

# YAMHILL COUNTY PARKWAY COMMITTEE

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Testimony on HB 4060  
Joint Committee on Transportation  
Submitted by Dave Haugeberg, Chair, Yamhill County Parkway Committee  
February 7, 2018

Co-Chairs Beyer and McKeown, Co-Vice Chairs Boquist and Olson, Members of the Joint Committee on Transportation, thank you for the opportunity to comment on HB 4060. The Yamhill County Parkway Committee was a strong supporter of HB 2017, which provided funding for Final Design and Engineering on Phase 2 of the Newberg-Dundee Bypass. We appreciate your continued role in ensuring that the transportation package is implemented as effectively and efficiently as possible and all funding opportunities are leveraged as we move forward with modernizing our state's infrastructure. You will be considering numerous technical fixes and policy options for HB 2017, and today I would like to highlight and encourage your support for a few of the concepts before you that would contribute to the success of the largest highway project underway in our region.

HB 4060 includes language in **Section 71d** that aligns with the verbiage used to describe the Newberg-Dundee Bypass by ODOT, which was approved by the Oregon Transportation Commission for inclusion in the STIP. This would change "design only" to "shovel ready preparations", and more accurately describes the scope of work. More importantly, we feel this shovel ready status will assist with eligibility for federal dollars which will be absolutely vital to funding construction of Phase 2.

Secondly, we would suggest adding the Newberg-Dundee Bypass to the projects specifically named under **Section 45 2(b)(D)** that OTC must include in their status report prior to the scheduled gas tax increase in 2022. This would not fall outside of the scope of projects above \$20 million already included in the required report, but by naming the Newberg-Dundee Bypass alongside metro area projects, it demonstrates the state's commitment to rural infrastructure projects and furthers the goal of leveraging federal rural infrastructure investment dollars.

The federal landscape is uncertain, but the Trump administration is expected to release a proposal next week for an Infrastructure funding package that will probably include at least \$200 billion for projects nationwide. We know there will be a heavy emphasis on rural projects, and the language we are proposing would assist in ensuring that the Newberg-Dundee Bypass, and the state of Oregon, are better positioned to draw down these funds. More immediately, there is potential for the Bypass to apply for federal grants in upcoming rounds of INFRA and TIGER.

Thanks to your creativity, diligence and hard work as a committee, we have a path forward for Phase 2. Our commitment is to pursue every funding opportunity available with the tools you provide us, so we can move to construction and realize the full potential of this valuable infrastructure project. Thank you for your consideration.