



City Council  
July 6th, 2026  
6pm

Newberg Public Safety Building 401 E. Third Street  
Denise Bacon Community Room

Online: <https://us06web.zoom.us/j/89536547180>

[Public Comment Registration](#)

[View Slides](#)

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1. Call to Order
  2. Roll Call
  3. Pledge of Allegiance
  4. [City Manager Narrative Report on June](#)
    - a. [Presentation](#)
  5. Public Comments
  6. Proclamation
    - 6.1. [Old Fashioned Festival](#)
  7. New Business
    - 7.1. [Microsoft Licensing Renewal](#)
      - a. [Attachment 1: Microsoft Enterprise Agreement](#)
    - 7.2. [ADA Accommodation Request Policy](#)
      - a. [Attachment 1: Policy](#)
    - 7.3. [Public Records Request Presentation](#)
      - a. [Presentation](#)
    - 7.4. [Surplus of Properties near Airpark](#)
    - 7.5. [Illinois Street Closure Discussion](#)
      - a. [Written Public Comment #1\\*](#)
      - b. [Written Public Comment #2\\*](#)
      - c. [Written Public Comment #3\\*](#)
      - d. [Written Public Comment #4\\*](#)
      - e. [Written Public Comment #5\\*](#)
      - f. [Written Public Comment #6\\*](#)

#### **Adjournment**

**ADA Statement:** Contact the City Recorder's Office for physical or language accommodation at least 2 business days before the meeting. Call (503) 537-1283 or email [cityrecorder@newbergoregon.gov](mailto:cityrecorder@newbergoregon.gov). For TTY services please dial 711.

\*Indicates supplementary item

# REQUEST FOR COUNCIL ACTION



**Date Action Requested: (July 6, 2026)**

Order <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Information <input checked="" type="checkbox"/> Proclamation <input type="checkbox"/>	
Subject: CM narrative for June 2026 events	Staff: Will Worthey CM Department: Administration
Work Session <input type="checkbox"/> Business Session <input checked="" type="checkbox"/>	Order On Agenda: CM report

**Is this item state mandated?** Yes  No

**If yes, please cite the state house bill or order that necessitated this action:** NA

**Recommendation:** NA

**Executive Summary:** The summary of events conducted by city departments in June of 2026.

**Fiscal Impact:** All were conventionally budgeted items.

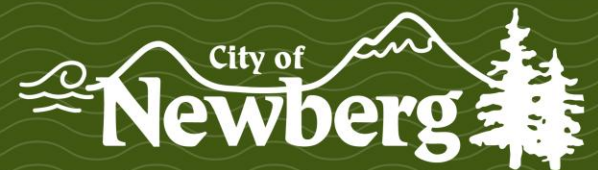
**Council Goals:**

**Goal 4: Create and maintain a high level of transparency with our residents in order to build trust.**

O1: Expand communication outreach in regard to regular city events and additional involvement with city businesses by the end of 2026.

# Newberg CM report

Monthly Events for June 2026



## Engineering

- River Street Ad Hoc Committee meeting #2 was held on June 25th to discuss hybrid design typical section #4
- This is a part of our ongoing update to the city design standards to make them more easy for everyone to use
- Archived the documents and “as built” for the projects we have finished over the last year
- The main Street water line project from the current CIP list is currently out to bid.

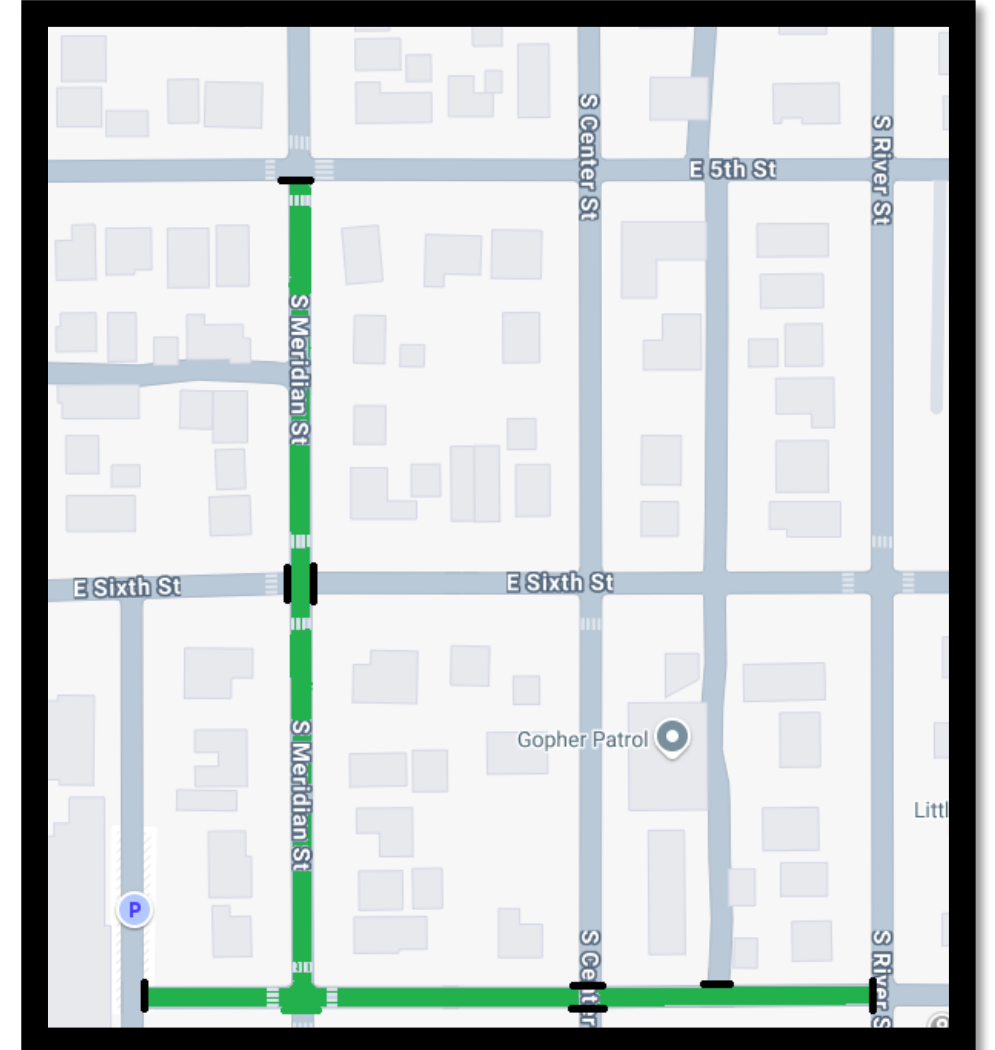
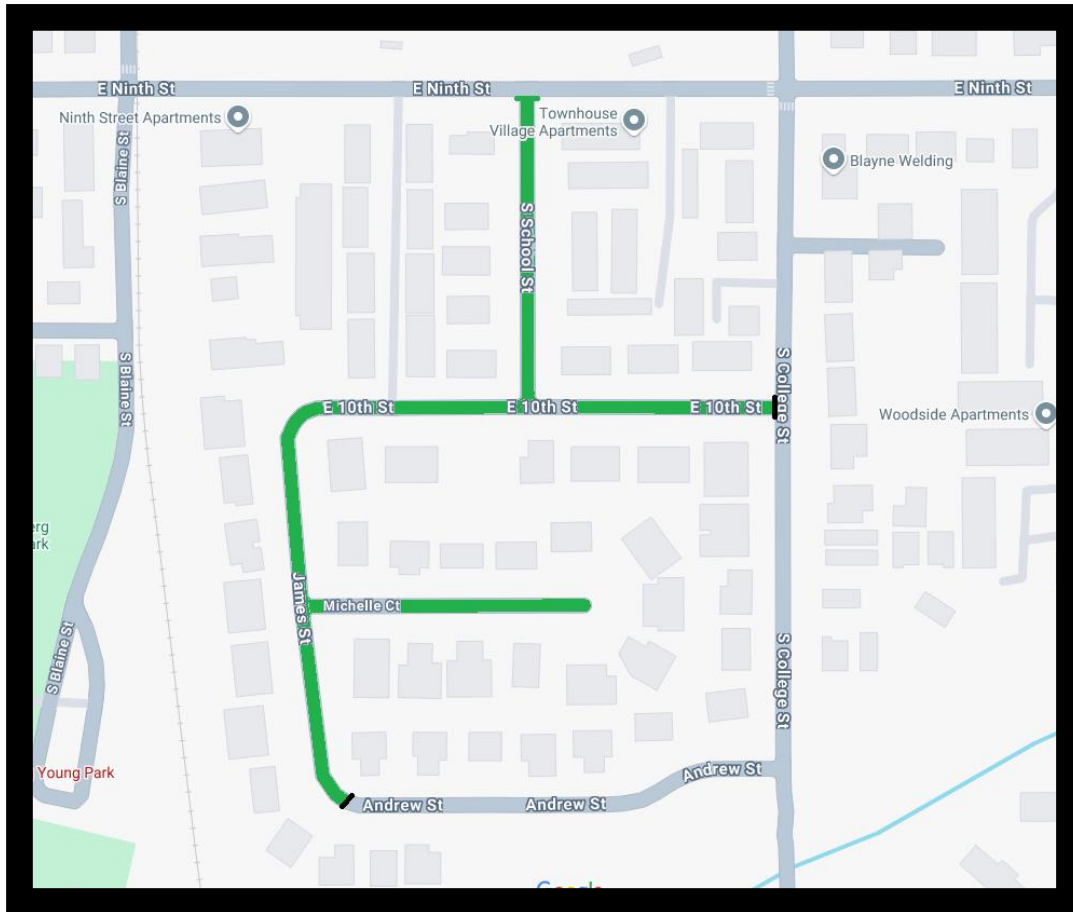
## City Hall Roof!

