

Dear HB 2696 Hearing Committee Members:

April 2, 2013

I am writing to voice my opposition to HB 2696 that permits ODOT the ability to exercise its power of eminent domain to acquire by means of condemnation prime farmland in North Marion County in order to build a "Coastal Parkway" linking Interstate 5 to Hwy 18 in Yamhill County. As a native Oregonian who now resides on rural property that will be directly impacted by some of the proposed routes and indirectly impacted by all of the proposed routes, I am offering the following points in opposition:

- ODOT spent tax payer's dollars and over 10 years of work to responsibly study, propose and lawfully build a \$290M Coastal Bypass in Yamhill County. Phase I is currently under construction. Phase II will complete the Bypass and offer motorists a direct less congested route to the Oregon Coast.
- When you calculate the mileage gained using one of the proposed Coastal Parkway Routes, one realizes a mere 11 miles as compared to the existing I-5 to Salem Parkway Route and even less when using the I-5 Newberg/Dundee Bypass Route. Responsible Legislators would not allow the condemnation of acres of prime farmland in order to reduce a commute by so few miles.
- The completed Newberg/Dundee Bypass provides motorists using Hwy 99-W relief from congested coastal traffic. When did ODOT determine that I-5 requires similar relief as described in HB 2696?
- Marion County Commissioners, residents of North Marion County, and the Cities of Wilsonville, Aurora, Donald and St. Paul have voiced opposition to this proposal. Yet backers and supporters of HB 2696 continue to state that these entities endorse HB 2696.
- HB 2696 is actually an example of disingenuous legislation proposed by our Representatives in a desperate attempt to finally block the completion of Phase II of the Newberg/Dundee Bypass.
- HB 2696 does not meet and will never meet requirements of ORS 383.015.
- HB 2696 does not consider traffic congestion, safety concerns and economic conditions that will be affected by a Coastal Parkway through prime farmland. Nor has it considered the local, aesthetic, livelihood and other interests of citizens living in the area.
- HB 2696 does not recognize that farming in North Marion County provides much needed employment opportunities to citizens of the region. Nor does it acknowledge the myriad of problems farmers will experience when their farm land is transected by a toll roadway.
- HB 2696 does not address access and safety concerns for motorists using the Coastal Parkway. Rural volunteer fire districts are not prepared to serve motorists along the route.
- HB 2696 does not address required interchange upgrades at Interstate 5 and at numerous rural roads and driveways.

In summary, responsible legislators will not endorse HB 2696. Responsible legislators will support and enforce ODOT's existing plans to finish **both** Phases of the Newberg/Dundee Bypass. ODOT's plans represent thousands of hours of research, study, community meetings and hearings. This work has already resulted in the acquisition of millions of dollars of local, state and federal moneys to relieve congested coastal traffic along Hwy 99-W making HB 2696 redundant and frivolous legislation.

Sincerely,

Anne Wylie

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