MEMORANDUM

The Newberg-Dundee Bypass project staff held the Project Oversight Steering Team (POST) meeting at the Providence Newberg Hospital, Newberg, Oregon at Noon on February 3, 2006.

Attendees were:

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<th>Name</th>
<th>Affiliation</th>
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<tr>
<td><strong>POST Members</strong></td>
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<tr>
<td>Jackie Brons</td>
<td>City of Dayton</td>
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<tr>
<td>Dave Cox</td>
<td>Federal Highway Administration</td>
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<tr>
<td>Michelle Eraut</td>
<td>FHWA</td>
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<tr>
<td>David Haugeberg</td>
<td>Yamhill County Parkway Committee</td>
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<tr>
<td>Tony Snyder</td>
<td>ODOT Region 2</td>
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<tr>
<td>Leslie Lewis</td>
<td>Yamhill County</td>
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<td>Diane Ragsdale</td>
<td>City of Dundee</td>
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<td>Bob Stewart</td>
<td>City of Newberg</td>
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<td>Wayne Stocks</td>
<td>City of McMinnville</td>
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<td><strong>Staff</strong></td>
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<td>Mark Wigg</td>
<td>ODOT</td>
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<td>Terry Cole</td>
<td>ODOT</td>
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<td>Art James</td>
<td>ODOT</td>
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<td>Bill Ciz</td>
<td>Parametrix</td>
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<td>David Siegel</td>
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<td>David Stocker</td>
<td>Parametrix</td>
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<td>Bob Schulock</td>
<td>OTIG</td>
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<td>Tim Burkhardt</td>
<td>CH2M Hill</td>
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<td><strong>Other</strong></td>
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<td>John Ekman</td>
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<td>Lisa Lednicer</td>
<td>Oregonian</td>
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MEETING SUMMARY

Welcome and Agenda Overview
- Dave Siegel reviewed the final meeting agenda and asked the Project Oversight Steering Team (POST) if they wished to add any items. There were no additions.
- Dave invited meeting attendees to introduce themselves.

Project Management Update
- Tony Snyder said that the project management structure has changed. Inquiries related to budgeting issues should be addressed to Tony. Lisa Ansell serves as the leader for daily project operations. Bill Ciz is the leader of the consultant team. Issues related to Interchange Area Management Plans can be addressed with Terry Cole, and other planning studies can be addressed with Alan Fox.

Status of Purpose and Need Statement
- Mark Wigg gave an update on the Purpose and Need Statement. The CETAS group provided many substantive comments on the Purpose and Need over the course of three meetings. The Purpose and Need Statement underwent some changes since the previous POST meeting, which Mark Wigg reviewed with meeting attendees. The general public had an opportunity to review and provide comment at the October 6, 2005 Open House meeting.
- The most significant modification to the Purpose and Need is a more detailed description of the agreements captured in the Tier 1 Environmental Impact Statement. The project goals were also clarified so that the outcome of the Goal Exception was incorporated.
- All of the agencies that participate in CETAS concurred with the final version in December 2005.
- The next step in the agency concurrence process will be to present the range of alternatives and selection criteria to the CETAS group.
- Leslie Lewis asked ODOT to ensure that all agencies sign off on the Purpose and Need Statement and other key decision-points. Leslie thanked Mark for establishing agreement on the Purpose and Need with CETAS agencies.