- From the middle of June Capital Engineering worked on preparing City Halls roof to have greater R values to prevent any future freeze event
- At this time construction is underway and on scheduled (6/29/2024)



# Engineering

Dates have been set for this years Slurry seal and grind and inlay work in July and August. These Southern streets get the G/I treatment July 7<sup>th</sup> to 10<sup>th</sup>



## **For the month of June Finance did the following:**

- Auditors onsite for interim fieldwork testing
- Assisted in HR Manager interviews
- Assisted in Court Clerk II interviews
- Finalizing a new Purchase Card Policy
- Began work on new Capital Improvement list planning for BY 27-29

## Library Events

- Our first week of Summer Reading was busier than last year by 250 people, for a whopping 2,659 people visiting the library that week.
- The first week of Summer Reading Circulation staff made nearly 80 new library cards.
- For the second year in a row, over 30 teen volunteers have assigned shifts and are diligently helping library staff out by running Summer Reading logistics during the busiest times.

## More Library Events

- Teen help allows library staff to continue answering reference questions, giving book recommendations, and help patrons out on the public computers, etc
- The library mascot is making its way around downtown Newberg. The Chehalem Cultural Center staff came up with a fantastic hiding place for the mascot (see picture next slide)
- The outside library windowsills received attention this month as masonry work was done to restore the crumbling sills around the building
- Thanks to Fatin and Danette for their work overseeing the project



What a Clever idea  
for a hiding spot for  
a giant Spud!

## City Recorder

- Both the City Recorder and Deputy Records attended Northwest Clerks Institute making progress towards further certification
- Conducted base level planning to bring our Emergency Management to the next level
- Exploring new options for records management platforms- more to come this evening!
- Created and launched ethics training for all staff

## IT Events

- New System Admin Devin Started June 29th.
- Devin is a Newberg resident and worked as a systems administrator for Providence.
- Hubbard PD went live with dispatch; IT has been supporting dispatch and Hubbard through the go live process.
- IT began cleaning up the server room, before and after pictures are on the next slides - Much more to do!

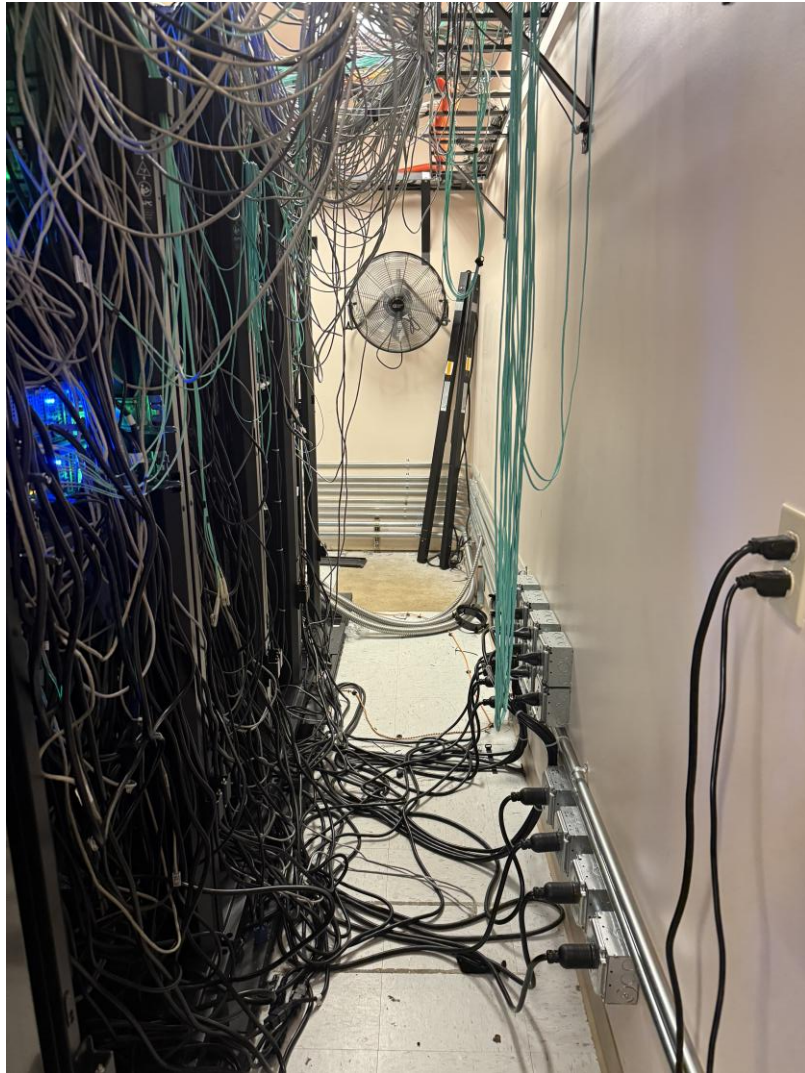
# Server Cleanup in Progress!



Before and after  
note all the old  
servers removed  
from the racks

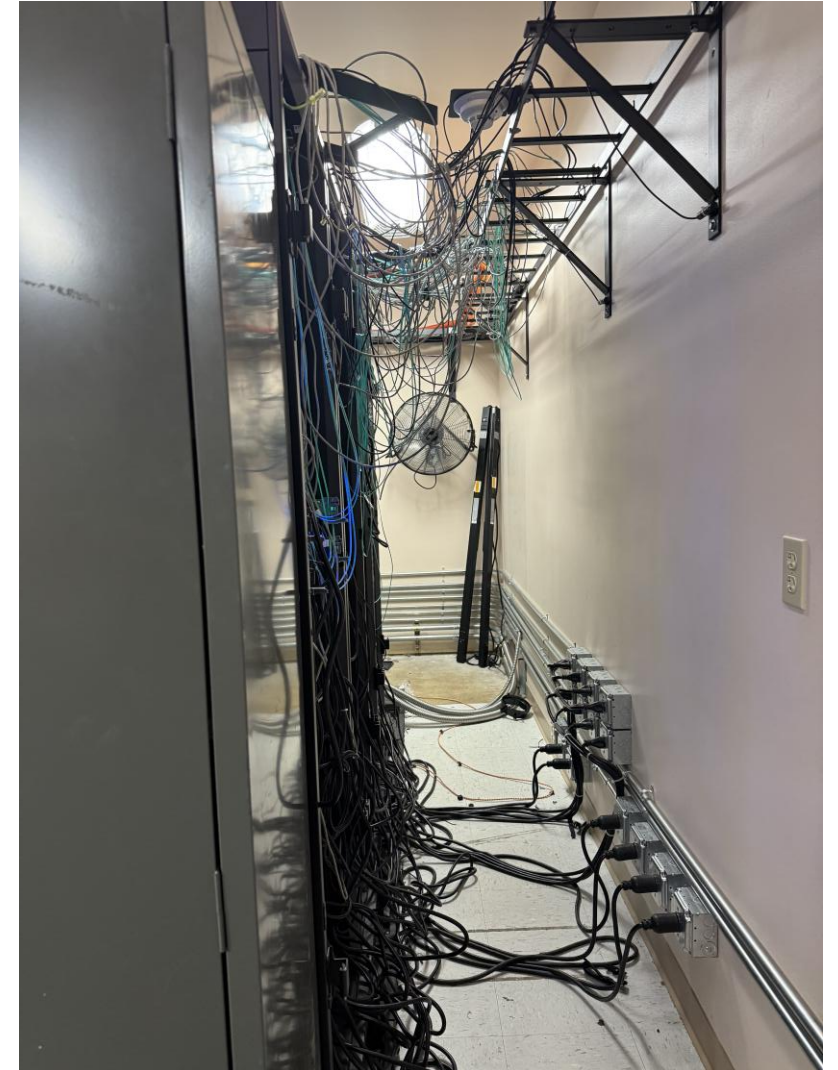


# Server Cleanup in Progress!



Cable cleanup -  
Before and after

Less cable and  
better organization



## NDPD

- During the week of May 25th through June 6th our center was receiving “ghost 911” calls as our local phone carrier was trying to fix a 911 outage caused by faulty equipment on their end
- Each of those 911 calls have to be answered not knowing if it’s testing or an actual 911 call this was very challenging for our staff
- Our two newest reserve officers, Jordan and Daniel, graduated from the MVRT Academy. It was great ceremony, and it was well attended by their family and friends. Jordan earned the award for top academic performance



Corporal Linc, with new reserve officers Chapin, Rivas and Sgt. Eubanks



Sgt. Hagen on  
a bike patrol

## Community Development

Pre-Application meetings were held for the following projects:

- Steve's Auto Site Remodel
- Manufacturing and potential of apartments and other middle housing units on the old DCI site (305 N Springbrook)
- Updated turf/grass for Spring Meadow Park
- Minthorn Hall relocation (this happens June 24th)

## Community Development

- Notice requirements for residential projects will be changing July 1st due to state requirements
- This means less notice for residential projects and appeals (generally limited to 100 feet and only applicant can appeal in most cases)
- New ADEC parking lot submitted for design review
- Still waiting on IGA approval from State for Housing Capacity Analysis Work
- UGB 1537 Solicitation went out June 1st

## **Here is the report for HR!**

- Our excellent new HR Manager, Jenna Gray, started on June 24th following the retirement of the Interim HR Manager, Alison Seiler.
- HR collaborated with Alan McKeel to put on the 3rd lunch and learn of the year (photo next slide)
- HR attended the annual CIS Employer Benefit Renewal and Benefits Advisory Committee meetings

Lunch and Learn  
presented by rock  
star maps expert  
Alan McKeel

**“You are here and  
so is the data”**



## **Community Engagement Happenings!**

- Drafted press release and multi-platform social media content for the 2025 Water Quality Report
- Produced resident communications around summer pavement preservation work with contractors Eagle Elsner and Doolittle
- Collaborated with Community Development on a multi-format communications push for Oregon HB 4037 land use notification changes (press release, FAQ, website post) ahead of the July 1 effective date

## More Engagement!

- Drafted a press release announcing new HR Manager Jenna Gray
- Created press release and social content for Public Works Day (June 17) at Newberg Public Library, coordinated booth and activity for the event, photographed the event
- Continued promoting the America 250 / Fourth of July celebration ahead of the event
- Finalized and publicized a new Budget Explainer video to help residents understand the city's budget process and how we responsibly use tap water

# Public Works Treatment Plant Happenings

## Repairs Completed:

- Leak in WWTP hypochlorite dosing system
- WTP hydroxide fire suppression system
- Hypochlorite generator maintenance
- Flushing and leak repair on WTP hydroxide dosing line
- Annual clarifier inspections
- Auto greasing system for composter
- Annual Flow Meter Certification and Crane inspections



## Monthly Water activities for June

- Water main flushing
- Water meter replacement
- Customer service response
- Water valve can replacement
- North School water main leak
- Water Hydrant pressure wash
- Water Hydrant maintenance
- Water valve exercise
- Air relief valve repairs
- Air relief valve inspections

# Monthly Streets Activities for June

Phase 2 of crack sealing. Hillsdale Dr, Ivy Dr, and Oak Knoll. On track to be finished on time.

