



# Marion County

## OREGON

### Board of Commissioners

(503) 588-5212  
(503) 588-5237-FAX

#### BOARD OF COMMISSIONERS

Sam Brentano  
Janet Carlson  
Kevin Cameron

#### CHIEF ADMINISTRATIVE OFFICER

John Lattimer

April 4, 2017

Representative Caddy McKeown, Chair  
House Committee on Transportation Policy  
Oregon State Capitol  
Salem, OR 97301

#### RE: Marion County Opposes HB 3231

Dear Chair McKeown and Committee Members:

Thank you for the opportunity to testify in opposition to House Bill 3231, which authorizes governing bodies of cities and counties to jointly form a district for purposes of acquisition, design, construction, reconstruction, installation, operation, maintenance and repair of limited-access public highway projects within district boundaries.

The Marion County Board of Commissioners has strong concerns with the premise of House Bill 3231 for the following reasons:

- HB 3231 appears to allow the creation of a district crossing city and county boundaries, enabling the district to be piece meal and not contiguous. This could, in Marion County's case, coerce traffic onto inferior roads resulting in the county having to reprioritize road funds to upgrade these sections of the road to accommodate the new higher volume of traffic.
- Under HB 3231, a district can dismiss the local comprehensive plan, land use zoning codes, and/or transportation plans from consideration, all of which are currently required for cities and counties.
- A county that receives an application for a road project from a district may not deny the application, but can only approve the application subject to construction standards prescribed by the Oregon Department of Transportation.
- Under HB 3231, the tax rate will be established *after* the district is formed. Currently, if a city or county establishes a service district, the tax rate is included in the formation so voters know how the district will be funded.
- District is granted broad authority to enter into public/private partnerships and, unlike other local governments, can make loans to private entities. This gives the district power to impose a tax and loan the tax money to a private entity to build, own, and operate a road for a profit.

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April 4, 2017  
House Committee on Transportation Policy  
Oppose HB 3231

On March 21, 2017, Marion County held a community meeting in St. Paul regarding county roads, traffic, and law enforcement. Local residents submitted a petition with more than 500 signatures to the board voicing their concerns over traffic impacts on north Marion County roads.

Marion County is the highest grossing county for agricultural production in Oregon. Protecting high-value farmland is our priority. Several attempts have been made to build a bypass through northern Marion County and each time we have strongly opposed these attempts.

House Bill 3231 creates an entity that usurps the authority of Marion County Board of Commissioners, increases the chance of a bypass through northern Marion County, and is incompatible with the county's comprehensive, land use zoning, and transportation plan.

For these reasons, the Marion County Board of Commissioners strongly oppose House Bill 3231.

Sincerely,

**MARION COUNTY BOARD OF COMMISSIONERS**



Samuel A. Brentano, Chair



Janet Carlson, Vice Chair



Kevin Cameron, Commissioner

cc: Marion County Legislative Delegation



# Marion County

## OREGON

### Board of Commissioners

April 8, 2013

(503) 588-5212  
(503) 588-5237 - FAX

Representative Tobias Read, Chair  
Transportation & Economic Development Committee  
State Capitol Building, Room 453  
Salem, OR 97301

#### BOARD OF COMMISSIONERS

Janet Carlson  
Samuel Brentano  
Patricia Milne

#### CHIEF ADMINISTRATIVE OFFICER

John Lattimer

#### Re: Testimony in Opposition to HB 2696

Dear Chair Read and Committee Members:

Thank you for the opportunity to testify in opposition to House Bill 2696 which forces a regional bypass through northern Marion County. Since first proposed, the Coastal Parkway project has received opposition from affected farmers, cities, counties, community groups, and area residents.

The Marion County Board of Commissioners has consistently opposed the Coastal Parkway proposal as evidenced by three resolutions stating specific concerns about the project. The commissioners are opposed to HB 2696 for the following reasons:

- The proposal violates guidelines and desires regarding farmland preservation and protection in the French Prairie area;
- There are no grounds to depart from the regionally approved Newberg-Dundee bypass currently under construction by the Oregon Department of Transportation (ODOT); and
- HB 2696 undermines local control by compelling ODOT to utilize the power of condemnation in violation protections outlined in ORS 35.015.

The proposed project provides no benefit to Marion County residents and sacrifices valuable farmland to resolve another county's traffic congestion problem where an identified solution already exists. Marion County has a duty to protect its citizens and agricultural enterprises from the adverse effects of non farm development on agricultural lands.