Oregon Innovative Partnership Program
- Art James provided an update on the Office of Innovative Partnerships Program (OIPP) activities. Since his last presentation to the POST, ODOT issued a Request for Proposals (RFP) soliciting bids to establish a partnership relationship. ODOT reviewed several proposals, and selected and entered into an agreement with the Oregon Transportation Improvement Group (OTIG), led by Macquarie, during January 2006. The Oregon Transportation Commission (OTC) and Federal Highway Administration (FHWA) have concurred with this agreement.
- Art James presented some introductory material to familiarize the POST with the OTIG team.
- Art introduced Bob Schulock, a member of the OTIG team. Bob presented the key features of the OTIG/ODOT agreement. Bob provided handout copies of the presentation materials.
• Bob described other major projects that Hatch-Mott-MacDonald (a partner in OTIG) has managed.
• Bob indicated that the Design-Build Contractor and Debt Provider are to be determined in the future.
• Leslie stated that the selection process for the design-build contractor will be competitive, and OTIG’s goal will be achieving the best value for road users.
• Bob said that OTIG will prefer a low bid, but will be looking at other qualifications in making a selection.
• This approach is unique, world-wide, because OTIG will be more heavily involved in pre-development activities than is typical for a public-private partnership. As a result, Hatch-Mott-MacDonald will participate in project development and a Design/Build firm will become involved after the project’s early planning phases are complete.
• Erik Havig clarified the proposed dates associated with key milestones in the ODOT/OTIG agreement. He said these dates were derived from the RFP and pre-development agreement, and they will be refined in the future.
• Dave Cox asked what future traffic estimates would accomplish that had not been addressed during previous traffic studies. Bob responded that OTIG would consider risk factors more closely when analyzing traffic estimates, and may model future land use development differently.
• Erik said one of the OIPP working groups that have been formed will address traffic modeling and tolling. OTIG will advance a financial model based on traffic estimates to secure financing. ODOT has only modeled traffic for the next twenty years. OTIG will look at traffic during a 40-year period.
• Dave Cox said that he would not like to have previous traffic estimates be unutilized or to learn that earlier traffic estimates were inaccurate.
• Art James said that it is important to consider the $6.7 million that is part of OTIG’s initial award is a contingent liability in case the pre-development phase does not result in a decision to construct the project. If the project advances following the pre-development phase, these costs will be recouped by ODOT and could be used for other projects.
• Leslie Lewis asked whether the $6.7 million award was a cap on the contingent liability. Art and Bob said that it was.
• Dave Cox asked whether payments would be drawn at each milestone. Bob said this would only occur if the project were terminated at that specific milestone.
• Diane Ragsdale asked whether another Record of Decision (ROD) would be required. Mark said that a second ROD will be required for the Design Environmental Impact Statement.
• Bob said that Milestone 2 will proceed when the ROD for the Design Environmental Impact Statement (DEIS) is issued.
• Diane Ragsdale asked how OTIG will achieve a consistent message with other ODOT efforts. Art James said that ODOT will publish a monthly update on the OIPP website to address public inquiries.
• Bob said Metro traffic models would not be utilized for Yamhill County.
• Dave Cox said it will continue to be important for the congressional delegation to be engaged in this project.
• Tony Snyder said the 2007 appropriations request includes $4 million for right-of-way purchases for the Newberg-Dundee Bypass. Leslie said this is a big achievement for the Newberg-Dundee project.
• Bob described the working groups that are being formed for the public-private partnership.
• Erik Havig described how OTIG, OIPP and other ODOT elements will be integrated. Erik said the OIPP working groups have overlapping duties with existing project teams. Erik provided a detailed description of each group. ODOT is considering whether to integrate public acceptance and involvement for tolling with the work associated with the National Environmental Policy Act compliance process. Working groups will evaluate impacts beyond the 20-year planning horizons used for the DEIS.
• A working group will consider how to integrate tolling into the DEIS process, using the appropriate firewalls and establish a legally defensible ROD. This will require some independent review of OTIG data and analysis.
• Leslie and Tony said the environmental process will address both the natural and built environment.
• Erik said no changes are proposed for the POST but interaction and involvement with OIPP/OTIG will be required.
• OTIG will participate in the Interchange Area Management Plan process.
• Tony said this project will apply Value Engineering and incorporate recommendations provided through the Context Sensitive and Sustainable Solutions (CS³) effort. This approach will provide realistic cost estimates for the project.