Rehabilitated and graded Medici/Bells Rd driveway. As well as access road to city shed.



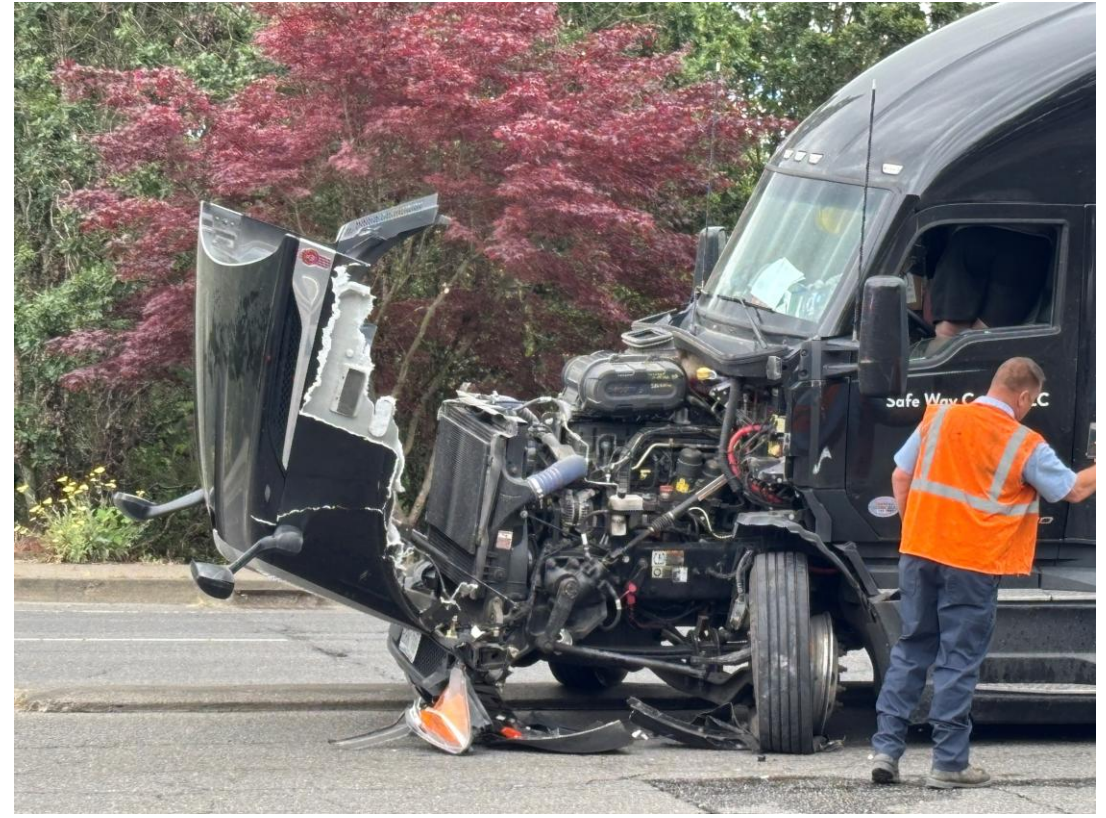
# Monthly Sewer / Storm activities

- 216 E. 3rd St. – Concrete apron placement completed
- Completed 10 water quality pond debris removal/maintenance tasks
- 616 Old Hwy 99 – Sewer lateral replacement
- Led and Participated in Public Works Day activities
- Completed scheduled street sweeping
- Performed yard maintenance
- Excavated for the Public Safety Building flagpole for new flag
- Excavated for the pedestrian crossing pedestal on Fernwood Rd for Engineering

# Monthly Fleet Management activities

- Police MRAP fix taillights and turn signals
- Police Vehicles Preventative Maintenance services and repairs
- School District Vans Preventative Maintenance service and brakes repairs to sliding door
- Public Works Maintenance vehicles Preventative Maintenance services and repairs

... and a whole lot of street sweeping and debris pickup!



# So that's it for a smashing June!

As you can see, residents' tax dollars have been hard at work as usual.

Questions?

# REQUEST FOR COUNCIL ACTION



**Date Action Requested: July 6<sup>th</sup>, 2026**

Order <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Information <input type="checkbox"/> Proclamation <input checked="" type="checkbox"/>	
Subject: 2026 Old Fashioned Festival Proclamation	Staff: Rachel Thomas Department: Administration
Business Session	Order On Agenda: Proclamation

**Is this item state mandated?** Yes  No

**If yes, please cite the state house bill or order that necessitated this action:**

**Recommendation:** Issue a proclamation declaring July 23-26, 2026, as Newberg Old fashioned Festival week in the City of Newberg

**Executive Summary:** Newberg Old Fashioned Festival is an annual community event traditionally held the last weekend in July. This multiple day event is focused on family and community events, sponsored by local businesses, entities and community members.

# REQUEST FOR COUNCIL ACTION



## PROCLAMATION

### A PROCLAMATION DECLARING JULY 23-26, 2026 AS NEWBERG OLD FASHIONED FESTIVAL WEEK IN THE CITY OF NEWBERG

**WHEREAS**, the City of Newberg is a family friendly community that hosts many gatherings, numerous celebrations, and a variety of entertainment venues where old friends and new ones can get together; and

**WHEREAS**, each year the City of Newberg and many members of the community participate by celebrating community spirit, during the last full weekend in July; and

**WHEREAS**, the City of Newberg welcomes the community and visitors each year to join them in the Newberg Old Fashioned Festival activities, and enjoy the camaraderie and sense of community built by the festival of this extent; and

**WHEREAS**, the many Newberg Old Fashioned Festival events that take place during the week bring the community together for fun and entertainment. The theme for this year is "Then and Now."

**NOW, THEREFORE**, be it resolved that the Mayor and City Council of Newberg, Oregon do hereby proclaim July 23-26, 2026,

NOW, THEREFORE, I, Bill Rosacker, Mayor of the City of Newberg, Oregon,

**IN WITNESS WHEREOF**, I have hereunto set my hand and cause the Seal of the City of Newberg to be affixed on this 6<sup>th</sup> day of July, 2026.

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Bill Rosacker, Mayor

# REQUEST FOR COUNCIL ACTION



**Date Action Requested: (July 6, 2026)**

Order <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Information <input type="checkbox"/> Proclamation <input type="checkbox"/> <input type="checkbox"/> No. 2026-4038	
Subject: Approval of the Renewal of Microsoft Licensing.	Staff: Dave Brooks Department: Information Technology
Business Session	Order On Agenda:
Hearing Type: Administrative	

**Is this item state mandated?** Yes  No

**If yes, please cite the state house bill or order that necessitated this action:**

**Recommendation:** Staff recommends that the City Council approve the renewal of the City’s Microsoft licensing agreement for the remaining two years of the current three-year agreement. The renewal includes licensing for Microsoft Entra, Azure, Microsoft Teams, Planner & Project, Visio, and Microsoft 365 staff licensing.

**Executive Summary:** The City entered into a three-year Microsoft licensing agreement when the majority of the City’s technology infrastructure was hosted on-premises. Over the past year, the Information Technology Department has modernized and streamlined the City’s technology environment by migrating desktops and core infrastructure to Microsoft’s cloud platform.

This migration has enhanced security, improved reliability, simplified management, and provided greater flexibility for staff. As a result of this transition, additional Microsoft licensing is required to support the City’s cloud-based environment and ensure continued access to essential business applications and security services.

Approval of this request will authorize the renewal of Microsoft licensing for the remaining two years of the Enterprise Licensing Agreement, ensuring uninterrupted access to these critical business applications and cloud services while allowing the City to continue leveraging its investment in modern, secure, and efficient technology infrastructure.

**Fiscal Impact:** The City’s transition to a cloud-based technology environment has increased Microsoft licensing costs to support expanded cloud services and enhanced security capabilities.

- Year 1: \$96,725.67
- Year 2: \$104,153.97 (an increase of \$7,428.30)
- Year 3 (projected): \$104,153.97

# REQUEST FOR COUNCIL ACTION



Approval of this request will authorize funding for the remaining two years of the agreement at a total cost of \$208,307.94. Funding is included in the Information Technology Department's approved operating budget.