Thank you for your time and consideration. We ask for your support of Marion County in opposing this bill.

Sincerely,

Chair                      Commissioner                      Commissioner

cc: House Transportation and Economic Development Committee  
Marion County Legislative Delegation

Enclosures

1868-3

MARION COUNTY, OREGON

06 MAR -1 P 3:32

RECEIVED

BEFORE THE BOARD OF COMMISSIONERS  
FOR MARION COUNTY, OREGON.

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In the matter of opposing the )  
development of a regional bypass )  
across northern Marion County. )

RESOLUTION No. 06-5R

This matter came before the Marion County Board of Commis-  
sioners at a regularly scheduled public meeting on February 27,  
2006.

WHEREAS, the traffic problems and congestion in the Newberg-  
Dundee area have developed over a period of many years; and

WHEREAS, these traffic pressures have been the subject of  
study by many groups and task forces during the past 30 years;  
and

WHEREAS, the most recent study to find a solution to the  
Newberg-Dundee traffic problems proposed approximately 11  
alternatives, all but one of which, the regional bypass, would  
be located in Yamhill County; and

WHEREAS, the regional bypass would send traffic east to  
Interstate Highway 5, via a new Willamette River bridge and  
along the corridor in Marion County that is now traversed by  
McKay, Yergen and Ehlen Roads (County Roads 405 and 96), which  
are heavily traveled, already leading to congestion at the  
Donald Interchange on Interstate 5; and

Marion County Legal Counsel  
555 Court Street, NE  
P.O. Box 14500  
Salem, Oregon 97309  
FAX: (503) 373-4367  
Telephone: 588-5220

1 WHEREAS, the lands in and around this corridor are zoned  
2 Exclusive Farm Use and have been preserved for farm use as  
3 required by Oregon land use laws and regulations, implemented by  
4 Marion County's Comprehensive Plan and zoning ordinances,  
5 farming is the backbone of the economy of Marion County, and  
6 Marion County farm products feed the state; and

7 WHEREAS, Marion County has a duty to protect its citizens  
8 and agricultural enterprises from the adverse effects of  
9 excessive traffic, noise, air pollution and non farm development  
10 of agricultural lands; and

11 WHEREAS, more appropriate solutions to the Newberg-Dundee  
12 traffic problems are available within Yamhill County, including  
13 the tollway authorized under Senate Bill 626 (1995 Oregon Laws  
14 chap. 668); now, therefore,

15 IT IS RESOLVED that the Marion County Board of Commissioners  
16 opposes efforts to locate the regional bypass in Marion County  
17 and urges that all consideration of locating the bypass in  
18 Marion County be immediately discontinued; and

19 IT IS FURTHER RESOLVED that Marion County will continue to  
20 support efforts to address the Newberg-Dundee traffic problems  
21 by continuing its full participation in the Newberg-Dundee  
22 Transportation Improvement Project.  
23  
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DATED at Salem, Oregon, this 27th day of February 2006.

MARION COUNTY BOARD OF COMMISSIONERS

Patricia Miller  
Chair

Janet Carlson  
Commissioner

Donald A. Brantone  
Commissioner

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Marion County Legal Counsel  
555 Court Street NE  
P.O. Box 14500  
Salem, Oregon 97309  
FAX: (503) 379-4367  
Telephone: 588-5220

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RECEIVED

BEFORE THE BOARD OF COMMISSIONERS

FOR MARION COUNTY, OREGON

'03 FEB 13 A9:48

In the matter of opposing the )  
development of a regional bypass )  
across northern Marion County. )

MARION COUNTY CLERK

RESOLUTION No. 03-4R

This matter came before the Marion County Board of Commis-  
sioners at its regularly scheduled public meeting on February 12,  
2003.

