MEETING SUMMARY

Project Oversight Steering Team (POST)

Friday, February 9, 2007
12:00 PM – 4:00 PM

Newberg Public Safety Building
401 East Third Street
Newberg, OR

MEETING ATTENDEES:

<table>
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<th>POST Members</th>
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<tr>
<td>Bob Andrews City of Newberg</td>
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<tr>
<td>Dave Cox Federal Highway Administration</td>
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<td>David Haugeberg Yamhill County Parkway Committee</td>
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<td>Leslie Lewis Yamhill County</td>
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<td>Cora Parker (for Lane Shetterly) Oregon Department of Land Conservation and Development</td>
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<td>Tim Potter ODOT Mid-Willamette Valley Area Manager</td>
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<td>Wayne Stocks City of McMinnville</td>
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<td>Don Sundeen City of Dundee</td>
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<table>
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<th>Staff</th>
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<tr>
<td>Lisa Ansell ODOT</td>
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<tr>
<td>Bill Ciz Parametrix</td>
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<td>Lauren Golden Parametrix</td>
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<td>Shelley Holly Parametrix</td>
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<td>Art James ODOT</td>
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<td>David Siegel Parametrix</td>
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<td>Donna Robinson Parametrix</td>
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Revised Version Date: March 20, 2007
MEETING SUMMARY

Other Attendees

<table>
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<tr>
<th>Name</th>
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<tr>
<td>Don Alexander</td>
<td>Oregon Department of Transportation</td>
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<td>Terry Cole</td>
<td>Oregon Department of Transportation</td>
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<td>Matt Crall</td>
<td>Department of Land Conservation and Development</td>
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<td>John Ekman</td>
<td>Columbia Empire Farms</td>
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<td>Senator George</td>
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<td>Erik Havig</td>
<td>Oregon Department of Transportation</td>
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<td>Paul Heydenrych</td>
<td>Oregon Transportation Improvement Group</td>
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<td>Emily Lawton</td>
<td>Federal Highway Administration</td>
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<td>Jim Martling</td>
<td>Sperry Capitol</td>
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<td>Norm Rauscher</td>
<td>Oregon Department of Transportation</td>
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<td>Bob Stewart</td>
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<td>Elizabeth Sundeen</td>
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<td>Lou Torres</td>
<td>Oregon Department of Transportation</td>
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Agenda & Discussion

WELCOME AND AGENDA OVERVIEW

- Dave Siegel began with introductions.

PUBLIC COMMENT

- Don Alexander stated he has been in contact with ODOT Right-of-way over the past few years regarding hardship acquisitions for senior citizens, for which he applied. Don said it is his understanding that ODOT acquires hardship properties before acquiring non-hardship properties. He would like follow-up from ODOT Right-of-way about his hardship application.
- Jim Morrison, a Newberg resident, would like for Parametrix to send him information on the Dundee Short-term Plan. (He attended January 2006 meeting in Dundee on alternative modes of transportation.)
MEETING SUMMARY

- John Ekman asked Lisa and Terry for information on the proposed design of the Bypass from the east end of the Newberg interchange to I-5.
- Senator George asked for the total cost of the project. *(Note: According to the OTIG Milestone 1 Report, the cost range is $373.3 - $493.2 million. This cost range includes a right-of-way cost estimate of $100 million.)*
- Senator George would like the answers to the following questions:
  - How much wetland will be impacted by the project? *(Note: Dave Cox said that the Location EIS states that there will be impacts to wetlands and how those impacts will be mitigated.)*
  - Do the geological conditions of the project area make the project unbuildable?
  - How many bridges are on the project?
  - How many bridges cross over streams?
  - How many acres will be required for the project?

BIG PICTURE: WHAT’S AHEAD FOR 2007

- Lisa Ansell welcomed the new POST members.

OREGON INNOVATIVE PARTNERSHIP PROGRAM

- Art James gave an overview of funding trends within ODOT and the recent Macquarie Milestone 1 Report. Art noted ODOT recently hired a financial advisor, Bear, Sterns, Inc., to analyze Macquarie’s assumptions and conclusions and to develop a public comparator.