# REQUEST FOR COUNCIL ACTION



## RESOLUTION NO. 2026-4038

**A Resolution approving the renewal of the City’s Microsoft licensing agreement for Microsoft Entra, Azure, Microsoft Teams, Planner & Project, Visio, and Microsoft 365 staff licensing.**

### Recitals:

1. The City relies on Microsoft software and cloud services to support daily operations, communication, collaboration, identity management, and cybersecurity.
2. The City has transitioned significant portions of its technology infrastructure from on-premises systems to Microsoft’s cloud environment.
3. Additional Microsoft licensing is required to support the City’s cloud infrastructure and ensure continued access to critical services.
4. Renewal of the Microsoft licensing agreement is necessary to maintain business continuity, security, and operational efficiency.

### The City of Newberg Resolves as Follows:

1. The city Council approves the renewal of the City’s Microsoft licensing agreement for Microsoft Entra, Azure, Microsoft Teams, Planner & Project, Visio, and Microsoft 365 staff licensing.
2. The City Manager, or their designee, is authorized to execute all documents necessary to complete the renewal

**Effective Date** of this resolution is the day after the adoption date, which is: \_\_\_\_\_, 2026.

**Adopted** by the City Council of Newberg, Oregon, this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Rachel Thomas, City Recorder

**Attest** by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Bill Rosacker, Mayor



### Program Signature Form

MBA/MBSA number		AMD000461782
Agreement number	4783633	

**Note:** Enter the applicable active numbers associated with the documents below. Microsoft requires the associated active number be indicated here, or listed below as new.

For the purposes of this form, "Customer" can mean the signing entity, Enrolled Affiliate, Government Partner, Institution, or other party entering into a volume licensing program agreement.

This signature form and all contract documents identified in the table below are entered into between the Customer and the Microsoft Affiliate signing, as of the effective date identified below.

Contract Document	Number or Code
Enterprise Enrollment (Indirect)	X20-10637
Product Selection Form	3065931.004 PSF
Enterprise Amendment	M97 (New)

By signing below, Customer and the Microsoft Affiliate agree that both parties (1) have received, read and understand the above contract documents, including any websites or documents incorporated by reference and any amendments and (2) agree to be bound by the terms of all such documents.

Customer
Name of Entity (must be legal entity name)* City of Newberg, OR
Signature*
Printed First and Last Name* <i>Dave Brooks</i>
Printed Title <i>PSTM</i>
Signature Date* <i>7-5-25</i>
Tax ID <i>93-6002221</i>

\* indicates required field

Microsoft Affiliate
Microsoft Corporation
Signature <i>Aiden Nelson</i> Printed First and Last Name Aiden Nelson Printed Title Authorized Signer Signature Date Sep 9, 2025 <small>(date Microsoft Affiliate countersigns)</small>
Agreement Effective Date Sep-01-2025  <small>(may be different than Microsoft's signature date)</small>

Optional 2<sup>nd</sup> Customer signature or Outsourcer signature (if applicable)

Customer
Name of Entity (must be legal entity name)* Signature* Printed First and Last Name* Printed Title Signature Date*

\* indicates required field

Outsourcer
Name of Entity (must be legal entity name)* Signature* _____ Printed First and Last Name* Printed Title Signature Date*

\* indicates required field

If Customer requires additional contacts or is reporting multiple previous Enrollments, include the appropriate form(s) with this signature form.

After this signature form is signed by the Customer, send it and the Contract Documents to Customer's channel partner or Microsoft account manager, who must submit them to the following address. When the signature form is fully executed by Microsoft, Customer will receive a confirmation copy.

**Microsoft Corporation**  
 Dept. 551, Volume Licensing  
 6880 Sierra Center Parkway  
 Reno, Nevada 89511  
 USA



## Enterprise Enrollment

## State and Local

Enterprise Enrollment number <i>(Microsoft to complete)</i>	71344159	Framework ID <i>(if applicable)</i>	
Previous Enrollment number <i>(Reseller to complete)</i>	79245707		

**This Enrollment must be attached to a signature form to be valid.**

This Microsoft Enterprise Enrollment is entered into between the entities as identified in the signature form as of the effective date. Enrolled Affiliate represents and warrants it is the same Customer, or an Affiliate of the Customer, that entered into the Enterprise Agreement identified on the program signature form.

This Enrollment consists of: (1) these terms and conditions, (2) the terms of the Enterprise Agreement identified on the signature form, (3) the Product Selection Form, (4) the Product Terms, (5) the Microsoft Products and Services Data Protection Addendum, (6) any Supplemental Contact Information Form, Previous Agreement/Enrollment form, and other forms that may be required, and (7) any order submitted under this Enrollment. This Enrollment may only be entered into under a 2011 or later Enterprise Agreement. By entering into this Enrollment, Enrolled Affiliate agrees to be bound by the terms and conditions of the Enterprise Agreement.

All terms used but not defined are located at <http://www.microsoft.com/licensing/contracts>. In the event of any conflict the terms of this Agreement control.

**Effective date.** If Enrolled Affiliate is renewing Software Assurance or Subscription Licenses from one or more previous Enrollments or agreements, then the effective date will be the day after the first prior Enrollment or agreement expires or terminates. If this Enrollment is renewed, the effective date of the renewal term will be the day after the Expiration Date of the initial term. Otherwise, the effective date will be the date this Enrollment is accepted by Microsoft. Any reference to "anniversary date" refers to the anniversary of the effective date of the applicable initial or renewal term for each year this Enrollment is in effect.

**Term.** The initial term of this Enrollment will expire on the last day of the month, 36 full calendar months from the effective date of the initial term. The renewal term will expire 36 full calendar months after the effective date of the renewal term.

## ***Terms and Conditions***

### ***1. Definitions.***

Terms used but not defined in this Enrollment will have the definition in the Enterprise Agreement. The following definitions are used in this Enrollment:

"Additional Product" means any Product identified as such in the Product Terms and chosen by Enrolled Affiliate under this Enrollment.

"Community" means the community consisting of one or more of the following: (1) a Government, (2) an Enrolled Affiliate using eligible Government Community Cloud Services to provide solutions to a Government or a qualified member of the Community, or (3) a Customer with Customer Data that is subject to Government regulations for which Customer determines and Microsoft agrees that the use of Government Community Cloud Services is appropriate to meet Customer's regulatory requirements.

Membership in the Community is ultimately at Microsoft's discretion, which may vary by Government Community Cloud Service.

"Enterprise Online Service" means any Online Service designated as an Enterprise Online Service in the Product Terms and chosen by Enrolled Affiliate under this Enrollment. Enterprise Online Services are treated as Online Services, except as noted.

"Enterprise Product" means any Desktop Platform Product that Microsoft designates as an Enterprise Product in the Product Terms and chosen by Enrolled Affiliate under this Enrollment. Enterprise Products must be licensed for all Qualified Devices and Qualified Users on an Enterprise-wide basis under this program.

"Expiration Date" means the date upon which the Enrollment expires.

"Federal Agency" means a bureau, office, agency, department or other entity of the United States Government.

"Government" means a Federal Agency, State/Local Entity, or Tribal Entity acting in its governmental capacity.

"Government Community Cloud Services" means Microsoft Online Services that are provisioned in Microsoft's multi-tenant data centers for exclusive use by or for the Community and offered in accordance with the National Institute of Standards and Technology (NIST) Special Publication 800-145. Microsoft Online Services that are Government Community Cloud Services are designated as such in the Use Rights and Product Terms.

"Industry Device" (also known as line of business device) means any device that: (1) is not useable in its deployed configuration as a general purpose personal computing device (such as a personal computer), a multi-function server, or a commercially viable substitute for one of these systems; and (2) only employs an industry or task-specific software program (e.g. a computer-aided design program used by an architect or a point of sale program) ("Industry Program"). The device may include features and functions derived from Microsoft software or third-party software. If the device performs desktop functions (such as email, word processing, spreadsheets, database, network or Internet browsing, or scheduling, or personal finance), then the desktop functions: (1) may only be used for the purpose of supporting the Industry Program functionality; and (2) must be technically integrated with the Industry Program or employ technically enforced policies or architecture to operate only when used with the Industry Program functionality.

"Managed Device" means any device on which any Affiliate in the Enterprise directly or indirectly controls one or more operating system environments. Examples of Managed Devices can be found in the Product Terms.

"Qualified Device" means any device that is used by or for the benefit of Enrolled Affiliate's Enterprise and is: (1) a personal desktop computer, portable computer, workstation, or similar device capable of running Windows Pro locally (in a physical or virtual operating system environment), or (2) a device used to access a virtual desktop infrastructure ("VDI"). Qualified Devices do not include any device that is: (1) designated as a server and not used as a personal computer, (2) an Industry Device, or (3) not a Managed Device. At its option, the Enrolled Affiliate may designate any device excluded above (e.g., Industry Device) that is used by or for the benefit of the Enrolled Affiliate's Enterprise as a Qualified Device for all or a subset of Enterprise Products or Online Services the Enrolled Affiliate has selected.

"Qualified User" means a person (e.g., employee, consultant, contingent staff) who: (1) is a user of a Qualified Device, or (2) accesses any server software requiring an Enterprise Product Client Access License or any Enterprise Online Service. It does not include a person who accesses server software or an Online Service solely under a License identified in the Qualified User exemptions in the Product Terms.

"Reseller" means an entity authorized by Microsoft to resell Licenses under this program and engaged by an Enrolled Affiliate to provide pre- and post-transaction assistance related to this agreement;

"Reserved License" means for an Online Service identified as eligible for true-ups in the Product Terms, the License reserved by Enrolled Affiliate prior to use and for which Microsoft will make the Online Service available for activation.

"State/Local Entity" means (1) any agency of a state or local government in the United States, or (2) any United States county, borough, commonwealth, city, municipality, town, township, special purpose district, or other similar type of governmental instrumentality established by the laws of Customer's state and located within Customer's state's jurisdiction and geographic boundaries.

