



Oregon Department of Transportation

NEWS RELEASE

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Report Indicates Tolls May Be Most Viable Funding Source for Newberg-Dundee Bypass

Bypass Project Would Ease Congestion, Improve Safety and Provide for Future Mobility

The Oregon Department of Transportation today released a summary feasibility study prepared by the Oregon Transportation Improvement Group indicating that access tolling may be the most financially viable source of funding for the construction of the Newberg-Dundee Bypass project. The proposed Bypass is an 11-mile stretch of highway that would be located on the south side of Newberg and Dundee, running roughly parallel to Oregon 99W. The Newberg-Dundee Bypass is being designed to provide relief for Oregon 99W, where traffic is expected to nearly double in the next 20 years.

An access tolling concept would toll all through traffic on both the faster Newberg-Dundee Bypass and the existing Oregon 99W. Non-stop electronic tolling would likely be used along with options for visitors and others who choose to pay the toll with cash or credit card.

According to the report, this method of tolling would be more effective in diverting through commuter and truck traffic out of the city centers by reducing the incentive to remain on the non-tolled Oregon 99W through the towns of Newberg and Dundee. The report also indicates that any access tolling concept could be combined with a program of discounts for certain users such as local residents. While this option is recommended, no option is being precluded at this stage and a variety of ways to fund the transportation project will be studied in greater detail in the coming months.

“This is a significant transportation project with strong local support. It makes sense for a variety of reason, including increased safety and improved mobility. It will also remove heavy volumes of traffic from local town centers,” said Jim Whitty, manager of the Oregon Innovative

Partnerships Program at ODOT. “With no state or federal funding available to finance this type of project, we must seek out innovative solutions.”

If both ODOT and OTIG choose to move forward to the implementation phase, OTIG will assume the financial, development and operating risks for the project.

The preliminary feasibility report provides recommendations on how to proceed and has identified specific issues that will require further focus and analysis. Issues identified include funding, tolling and extension options, design and construction costs, and possible next steps in the Newberg-Dundee Bypass project. ODOT and OTIG are also going to examine extension options that could make the project more financially viable, including:

- a proposal to upgrade an existing road into a limited access four-lane highway; and
- the extension of Oregon 18 beyond McMinnville.

The study indicates that all of the options presented will require further evaluation and analysis and recommends that cost and funding be factored into analysis of these alternatives. The report also recommends further collaboration between ODOT, OTIG and local communities to identify the best configuration.

OTIG is a consortium of companies with extensive experience and success in the financing, design, engineering, construction and operation of state-of-the-art transportation facilities. OTIG is comprised of Macquarie Infrastructure Group, which is managed by Macquarie Bank Limited, Hatch Mott MacDonald, a North American engineering and transportation consulting firm, and several local and national construction firms and sub-contractors.

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