PROJECT UPDATE

- Bill Ciz said there have been three changes since the last POST meeting in August 2006: local circulation options, Rex Hill CS’ workshop, and West Newberg Design Option 5.2.
- Leslie Lewis clarified the POST does not like Design Option 1.1, but it must be analyzed in the Design DEIS because it meets the Goal Exception and was identified in the Tier 1 Location EIS.
- Dave Cox asked Bill Ciz if the semi-depressed design would have excess materials and, if so, where would ODOT dispose of the excess materials. Bill Ciz
MEETING SUMMARY

said the project team is currently analyzing the excess materials and potential disposal sites.

- Bill Ciz explained the difference between Design Options 5.1.C and 5.1.D occurs between Waterfront and College. In this area, Design Option 5.1.C is below grade and the railroad and College are on structures that cross over the Bypass. Design Option 5.1.D is at grade and the Bypass is on a structure that crosses over the railroad and College.
- Bill Ciz noted ODOT worked with SP Newsprint to create design option 5.1.D. Bill Ciz said both options will keep SP Newsprint and the railroad open.

REX HILL CS³ WORKSHOP

- Dave Siegel explained ODOT held a workshop in December 2006 that focused on the preliminary design of Oregon 99W from Rex Hill Winery to Garland Road. ODOT developed the preliminary design in September/October 2006.
- Dave Siegel reviewed the public comments at the workshop. Comments included:
  - Rex Hill Schoolhouse might be a historic resource
  - Realign, shorten, or eliminate the frontage road
  - Reduce the steepness and curve on Old Parrett Mountain Road
  - Minimize impacts to Chehalem Winery
  - Relocate the Oregon 99W location
  - Add visual and noise mitigation to the area
- In reaction to the public comments, Bill Ciz said ODOT minimized physical impacts to Chehalem Winery and straightened the frontage road, consequently reducing the grade of the frontage road and some of the impacts to the Rex Hill Schoolhouse.
- Bill Ciz commented the Rex Hill Schoolhouse is not potentially eligible for listing on the National Register of Historic Places.
- Dave Cox asked ODOT to consider animal crossings, such as underpasses or culverts, in this segment of Oregon 99W for safer animal passage.

PUBLIC COMMENT

- John Ekman asked the project team if the projected total project cost includes right-of-way. Tim said yes. Lisa clarified the projected costs are estimates. {Note: The right-of-way cost estimate is $100 million.}
MEETING SUMMARY

- John Ekman would like to know specific data on how OIPP determined if people had to choose between a toll road and no road, people would choose a toll road.
- John Ekman asked the project team if the projected total project cost includes the cost of the toll. Tim responded no, and that Bear, Sterns is estimating the cost of the toll.
- John Ekman asked how many miles of frontage road will be constructed as part of the Bypass project.
- John Ekman asked how many miles of frontage road are between the Bypass and the river.
- John Ekman asked what length of frontage road will impact Columbia Empire Farms. Bill responded frontage road will not impact Columbia Empire Farms.
- John Ekman asked for clarification on OIPP’s slide indicating that ODOT has a budget of $59 million a year for highway improvement given the Governor’s estimate is a budget of $5.3 billion.
- Don Sundeen asked what ODOT would do if the Bear, Stearns, Inc. analysis determines ODOT could not produce the entire cost of the Bypass. Dave Cox responded if ODOT built a lesser project than the Bypass, the project would still need to meet the purpose and need of the project. Dave added if the lesser project did not meet the purpose and need, then FHWA would consider it a new project and would require ODOT to begin a new environmental process.

NEPA COMPLIANCE: ENVIRONMENTAL ANALYSIS STATUS

- Donna Robinson presented an update on the NEPA process. Donna Robinson stated the project team is currently conducting impact analysis, determining potential mitigation measures, and writing the Design DEIS. ODOT will publish the Draft DEIS for public and agency comment in August/September 2007.
- Parametrix will send the EIS Steps slides to the POST.