"Tribal Entity" means a federally recognized tribal entity performing tribal governmental functions and eligible for funding and services from the U.S. Department of Interior by virtue of its status as an Indian tribe.

"Use Rights" means, with respect to any licensing program, the use rights or terms of service for each Product and version published for that licensing program at the Volume Licensing Site and updated from time to time. The Use Rights include the Product-Specific License Terms, the License Model terms, the Universal License Terms, the Data Protection Terms, and the Other Legal Terms. The Use Rights supersede the terms of any end user license agreement (on-screen or otherwise) that accompanies a Product.

"Volume Licensing Site" means <http://www.microsoft.com/licensing/contracts> or a successor site.

## 2. **Order requirements.**

- a. **Minimum order requirements.** Enrolled Affiliate's Enterprise must have a minimum of 250 Qualified Users or Qualified Devices. The initial order must include at least 250 Licenses for Enterprise Products or Enterprise Online Services.
  - (i) **Enterprise commitment.** Enrolled Affiliate must order enough Licenses to cover all Qualified Users or Qualified Devices, depending on the License Type, with one or more Enterprise Products or a mix of Enterprise Products and the corresponding Enterprise Online Services (as long as all Qualified Devices not covered by a License are only used by users covered with a user License).
  - (ii) **Enterprise Online Services only.** If no Enterprise Product is ordered, then Enrolled Affiliate need only maintain at least 250 Subscription Licenses for Enterprise Online Services.
- b. **Additional Products.** Upon satisfying the minimum order requirements above, Enrolled Affiliate may order Additional Products.
- c. **Use Rights for Enterprise Products.** For Enterprise Products, if a new Product version has more restrictive use rights than the version that is current at the start of the applicable initial or renewal term of the Enrollment, those more restrictive use rights will not apply to Enrolled Affiliate's use of that Product during that term.
- d. **Country of usage.** Enrolled Affiliate must specify the countries where Licenses will be used on its initial order and on any additional orders.
- e. **Resellers.** Enrolled Affiliate must choose and maintain a Reseller authorized in the United States. Enrolled Affiliate will acquire its Licenses through its chosen Reseller. Orders must be submitted to the Reseller who will transmit the order to Microsoft. The Reseller and Enrolled Affiliate determine pricing and payment terms as between them, and Microsoft will invoice the Reseller based on those terms. Throughout this Agreement the term "price" refers to reference price. Resellers and other third parties do not have authority to bind or impose any obligation or liability on Microsoft.
- f. **Adding Products.**
  - (i) **Adding new Products not previously ordered.** New Enterprise Products or Enterprise Online Services may be added at any time by contacting a Microsoft Account Manager or Reseller. New Additional Products, other than Online Services, may be used if an order is placed in the month the Product is first used. For Additional Products that are Online Services, an initial order for the Online Service is required prior to use.

(ii) **Adding Licenses for previously ordered Products.** Additional Licenses for previously ordered Products other than Online Services may be added at any time but must be included in the next true-up order. Additional Licenses for Online Services must be ordered prior to use, unless the Online Services are (1) identified as eligible for true-up in the Product Terms or (2) included as part of other Licenses.

g. **True-up requirements.** Enrolled Affiliate must submit an annual true-up order that accounts for any changes since the initial order or last order. If there are no changes, then an update statement must be submitted instead of a true-up order.

(i) **Enterprise Products.** For Enterprise Products, Enrolled Affiliate must determine the number of Qualified Devices and Qualified Users (if ordering user-based Licenses) at the time the true-up order is placed and must order additional Licenses for all Qualified Devices and Qualified Users that are not already covered by existing Licenses, including any Enterprise Online Services.

(ii) **Additional Products.** For Additional Products that have been previously ordered under this Enrollment, Enrolled Affiliate must determine the maximum number of Additional Products used since the latter of the initial order, the last true-up order, or the prior anniversary date and submit a true-up order that accounts for any increase.

(iii) **Online Services.** For Online Services identified as eligible for true-up in the Product Terms, Enrolled Affiliate may place a reservation order for the additional Licenses prior to use and payment may be deferred until the next true-up order. Microsoft will provide a report of Reserved Licenses ordered but not yet invoiced to Enrolled Affiliate and its Reseller. Reserved Licenses will be invoiced retrospectively to the month in which they were ordered.

(iv) **Subscription License reductions.** Enrolled Affiliate may reduce the quantity of Subscription Licenses at the Enrollment anniversary date on a prospective basis if permitted in the Product Terms, as follows:

1) For Subscription Licenses that are part of an Enterprise-wide purchase, Licenses may be reduced as long as (a) the initial order minimum requirements are maintained and (b) the total quantity of Licenses and Software Assurance for an applicable group meets or exceeds the quantity of Qualified Devices and Qualified Users (if ordering user-based Licenses) identified on the Product Selection Form, and includes any additional Qualified Devices and Qualified Users added in any prior true-up orders. Step-up Licenses do not count towards this total count.

2) For Enterprise Online Services in a given Product pool that are not a part of an Enterprise-wide purchase, Licenses can be reduced as long as (a) the initial order minimum requirements are maintained and (b) all then-active users of each Online Service are included the total quantity of Licenses remaining after the reduction. An Enrolled Affiliate may reduce Licenses for Online Services on or before the Enrollment anniversary date and place a reservation order for such licenses within 90 days after the anniversary date; however, any licenses ordered as described in this section will be invoiced to the Enrolled Affiliate for the time period the licenses were made available. Subscription Licenses ordered upfront may not be reduced.

3) For Additional Products available as Subscription Licenses, Enrolled Affiliate may reduce the Licenses. If the License count is reduced to zero, then Enrolled Affiliate's use of the applicable Subscription License will be cancelled.

Invoices will be adjusted to reflect any reductions in Subscription Licenses at the true-up order Enrollment anniversary date and effective as of such date.

(v) **Update statement.** An update statement must be submitted instead of a true-up order if, since the initial order or last true-up order, Enrolled Affiliate's Enterprise: (1) has not changed the number of Qualified Devices and Qualified Users licensed with Enterprise Products or Enterprise Online Services; and (2) has not increased its usage of Additional

Products. This update statement must be signed by Enrolled Affiliate's authorized representative.

**(vi) True-up order period.** The true-up order or update statement must be received by Microsoft between 60 and 30 days prior to each Enrollment anniversary date. The last true-up order or update statement during an Enrollment term is due within 30 days prior to the Expiration Date, and any license reservations within this 30-day period will not be accepted. Enrolled Affiliate may submit true-up orders more often to account for increases in Product usage, but an annual true-up order or update statement must still be submitted during the annual order period.

**(vii) Late true-up order.** If the true-up order or update statement is not received when due, Microsoft may invoice Reseller for all Reserved Licenses not previously invoiced and Subscription License reductions cannot be reported until the following Enrollment anniversary date (or at Enrollment renewal, as applicable).

**h. Step-up Licenses.** For Licenses eligible for a step-up under this Enrollment, Enrolled Affiliate may step-up to a higher edition or suite as follows:

**(i)** For step-up Licenses included on an initial order, Enrolled Affiliate may order according to the true-up process.

**(ii)** If step-up Licenses are not included on an initial order, Enrolled Affiliate may step-up initially by following the process described in the Section titled "Adding new Products not previously ordered," then for additional step-up Licenses, by following the true-up order process.

**i. Clerical errors.** Microsoft may correct clerical errors in this Enrollment, and any documents submitted with or under this Enrollment, by providing notice by email and a reasonable opportunity for Enrolled Affiliate to object to the correction. Clerical errors include minor mistakes, unintentional additions and omissions. This provision does not apply to material terms, such as the identity, quantity or price of a Product ordered.

**j. Verifying compliance.** Microsoft may, in its discretion and at its expense, verify compliance with this Enrollment as set forth in the Enterprise Agreement.

### **3. Pricing.**

**a. Price Levels.** For both the initial and any renewal term Enrolled Affiliate's Price Level for all Products ordered under this Enrollment will be Level "D" throughout the term of the Enrollment.

**b. Setting Prices.** Unless otherwise expressly agreed to by the parties and except for Online Services designated in the Product Terms as being exempt from fixed pricing, Enrolled Affiliate's prices for each Product or Service will be established by its Reseller. As long as Enrolled Affiliate continues to qualify for the same price level, Microsoft's prices for Resellers for each Product or Service ordered will be fixed throughout the applicable initial or renewal Enrollment term. Microsoft's prices to Resellers are reestablished at the beginning of the renewal term.

### **4. Payment terms.**

For the initial or renewal order, Microsoft will invoice Enrolled Affiliate's Reseller in three equal annual installments. The first installment will be invoiced upon Microsoft's acceptance of this Enrollment and remaining installments will be invoiced on each subsequent Enrollment anniversary date. Subsequent orders are invoiced upon acceptance of the order and Enrolled Affiliate may elect to pay annually or upfront for Online Services and upfront for all other Licenses.