Interchange Area Management Plans
• Terry Cole presented an overview of the Interchange Area Management Plan (IAMP) development process.
• Terry said IAMPs are required by the Oregon Highway Plan and Oregon Administrative Rules.
• Terry said the primary purpose of IAMPs is to protect the capacity of interchanges by implementing land use and access control.
• The Oregon Transportation Commission has stated plan updates should facilitate development capacity provided that the viability of the transportation facility is protected.
• IAMPs will include a mechanism for accommodating change in the future.
• Dave Cox asked how the IAMP area is defined. Terry said these areas generally include the area of influence around the interchange subject to development. This includes land that could potentially develop as a result of interchange construction.
• Local jurisdictions and Yamhill County have frozen zone changes for ¼ to ½ mile around the interchanges for a specific length of time to enable the IAMPs to be completed.
Tony asked how development of an outlet mall or other major development proposal outside of the interchange management area would be addressed through a separate process. The Comprehensive Plan designations are considered by traffic forecasts utilized early in the IAMP process.

NEPA requires that the Bypass be compliant with local plans and policies. Therefore, the IAMPs must be completed prior to the issue of the ROD.

Terry described the IAMP schedule.

The IAMPs will include an Intergovernmental Agreement to periodically review transportation impacts resulting from development to ensure trip budgets are not exceeded.

Tim Burkhardt and Dick Upton from CH2M Hill will provide IAMP project oversight for ODOT.

Tim will oversee the Dayton and Dundee IAMPs and Dick will oversee the Newberg IAMPs.

Debrief: Designing with Community Input Workshop

Dave Siegel presented a summary from the Designing with Community Input Workshop held on December 6, 2005.

Bill Ciz described key input that was received during the workshop.

Dave Cox asked how design comments received during previous workshops were being used. Bill said the design options currently under discussion reflect those comments.

Leslie said most participants felt the Dayton interchange was out of context with the rural setting.

Tony asked what steps needed to be undertaken to reconsider the interchange form. Bill said the IAMP process will address the Dayton interchange.

Dave Cox suggested ODOT explore spreading out some of the road connections in the vicinity of the Dayton interchange.

Leslie suggested ODOT explore whether to eliminate the connection to Oregon 99W at the Dayton interchange.

Diane Ragsdale said the Dundee TSP has identified a connection from 10th Street to the Willamette River shoreline area.

Leslie asked how ODOT will reach out to property owners between interchange areas to resolve local connection and access issues.

Bob asked whether the Oregon 219 interchange could be constructed at-grade. Bill said a depressed-roadway option is being considered because of the Newberg Airport runways.

Dave Cox asked whether toll plazas would be considered through the design-level planning efforts and DEIS. Bill said this work may be considered after more certainty has been established around tolling.

Tony said much remains to be determined with regards to tolling before the use or locations of tolling stations is identified.

Tony stated Parametrix has initiated hydraulic studies to discover the impact of water flows on road-grade options.
• Tony said a property survey has been initiated to set the stage for hardship and protective right-of-way purchase.
• It was asked how ODOT will rank competing input received at CS³ workshops. Bill said design options will continued to be studied and modified based on input. Competing input could result in two or more design options. These will be evaluated in the DEIS.
• Dave Siegel presented the next steps in the CS³ process.
• Bill said the next CS³ workshop would display much more detailed design options than what was previously shown. Design comments received on December 6, 2005 will be reflected in these new options.
• Leslie asked when the options being advanced to the EIS will be established. Bill said this will occur by July 1, 2006.
• Bob asked how bridge aesthetics would be addressed. Bill said this would not be typically addressed in an Environmental Impact Statement.
• Dave Cox said the EIS could advance some aesthetic themes.

Update: Bypass Planning Studies
• Bill Ciz presented an update on additional planning studies associated with the Bypass effort including transit, bicycle, pedestrian, and Dundee Short Term Congestion Study elements.
• Leslie asked whether cyclists could use a combination of facilities along the river, bypass, and/or Oregon 99W.

Wrap-up and Next Meeting
• David Siegel identified the April/May 2006 timeframe for the next POST meeting.
• Art James said it will be important for OIPP to share tolling options with the POST prior to May. A POST meeting in March may be appropriate.
• Tony said some rumors have been circulating through the community about the project. Tony asked POST members to contact ODOT staff to respond to questions.
• Leslie Lewis thanked OTIG for their willingness to work with the public.