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OFFICE OF THE MAYOR, 230 NE Second Street, McMinnville, Oregon 97128
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May 7, 2021

Senator Fred Girod, Co-Chair
Representative Paul Holvey, Co-Chair
Joint Ways and Means Subcommittee on Capital Construction

RE: Funding request for the Newberg-Dundee Bypass

Co-Chairs Holvey, Girod and Members of the Committee:

As Mayor of McMinnville and a member of the Yamhill County Parkway Committee I am writing to request consideration of state funding for support of the Newberg-Dundee Bypass. I urge you to use lottery bonds, G.O. bonds, ARPA funds or any state funding available to move this essential project forward.

The Newberg-Dundee Bypass is the regional bypass that runs from Newberg to Dayton, a vitally important piece of infrastructure designed to resolve significant congestion on the travelshed that connects the Portland Metro region to Yamhill County, all the way to the Central Coast.

This 11-mile state highway is divided into three phases. ODOT has built and completed Phase 1, the middle section, which is open and functioning very well. Thanks to funding from the Oregon Legislature and the OTC, design is underway and right of way is completed on Phase 2. We have come before you with funding requests for the last three sessions, but thanks to the great work of ODOT over the last two years, this is the first time we can say that the project is shovel ready. What we seek now is funding to go to construction.

This essential rural project is a priority for the Governor, and she has again requested \$32 million in funding, and there is a request before Ways and Means in the lottery bond bill for \$32 million to go to construction on Phase 2. You also have funding requests before you to utilize funds from the American Rescue Plan to dedicate significant funding that can match with federal funding to build and complete the Bypass.

This project has broad Congressional support and we are striving to leverage federal funds through grants and earmarks requests. Phase 1 was supported with local funding and all governmental jurisdictions are committed and resolved to add local funding for what we call "phase to the finish".

Name
Date
Re:

Page 2

This is a highway of regional and statewide significance, not just a local highway impacting Newberg and Dundee, as it impacts the entire region from the edges of Portland metro through Marion and Yamhill Counties and on to the Oregon coast. This vital infrastructure is only as strong as its weakest link and the bottleneck and safety issues that remain on either end of the first phase will only be resolved when the entire bypass is completed. Phase 1 has significantly reduced heavy traffic on main streets of Newberg and Dundee. However, congestion and safety issues remain and will only be resolved when the full bypass is built. Phase 2 will resolve safety issues on the Newberg end arising from traffic diversion from Phase 1 of bypass onto rural Marion County roads headed to I-5. An alarming number of deaths have occurred on these roads in the years after Phase 1 has been open and will continue until the bypass connects up to highway 99 at Rex Hill as intended. There is a major choke point on the Dundee end where the bottleneck has been moved from downtown Dundee to the doorstep of several major wineries and these safety and congestion issues will only be resolved with the completion of Phase 3.

The full economic development benefits to the mid-Willamette region and the central coast will only be realized when the entire bypass is completed. The bypass has tremendous impacts for the business community, particularly the \$6 billion wine industry at the heart of the Willamette Valley, along with Spirit Mountain Casino, and coastal tourism all linked together by this travel route.

There are resiliency benefits linked to this project - Highway 18 and 99W are Oregon Lifeline Routes and are a Tier I transportation corridor for the Central Oregon Coast and for people escaping from the disaster zone and for emergency crews responding to impacted areas. This route is used to bring critical supplies to staging areas at McMinnville and Spirit Mountain Casino, Grand Ronde.

This project was born out of tremendous community support and partnerships and it continues to have full support of the communities within the region. The Parkway Committee has also submitted written testimony before you listing the nearly 50 entities that support the bypass.

A large investment in infrastructure at this time is a wise investment for the state in its recovery and economic future. I urge you to use lottery bonds, G.O. bonds, ARPA funds or any state funding available to move this essential project forward.

We appreciate the ability to share our needs with you and for your consideration of our requests.

Sincerely,

Scott A. Hill, Mayor
City of McMinnville