## 5. **End of Enrollment term and termination.**

- a. **General.** At the Expiration Date, Enrolled Affiliate must immediately order and pay for Licenses for Products it has used but has not previously submitted an order, except as otherwise provided in this Enrollment.
- b. **Renewal option.** At the Expiration Date of the initial term, Enrolled Affiliate may request to renew Products and Services under this Enrollment for one additional 36-month term. Microsoft may make changes to this program that will make it necessary for Customer and its Enrolled Affiliates to enter into new agreements or Enrollments in order to renew. In order for a renewal request to be considered, Microsoft must receive a Renewal Form, Product Selection Form, and renewal request prior to or at the Expiration Date. Microsoft will review a renewal request made under this section in good faith and may accept or reject such request in its sole discretion.
- c. **If Enrolled Affiliate elects not to renew.**
  - (i) **Software Assurance.** If Enrolled Affiliate elects not to renew Software Assurance for any Product under its Enrollment, then Enrolled Affiliate will not be permitted to order Software Assurance later without first acquiring a new License with Software Assurance.
  - (ii) **Online Services eligible for an Extended Term.** For Online Services identified as eligible for an Extended Term in the Product Terms, the following options are available at the end of the Enrollment initial or renewal term.
    - 1) **Extended Term.** Licenses for Online Services will automatically expire in accordance with the terms of the Enrollment. An extended term option that allows Online Services to continue month-to-month ("Extended Term") is available. During the Extended Term, Online Services will be invoiced monthly at the then-current published price as of the Expiration Date plus a 3% administrative fee for up to one year. If Enrolled Affiliate wants an Extended Term, Enrolled Affiliate must submit a request to Microsoft at least 30 days prior to the Expiration Date.
    - 2) **Cancellation during Extended Term.** At any time during the first twelve months of the Extended Term, Enrolled Affiliate may terminate the Extended Term by submitting a notice of cancellation to Microsoft for each Online Service. Thereafter, Microsoft may condition the continued use of each Online Service on the acceptance of new terms by the Enrolled Affiliate. Enrolled Affiliate will be notified in writing of any new terms at least 60 days before any such changes take effect. Enrolled Affiliate acknowledges and agrees that after the notice described in this section, its continued use of each Online Service after the effective date provided in the notice will constitute its acceptance of the new terms. If Enrolled Affiliate does not agree to the new terms, it must stop using the Online Services and terminate the Extended Term as provided in this section. Enrolled Affiliate's termination under this section will be effective at the end of the month following 30 days after Microsoft has received the notice.
  - (iii) **Subscription Licenses and Online Services not eligible for an Extended Term.** If Enrolled Affiliate elects not to renew, the Licenses will be cancelled and will terminate as of the Expiration Date. Any associated media must be uninstalled and destroyed and Enrolled Affiliate's Enterprise must discontinue use. Microsoft may request written certification to verify compliance.
- d. **Termination for cause.** Any termination for cause of this Enrollment will be subject to the "Termination for cause" section of the Agreement. In addition, it shall be a breach of this Enrollment if Enrolled Affiliate or any Affiliate in the Enterprise that uses Government Community Cloud Services fails to meet and maintain the conditions of membership in the definition of Community.
- e. **Early termination.** Any early termination of this Enrollment will be subject to the "Early Termination" Section of the Enterprise Agreement.

For Subscription Licenses, in the event of a breach by Microsoft, or if Microsoft terminates an Online Service for regulatory reasons, Microsoft will issue Reseller a credit for any amount paid in advance for the period after termination.

## **6. Government Community Cloud.**

- a. Community requirements.** If Enrolled Affiliate purchases Government Community Cloud Services, Enrolled Affiliate certifies that it is a member of the Community and agrees to use Government Community Cloud Services solely in its capacity as a member of the Community and, for eligible Government Community Cloud Services, for the benefit of end users that are members of the Community. Use of Government Community Cloud Services by an entity that is not a member of the Community or to provide services to non-Community members is strictly prohibited and could result in termination of Enrolled Affiliate's license(s) for Government Community Cloud Services without notice. Enrolled Affiliate acknowledges that only Community members may use Government Community Cloud Services.
- b.** All terms and conditions applicable to non-Government Community Cloud Services also apply to their corresponding Government Community Cloud Services, except as otherwise noted in the Use Rights, Product Terms, and this Enrollment.
- c.** Enrolled Affiliate may not deploy or use Government Community Cloud Services and corresponding non-Government Community Cloud Services in the same domain.
- d. Use Rights for Government Community Cloud Services.** For Government Community Cloud Services, notwithstanding anything to the contrary in the Use Rights:
  - (i)** Government Community Cloud Services will be offered only within the United States.
  - (ii)** Additional European Terms, as set forth in the Use Rights, will not apply.
  - (iii)** References to geographic areas in the Use Rights with respect to the location of Customer Data at rest, as set forth in the Use Rights, refer only to the United States.

## **Enrollment Details**

### **1. Enrolled Affiliate's Enterprise.**

Make an election for including Affiliates in the Enterprise (Required).

Check **only one box** in this section. If no boxes are checked, Microsoft will deem the Enterprise to include the Enrolled Affiliate only. If more than one box is checked, Microsoft will deem the Enterprise to include the largest number of Affiliates:

**Enrolled Affiliate only.**

**All Affiliates.** All Affiliates of Enrolled Affiliate are hereby included in the Enterprise. Enrolled Affiliate represents that its Affiliates are entire offices, bureaus, agencies, departments, or other entities, not partial offices, bureaus, agencies, or departments, or other partial entities. Enrolled Affiliate may order Products for use by its Affiliates. If it does, the licenses granted to Enrolled Affiliate under this Enrollment will apply to such Affiliates, but Enrolled Affiliate will have the sole right to enforce the Agreement and this Enrollment against Microsoft. Enrolled Affiliate will remain responsible for all obligations under this Enrollment and for its Affiliates' compliance with this Enrollment.

**Enrolled Affiliate including.** Only the Enrolled Affiliate and the Affiliates listed below will be included in the Enterprise. Enrolled Affiliate represents that its Affiliates are entire offices, bureaus, agencies, departments, or other entities, not partial offices, bureaus, agencies, or departments, or other partial entities. Enrolled Affiliate may order Products for use by its Affiliates. If it does, the licenses granted to Enrolled Affiliate under this Enrollment will apply to such Affiliates, but Enrolled Affiliate will have the sole right to enforce the Agreement and this Enrollment against Microsoft. Enrolled Affiliate will remain responsible for all obligations under this Enrollment and for its Affiliates' compliance with this Enrollment.

The following Affiliates are included in the Enterprise:

Notwithstanding anything to the contrary in the Agreement, the parties acknowledge and agree to the following:

Products ordered under this Enrollment may be subject to U.S. and other countries' export jurisdictions. Each party will comply with all laws and regulations applicable to the import or export of the Products, including, without limitation, trade laws of the U.S., EU, and UK, such as the U.S. Export Administration Regulations, sanctions regulations administered by the U.S. Office of Foreign Assets Control, the EU Dual Use Regulation 2021/821, and/or other end-user, end use, and destination restrictions ("Trade Laws"). Customer will not, and will ensure its Affiliates will not, take any action that causes Microsoft to violate applicable Trade Laws. Microsoft may suspend or terminate this Enrollment immediately without notice to the extent that Microsoft reasonably believes that performance would cause it to violate Trade Laws or put it at risk of becoming subject to sanctions and penalties under such laws. Customer remains responsible for its and for its Affiliates' compliance with this section and, to the extent applicable, a Regional Trade Compliance Supplemental Terms incorporated herein by reference.

### **2. Contact information.**

Each party will notify the other in writing if any of the information in the following contact information page(s) changes. The asterisks (\*) indicate required fields. By providing contact information, Enrolled Affiliate consents to its use for purposes of administering this Enrollment by Microsoft, its Affiliates, and other parties that help administer this Enrollment. The personal information provided in connection with this Enrollment will be used and protected in accordance with the privacy statement available at <https://privacy.microsoft.com/privacystatement>.

- a. **Primary contact.** This contact is the primary contact for the Enrollment from within Enrolled Affiliate's Enterprise. This contact may also be an Online Administrator for Volume Licensing

in the Microsoft 365 Admin Center (MAC) and may grant online access to others. The primary contact will be the default contact for all purposes unless separate contacts are identified for specific purposes

**Name of entity (must be legal entity name)\*** City of Newberg, OR

**Contact name: First\* Middle Last\*** Brittney Jeffries

**Contact email address\*** Brittney.Jeffries@newbergoregon.gov

**Street address\*** 414 E 1st St

**City\*** Newberg

**State\*** OR

**Postal code\*** 97132-2908-

(Please provide the zip + 4, e.g. xxxxx-xxxx)

**Country\*** United States

**Phone\*** 503-537-1273

**Tax ID**

**Work or School (WSA) Account ID**

*\* indicates required fields*

- b. **Notices contact and Online Administrator.** This contact (1) receives the contractual notices, (2) is the Online Administrator for Volume Licensing in the Microsoft 365 Admin Center (MAC) and may grant online access to others, and (3) is authorized to order Reserved Licenses for eligible Online Services, including adding or reassigning Licenses and stepping-up prior to a true-up order.

Same as primary contact (default if no information is provided below, even if the box is not checked).

**Contact name: First\* Middle Last\*** Brittney Jeffries

**Contact email address\*** Brittney.Jeffries@newbergoregon.gov

**Street address\*** 414 E 1st St

**City\*** Newberg

**State\*** OR

**Postal code\*** 97132-2908-

(Please provide the zip + 4, e.g. xxxxx-xxxx)

**Country\*** United States

**Phone\*** 503-537-1273

**Work or School (WSA) Account ID**

**Language preference.** Choose the language for notices. English

This contact is a third party (not the Enrolled Affiliate). Warning: This contact receives personally identifiable information of the Customer and its Affiliates.

*\* indicates required fields*

- c. **Online Services Manager.** This contact is authorized to manage the Online Services ordered under the Enrollment and (for applicable Online Services) to add or reassign Licenses and step-up prior to a true-up order.

Same as notices contact and Online Administrator (default if no information is provided below, even if box is not checked)

**Contact name: First\* Middle Last\*** Brittney Jeffries

**Contact email address\*** Brittney.Jeffries@newbergoregon.gov

**Phone\*** 503-537-1273

**Work or School (WSA) Account ID**

This contact is from a third party organization (not the entity). Warning: This contact receives personally identifiable information of the entity.