INTERCHANGE AREA MANAGEMENT PLANS

- Shelley Holly reviewed the purpose of the IAMP, the IAMP process, and the Goal Exception process. Shelley Holly noted the project team is currently analyzing what areas may need new Goal Exceptions.
- Don Sundeen commented as an East Dundee Working Group member, his understanding was the IAMP informs the Design DEIS. Given his understanding, Don asked why the IAMP process continues after the completion of the Design
MEETING SUMMARY

DEIS. Bill Ciz responded there are two phases in the IAMP process. In the first phase, the physical footprint and the design of the roadway are established. In the second phase, management tools are developed. Bill Ciz said the East Dundee Working Group was working on the first phase of the IAMP process. Leslie Lewis added it is necessary to determine the recommended alternative before developing the land use recommendations in the second phase of the IAMP process.

- Cora Parker asked the project team for a timeline of concurrent phases in the IAMP process. Parametrix will distribute the timeline to the POST.

WRAP-UP AND NEXT STEPS

- Dave Siegel noted upcoming steps:
  - Local Briefings (February/March 2007)
  - POST Meeting (May/June 2007)
  - POST Meeting and Local Briefings (August 2007)
  - Release DEIS and hold Public Hearing (August/September 2007)

MEETING ACTION ITEMS

- Don Alexander stated he has been in contact with ODOT Right-of-way over the past few years regarding hardship acquisitions for senior citizens, for which he applied. Don said that it is his understanding that ODOT acquires hardship properties before acquiring non-hardship properties. He would like follow-up from ODOT Right-of-way about his hardship application. **Melissa Mallott is working with the Alexanders.**

- Jim Morrison, a Newberg resident, would like for Parametrix to send him information on the Dundee Interim Measures Plan. (He attended a January 2006 meeting in Dundee on alternative modes of transportation.) **Parametrix does not have contact information for Jim Morrison.**

- John Ekman asked Lisa and Terry for information on the proposed design of the Bypass from the east end of the Newberg interchange to I-5. **Lisa sent an email with a link to the I-5 to 99W Connector website on 2/20/07.**

- Senator George asked for the total cost of the project. *(Note: According to the OTIG Milestone 1 Report, the cost range is $373.3 - $493.2 million. This cost range includes a right-of-way cost estimate of $100 million.)*
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- Senator George would like the answers to the following questions:
  - How much wetland will be impacted by the project? (Note: Dave Cox said that the Location EIS states that there will be impacts to wetlands and how those impacts will be mitigated.)
    - Do the geological conditions of the project area make the project unbuildable?
    - How many bridges are on the project?
    - How many bridges cross over streams?
    - How many acres will be required for the project?
  
- Tim Potter sent a letter to Senator George with the answers to the above question on 2/14/07

- John Ekman asked the project team if the projected total project cost includes right-of-way. Tim said yes. Lisa clarified the projected costs are estimates. *(Note: The right-of-way cost estimate is $100 million.)*

- John Ekman would like to know specific data on how OIPP determined that if people had to choose between a toll road and no road, people would choose a toll road. **Lisa responded in a letter dated 2-20-07**

- John Ekman asked how many miles of frontage road will be constructed as part of the Bypass project. **Lisa responded in a letter dated 2-20-07**

- John Ekman asked how many miles of frontage road are between the Bypass and the river. **Lisa responded in a letter dated 2-20-07**

- John Ekman asked what length of frontage road will impact Columbia Empire Farms. Bill responded that frontage road will not impact Columbia Empire Farms. **Lisa responded in a letter dated 2-20-07**

- John Ekman asked for clarification on OIPP’s slide indicating that ODOT has a budget of $59 million a year for highway improvement given that the Governor’s estimate is a budget of $5.3 billion. **Lisa responded in a letter dated 2-20-07**

- Parametrix will send the EIS Steps to the POST. **Parametrix will send the information to the POST by the end of March.**

- Cora asked for a timeline of concurrent phases in the IAMP process. Parametrix will distribute the timeline to the POST. **Parametrix will send the information to the POST by the end of March.**

- Parametrix will send Bob Andrews ten copies of all four maps distributed at the meeting. **Dave provided these to Bob at the IAMP briefing on 2-15-07.**