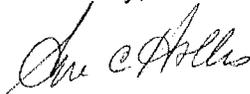
Eric Havig  
December 14, 2005  
Page 2

fate of this access when the bypass is actually constructed has severely limited our ability to attract businesses to this industrial park.

- 3) Finally, is our concern that the closeness of the interchange to the interchange at Hwy 18 and State Hwy 221 will simply create another bottleneck in a new location and make an already dangerous interchange a deadly one for the residents and visitors of Dayton. Our concern relates to the fact that the interchange will merge 3 lanes of fast moving traffic going west into one lane which then in a very short distance will cross over a very inadequate interchange. That interchange includes a very old bridge and "on-ramp" where a motorist attempting to go west on Hwy 18 has no opportunity to get up to highway speed before attempting to merge with the traffic stream, and a motorist going east on Hwy 18 must come to a complete stop before entering the highway. Currently, traffic has at least been able to take advantage of some gaps related to the stop at Hwy 18 and Hwy 99. That stop allows not only users of the Dayton interchange, but those of Ash Road and the Lafayette-Hopewell Highway farther to the west, an opportunity to enter the traffic stream, although not always in a safe manner.

Again, thank you for the opportunity to review the complete document and we look forward to participating in the design phase of the project. If you have any questions regarding this letter, please do not hesitate to contact me at (503)864-2221 or by e-mail at [suehollis@ci.dayton.or.us](mailto:suehollis@ci.dayton.or.us).

Sincerely,



Sue C Hollis  
City Manager

**COLE Terry D**

---

**From:** Sue Hollis [suehollis@ci.dayton.or.us]  
**Sent:** Thursday, January 12, 2006 1:19 PM  
**To:** COLE Terry D  
**Subject:** RE: ND Bypass Facility Plan

Terry – As long as we keep the local governments involved, I have no problems with your proposed clarifications. Sounds as though we are covered on both. Sue

---

**From:** COLE Terry D [mailto:Terry.D.COLE@odot.state.or.us]  
**Sent:** Tuesday, January 10, 2006 11:42 AM  
**To:** Bennett, James; Brandt, Mike; Foote, Eve; Hollis, Sue  
**Cc:** HAVIG Erik M  
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1/20/2006