*\* indicates required fields*

d. **Reseller information.** Reseller contact for this Enrollment is:

**Reseller company name\*** SHI International Corp.  
**Street address (PO boxes will not be accepted)\*** 290 Davidson Ave  
**City\*** Somerset  
**State\*** NJ  
**Postal code\*** 08873-4145  
**Country\*** United States  
**Contact name\*** KimaraLindsay  
**Phone\*** 1-888-764-8888  
**Contact email address\*** msteam\_@SHI.com  
*\* indicates required fields*

By signing below, the Reseller identified above confirms that all information provided in this Enrollment is correct.

**Signature\*** *Kimara Lindsay*

**Printed name\*** Kimara Lindsay

**Printed title\*** Contract Specialist

**Date\*** 9/9/2025

*\* indicates required fields*

**Changing a Reseller.** If Microsoft or the Reseller chooses to discontinue doing business with each other, Enrolled Affiliate must choose a replacement Reseller. If Enrolled Affiliate or the Reseller intends to terminate their relationship, the initiating party must notify Microsoft and the other party using a form provided by Microsoft at least 90 days prior to the date on which the change is to take effect.

- e. If Enrolled Affiliate requires a separate contact for any of the following, attach the Supplemental Contact Information form. *Otherwise, the notices contact and Online Administrator remains the default.*
- (i) Additional notices contact
  - (ii) Software Assurance manager
  - (iii) Subscriptions manager
  - (iv) Customer Support Manager (CSM) contact

### 3. **Financing elections.**

Is a purchase under this Enrollment being financed through MS Financing?  Yes,  No.

If a purchase under this Enrollment is financed through MS Financing, and Enrolled Affiliate chooses not to finance any associated taxes, it must pay these taxes directly to Microsoft.

Proposal ID

3065931.004

Enrollment Number

Language: English (United States)

**Enrolled Affiliate's Enterprise Products and Enterprise Online Services summary for the initial order:**

Profile	Qualified Devices	Qualified Users	Device / User Ratio	CAL Licensing Model
Enterprise	330	165	2.0	User Licenses
Field Worker	14	14	1.0	User Licenses
<b>Total</b>	<b>344</b>	<b>179</b>		

Products	Enterprise Quantity	Field Worker Quantity
<b>Office 365 Plans</b>		
O365 G1 GCC	-	14
<b>Windows Desktop</b>		
Windows VDA Plus USL	165	-
<b>Microsoft 365 Enterprise</b>		
M365 G3 GCC USL Unified	165	-

**Enrolled Affiliate's Product Quantities:**

Price Group	1	2	3	4
<b>Enterprise Products</b>	Office Professional Plus + M365 Apps for Enterprise + Office 365 (Plans E3 and E5) + Microsoft 365 Enterprise	Client Access License + Office 365 (Plans E1, E3 and E5) + Microsoft 365 Enterprise	Client Access License + Windows Intune + EMS USL + Microsoft 365 Enterprise	Win E3 + Win E5 + Win VDA + Microsoft 365 Enterprise
<b>Quantity</b>	165	179	165	330

Enrolled Affiliate's Price Level:	
Product Offering / Pool	Price Level
Enterprise Products and Enterprise Online Services USLs: Unless otherwise indicated in associated contract documents, Price level set using the highest quantity from Groups 1 through 4.	D
Additional Product Application Pool: Unless otherwise indicated in associated contract documents, Price level set using quantity from Group 1.	D
Additional Product Server Pool: Unless otherwise indicated in associated contract documents, Price level set using the highest quantity from Group 2 or 3.	D
Additional Product Systems Pool: Unless otherwise indicated in associated contract documents, Price level set using quantity from Group 4.	D

Notes	
Unless otherwise indicated in the associated contract documents, the price level for each Product offering / pool is set as described above, based upon the quantity to price level mapping below.	
Quantity of Licenses and Software Assurance	Price Level
2,399 and below	A
2,400 to 5,999	B
6,000 to 14,999	C
15,000 and above	D
<p><b>Note 1:</b> In the following countries, any direct Enrollment consisting of only Enterprise Online Services will not be eligible for the Renewal option described in Section 5.b. of the Enrollment or for a new Enrollment due to program changes: Argentina, Australia, Austria, Belgium, Canada, Chile, Cyprus, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Jamaica, Italy, Lichtenstein, Luxemburg, Malta, Netherlands, Norway, Portugal, Puerto Rico, South Africa, Spain, Sweden, Switzerland, Trinidad &amp; Tobago, United Kingdom, United States, and Uruguay.</p>	
<p><b>Note 2:</b> Enterprise Online Services may not be available in all locations. Please see the Product List for a list of locations where these may be purchased.</p>	
<p><b>Note 3:</b> Unless otherwise indicated in the associated Agreement documents, the CAL selection must be the same across the Enterprise for each Profile.</p>	
<p><b>Note 4:</b> If Enrolled Affiliate does not order an Enterprise Product or Enterprise Online Service associated with an applicable Product pool, the price level for Additional Products in the same pool will be price level "A" throughout the term of the Enrollment. Refer to the Qualifying Government Entity Addendum pricing provision for more details on price leveling.</p>	

## Previous Enrollment(s)/Agreement(s) Form

**Entity Name:** City of Newberg, OR

**Contract that this form is attached to:** State Local Government

For the purposes of this form, "entity" can mean the signing entity, Customer, Enrolled Affiliate, Government Partner, Institution, or other party entering into a volume licensing program agreement.

Please provide a description of the previous Enrollment(s), Agreement(s), Purchasing Account(s), and/or Affiliate Registration(s) being renewed or consolidated into the new contract identified above.

- a. Entity may select below any previous contract(s) from which to transfer MSDN subscribers to this new contract. Entity shall ensure that each MSDN subscriber transferred is either properly licensed under the new contract or is removed.
- b. Entity may select below only one previous contract from which to transfer the Software Assurance (SA) Benefit contact details, i.e., benefits contact (*not* the SA manager) and the program codes, to this new contract.
- c. An Open License cannot be used to transfer either the SA Benefit details or MSDN subscribers.
- d. The date of the earliest expiring Enrollment/Agreement that contains SA or Online Services will be the effective date of the new contract (or SA coverage period for Select Plus).
- e. Please insert the number of the earliest expiring Enrollment/Agreement with SA or Online Services in the appropriate fields of the new contract.

Enrollment/Agreement/ Purchasing Account/Affiliate Registration Description	Enrollment/Agreement/ Purchasing Account/Affiliate Registration Public Customer Number	Transfer SA Benefit Contact	Transfer MSDN Subscribers
Standard Enrollment	79245707	X	X

## Amendment to Contract Documents

Agreement Number

AMD000461782

This amendment ("Amendment") is entered into between the parties identified on the attached program signature form. It amends the Enrollment or Agreement identified above. All terms used but not defined in this Amendment will have the same meanings provided in that Enrollment or Agreement.

## Enterprise Enrollment Invoice for Quoted Price Amendment ID M97

The price quoted to Enrolled Affiliate is a fixed price based on an estimated order submission date. Microsoft will invoice Enrolled Affiliate based on this fixed price quote. If this order is submitted later than the estimated order submission date, Enrolled Affiliate will be charged for net new Monthly Subscriptions (including Online Services) for the period during which these services were not provided. For Indirect models, Pricing to Enrolled Affiliate is agreed between Enrolled Affiliate and Enrolled Affiliate's Reseller.

SKU Number	SKU Description	Existing Quantity	Incremental quantities
MQM-00001	Entra ID P1 Gov Sub Per User	14	0
AAD-63092	M365 F3 Unified GCC Sub Per User	75	0
AAD-34704	M365 G3 Unified FUSL GCC Sub Per User	0	165
U4S-00002	O365 G1 GCC Sub Per User	14	0
7MS-00001	Planner & Project P3 GCC Sub Per User	5	0
NYH-00001	Teams AC with Dial Out US/CA GCC Sub Add-on	254	0
P3U-00001	Visio P2 GCC Sub Per User	1	0
7F4-00002	Win E3 VDA ALng Sub Per User	165	0

Except for changes made by this Amendment, the Enrollment or Agreement identified above remains unchanged and in full force and effect. If there is any conflict between any provision in this Amendment and any provision in the Enrollment or Agreement identified above, this Amendment shall control.

**This Amendment must be attached to a signature form to be valid.**

**Microsoft Internal Use Only:**

VL Central Amendments

M97

Blue

 (79245707 - City of Newberg, OR - EA  
Renewal Amendment)

Page 1 of 2

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**Signature:** *Samantha Izquierdo*

**Email:** v-sizquierdo@microsoft.com

# REQUEST FOR COUNCIL ACTION



**Date Action Requested: July 6, 2026**

Order <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Information <input type="checkbox"/> Proclamation <input type="checkbox"/>	
No. 2026-4029	
Subject: A resolution to adopt ADA accommodation and complaint policies for members of the public engaging in city activities.	Staff: Rachel Thomas Department: Administration
	Order On Agenda: New Business
Hearing Type: Administrative	

**Is this item state mandated?** Yes  No

**If yes, please cite the state house bill or order that necessitated this action:**

**Recommendation:** Consider the proposed ADA policy and accompanying accommodation and complaint form and adopt if desired.

**Motion:** To approve Resolution 2026-4029 to adopt ADA accommodation and complaint policies for members of the public engaging in city activities.

**Executive Summary:** The current process for members of the public to request accommodation for city events, meetings, and activities is very limited, simply directing those to contact staff members for assistance. A more formal policy and procedure is being proposed that enhances clarity and ensures that needs are heard and addressed in a timely manner. The proposed form will be embedded in the city website and routed to the City Recorder for processing. The proposed process increases transparency around the process and creates a formal method for requesting accommodation or making an ADA complaint to ensure they are handled promptly. Members of the public who are unable to complete the form themselves will have the option of calling an employee or meeting in person for assistance.