WHEREAS, the traffic problems and congestion in the Newberg-  
Dundee area have developed over a period of many years; and

WHEREAS, these traffic pressures have been the subject of  
study by many groups and task forces during the past 30 years; and

WHEREAS, the most recent study to find a solution to the  
Newberg-Dundee traffic problems proposed approximately 11 alterna-  
tives, all but one of which, the regional bypass, would be located  
in Yamhill County; and

WHEREAS, the regional bypass would send traffic east to  
Interstate Highway 5, via a new Willamette River bridge and along  
the corridor in Marion County that is now traversed by McKay,  
Yergen and Ehlen Roads (County Roads 405 and 96), which are heavily  
traveled, already leading to congestion at the Donald Interchange  
on Interstate 5; and

WHEREAS, the lands in and around this corridor are zoned  
Exclusive Farm Use and have been preserved for farm use as required  
by Oregon land use laws and regulations, implemented by Marion

Marion County Legal Counsel  
555 Court Street NE  
P.O. Box 14500  
Salem, Oregon 97309  
FAX: (503) 373-4367  
Telephone: 588-5220

1 County's Comprehensive Plan and zoning ordinances, farming is the  
2 backbone of the economy of Marion County, and Marion County farm  
3 products feed the state; and

4 WHEREAS, Marion County has a duty to protect its citizens and  
5 agricultural enterprises from the adverse effects of excessive  
6 traffic, noise, air pollution and non farm development of agricul-  
7 tural lands; and

8 WHEREAS, more appropriate solutions to the Newberg-Dundee  
9 traffic problems are available within Yamhill County, including the  
10 tollway authorized under Senate Bill 626 (1995 Oregon Laws chap.  
11 668); now, therefore,

12 IT IS RESOLVED that the Marion County Board of Commissioners  
13 opposes efforts to locate the regional bypass in Marion County and  
14 urges that all consideration of locating the bypass in Marion  
15 County be immediately discontinued; and

16 IT IS FURTHER RESOLVED that Marion County will continue to  
17 support efforts to address the Newberg-Dundee traffic problems by  
18 continuing its full participation in the Newberg-Dundee Transporta-  
19 tion Improvement Project.  
20

21 DATED at Salem, Oregon, this 12<sup>th</sup> day of February, 2003.

MARION COUNTY BOARD OF COMMISSIONERS

Chair

Commissioner

Commissioner

Marion County Legal Counsel  
555 Court Street NE  
P.O. Box 14500  
Salem, Oregon 97309  
FAX: (503) 373-4367  
Telephone: 588-5220



16206

BEFORE THE BOARD OF COMMISSIONERS

FOR MARION COUNTY, OREGON

In the matter of opposing the )  
development of a regional bypass )  
across northern Marion County. )

APR 37 9 25 AM '01  
ALAN H. FAY  
MARION COUNTY CLERK

RESOLUTION No. 01-17R

This matter came before the Marion County Board of Commis-  
sioners at its regularly scheduled public meeting on May 2, 2001.

WHEREAS, the traffic problems and congestion in the Newberg-  
Dundee area have developed over a period of many years; and

WHEREAS, these traffic pressures have been the subject of  
study by many groups and task forces during the past 30 years; and

WHEREAS, the most recent study to find a solution to the  
Newberg-Dundee traffic problems proposed approximately 11 alterna-  
tives, all but one of which, the regional bypass, would be located  
in Yamhill County; and

WHEREAS, the regional bypass would send traffic east to  
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Yergen and Ehlen Roads (County Roads 405 and 96), which are heavily  
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on Interstate 5; and

WHEREAS, the lands in and around this corridor are zoned  
Exclusive Farm Use and have been preserved for farm use as required  
by Oregon land use laws and regulations, implemented by Marion  
County's Comprehensive Plan and zoning ordinances, farming is the  
backbone of the economy of Marion County, and Marion County farm

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7 traffic problems are available within Yamhill County, including the  
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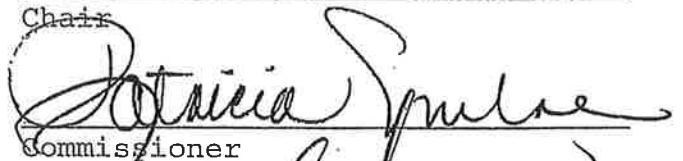
14 IT IS FURTHER RESOLVED that Marion County will continue to  
15 support efforts to address the Newberg-Dundee traffic problems by  
16 continuing its full participation in the Newberg-Dundee Transporta-  
17 tion Improvement Project.

18 DATED at Salem, Oregon, this 2nd day of May, 2001.

19  
20 MARION COUNTY BOARD OF COMMISSIONERS

21 

22 Chair

23 

24 Commissioner

25 

26 Commissioner

orig: clerk  
cc: PW  
BOC

Marion County Legal Counsel  
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