**Fiscal Impact:** N/A

**Council Goals:**

Goal 3: Create and maintain a high level of transparency with our residents in order to build trust.  
Continuous Goal F: Continue to create and maintain a high level of customer service by following our customer service guides. All staff will undertake training on this subject annually.

# REQUEST FOR COUNCIL ACTION



## RESOLUTION NO. 2026-4029

**A Resolution** to adopt ADA accommodation and complaint policies for members of the public engaging in city activities.

### Recitals:

1. The current ADA accommodation process is vague and does not meet the needs of the public.
2. Council desires to create transparent processes for members of the public.
3. It is essential to create straightforward processes for ADA accommodation to ensure access to all city activities.

### The City of Newberg Resolves as Follows:

1. Adopt the ADA accommodation policy in Exhibit A.

**Effective Date** of this resolution is the day after the adoption date, which is: \_\_\_\_\_, 2026.

**Adopted** by the City Council of Newberg, Oregon, this \_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Rachel Thomas, City Recorder

**Attest** by the Mayor this \_\_\_\_\_ day of \_\_\_\_\_, 2026.

\_\_\_\_\_  
Bill Rosacker, Mayor

## City of Newberg ADA Accommodations Policy

The City of Newberg (the City) strives to ensure meaningful access to City of Newberg programs, services, and activities to comply with ADA Title II and Oregon laws, regulations, and ordinances. To that end, the City reasonably provides translation, interpretation, modifications, reasonable accommodations, alternative formats, auxiliary aids, and services.

To request a reasonable accommodation under the Americans with Disabilities Act (ADA) for any City of Newberg program, service, event, or activity and ensure the best response, please make your request at least five (5) business days before the program or event, if possible. Please note that in accordance with ORS 192.630(5)(b), an individual requesting an interpreter for persons who are deaf or hard of hearing must (1) give the City at least 48 hours' notice of the request for an interpreter and (2) provide the name of the requester, sign language preference, and any other relevant information the City may request. If a public meeting is held with less than 48 hours' notice, the City will make a reasonable effort to have an interpreter present is requested, but the requirement for an interpreter does not apply to emergency meetings.

Use the form on the city website to request a reasonable accommodation, alternative format of communication, American Sign Language (ASL) interpreter or modification of policies and procedures to access City programs, services, events, and activities or to make a complaint about the same. If you prefer, you can also call (503)537-1283 or email [cityrecorder@newbergoregon.gov](mailto:cityrecorder@newbergoregon.gov) and Rachel Thomas, City Recorder will assist you in completing your request.

Note: Information related to ADA Title I Reasonable Accommodations for current and prospective City employees is available from [the City of Newberg Human Resources](#).

## City of Newberg ADA Grievance Procedure and Process

We have adopted a grievance procedure providing for prompt and equitable resolution of complaints alleging any action prohibited by the U.S. Department of Justice regulations implementing Title II of the Americans with Disabilities Act. Complaints should be addressed to the employee designated as ADA coordinator: Rachel Thomas, City Recorder, City of Newberg, P. O. Box 970, Newberg, Oregon, 97132, (503) 537-1283, [cityrecorder@newbergoregon.gov](mailto:cityrecorder@newbergoregon.gov).

1. A complaint regarding access or discrimination should be filed in writing or verbally. It must contain the name and address of the person filing it, and briefly describe the alleged violation of the regulations.
2. A complaint should be filed within thirty days after the complainant becomes aware of the alleged violation.

3. An investigation, as may be appropriate, shall follow a filing of a complaint. The ADA Coordinator or designee shall conduct the investigation. This procedure anticipates informal but thorough investigations, affording all interested persons and their representative, if any, an opportunity to submit evidence relevant to the complaint.
4. The ADA Coordinator shall issue a written determination as to the validity of the complaint and a description of the resolution or planned resolution, if any, within 30 calendar days.
5. If the complaint cannot be resolved to the satisfaction of the complainant by the ADA Coordinator, it shall be forwarded to the City Council. In accordance with the public meeting law, the Council at a public meeting shall hear the complaint and consider any written documentation timely filed by the parties. The Council will strive to make a determination on the complaint within 30 calendar days from the date of the hearing. The decision of the City Council is final.  
Note: After the issuance for a final decision, the City reserves the right to summarily deny a complaint filed by the same complainant, or on their behalf, that raises identical issues, as determined by the City with consultation with the ADA coordinator.
6. The City Recorder shall maintain the files and records of the City of Newberg relating to the complaints filed.
7. The right of a person to a prompt and equitable resolution of the complaint filed, hereunder, shall not be impaired by the person's pursuit of other remedies, such as the filing of an ADA complaint with the responsible federal department or agency. Use of this grievance procedure is not a prerequisite to the pursuit of other remedies.
8. These rules shall be construed to protect the substantive rights of interested persons to meet the appropriate due process standards, and to assure that the City of Newberg complies with the ADA and implementing regulations.
9. Timelines referred to above concerning the scheduling of hearings may be extended if, after reasonable effort and justification, the hearing cannot be conducted within the 30-calendar day limitation period.
10. All decisions shall be sent to the complainant in writing within 30 calendar days of the date of the hearing and shall be retained in the program file. Phone notification shall also be made in cases involving visually impaired individuals.

11. The ADA Coordinator may modify this grievance and appeal process in order to assure equal access to programs, services and activities for people with disabilities.
12. Nothing in this grievance process is meant to be used for any personnel, EEO, or labor agreement grievance procedure for the City of Newberg. Contact the City Human Resources Department for further information regarding Title I grievances or grievances related to Oregon employment laws and regulations.

### Request Form Fields:

(Note: the following will be created as an embedded form on our website that meets WCAG compliance requirements.)

#### For whom are you making this request or complaint?

- Myself
- Someone else

#### Contact information

- Your name:
- Your email:
- Phone:
- Accommodation request for:

#### ATTESTATION

**By completing this form, I am attesting that I have or the individual I am making this request or complaint for has a disability covered by the Americans with Disabilities Act and that the information I'm providing in this form is true, to the best of my knowledge and belief.**

#### Confidentiality Waiver

It is City policy to keep the information you provide on this form confidential to the extent possible. Your information will be kept confidential unless you check the box certifying that you would like to waive confidentiality.

Note: The information you provide in this form is considered a public record under Oregon Public Records Law and may be made available to the public on request should confidentiality be waved.

- I do not waive confidentiality.
- I choose to waive confidentiality.

#### I would like to request that the City:

- Provide reasonable accommodations for a City activity, event, or program**

**Name of activity, event, or program:**

**Date of event: (mm/dd/yyyy)**

**Location of event:**

**Event host:** (Please specify the City department, office, program, project, or elected official that is hosting the event, if you know.)

**Event details URL:** (Please copy and paste the URL address of the event, program, or material's website, if known.)

**What type of reasonable accommodations are you requesting? Check all that apply.**

- Accessible parking
- An accessible entrance to the event and routes to restrooms
- Communication aids
- Materials in an accessible format
- Something else. Please describe:
- Provide reasonable accommodations for the registration process and account set up for City activities**

**What type of assistance do you need?**

- Setting up my library account (the system the Newberg Public Library uses for library-based activity access )
- Registering for Talking Book and/or Braille Services
- Instructions and resources to help me get signed up for upcoming activities
- Provide City materials in a format that is accessible to me**

**Are the materials you are requesting:**

- on the City's website?
- for a specific event or activity?
- a printed document not available online?
- Something else. Name and/or description of document:

The app/page you last visited: (insert link)

Please describe the issue:

- Remove a barrier or make it easier to access a street, sidewalk, trail, or other City-owned space (such as removing an obstruction on a sidewalk, adding crosswalks, or improving signage)**

**What type of issue are you reporting? How can we make access easier for you?**

- Barrier - There is a barrier, obstruction, or something in the way that is preventing access
- Parking - There is no accessible parking, or there is a problem with existing spots
- Signage - There are no signs, or signs are unclear
- Something else. Please describe:
- Description of issue**

Please describe the issue in detail. How can we make it easier to access your City? To protect your privacy, do not include any personal or health-related information.

**Location of barrier or issue**

- Location Name: (If this location has a name please enter it here.)
- Location Details:  
Please provide any other details that might help us locate the site you are reporting.)
- **Change or modify a policy or procedure (for example, allow community members with disabilities early entry to an event, allow a companion to attend a class or activity)**

**What is your request? Please describe the policy or procedure change you are requesting. To protect your privacy, do not include any personal or health-related information.**

- **Something else. Please describe your request. To protect your privacy, do not include any personal or health-related information.**

# REQUEST FOR COUNCIL ACTION



**Date Action Requested: July 6, 2026**

Order <input type="checkbox"/>	Ordinance <input type="checkbox"/>	Resolution <input type="checkbox"/>	Motion <input type="checkbox"/>	Information <input checked="" type="checkbox"/>	Proclamation <input type="checkbox"/>
Subject: Public Records and Data on Records Requests				Staff: Rachel Thomas Department: City Recorder	
				Order On Agenda: New Business	

**Is this item state mandated?** Yes  No

**If yes, please cite the state house bill or order that necessitated this action:**

**Recommendation:** Receive presentation from staff.

**Executive Summary:** During the discussion of the Master Fee schedule this spring, the imposition of the \$400 fee for legal review of public records was discussed. Council requested a presentation on public records with data about charges and the considerations that went into this fee. They also requested an update with information about what could be done to improve the self service public records options offered by the city.

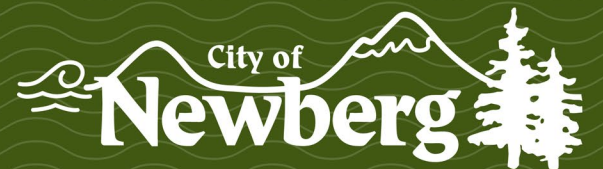
**Fiscal Impact:** N/A

**Council Goals:**

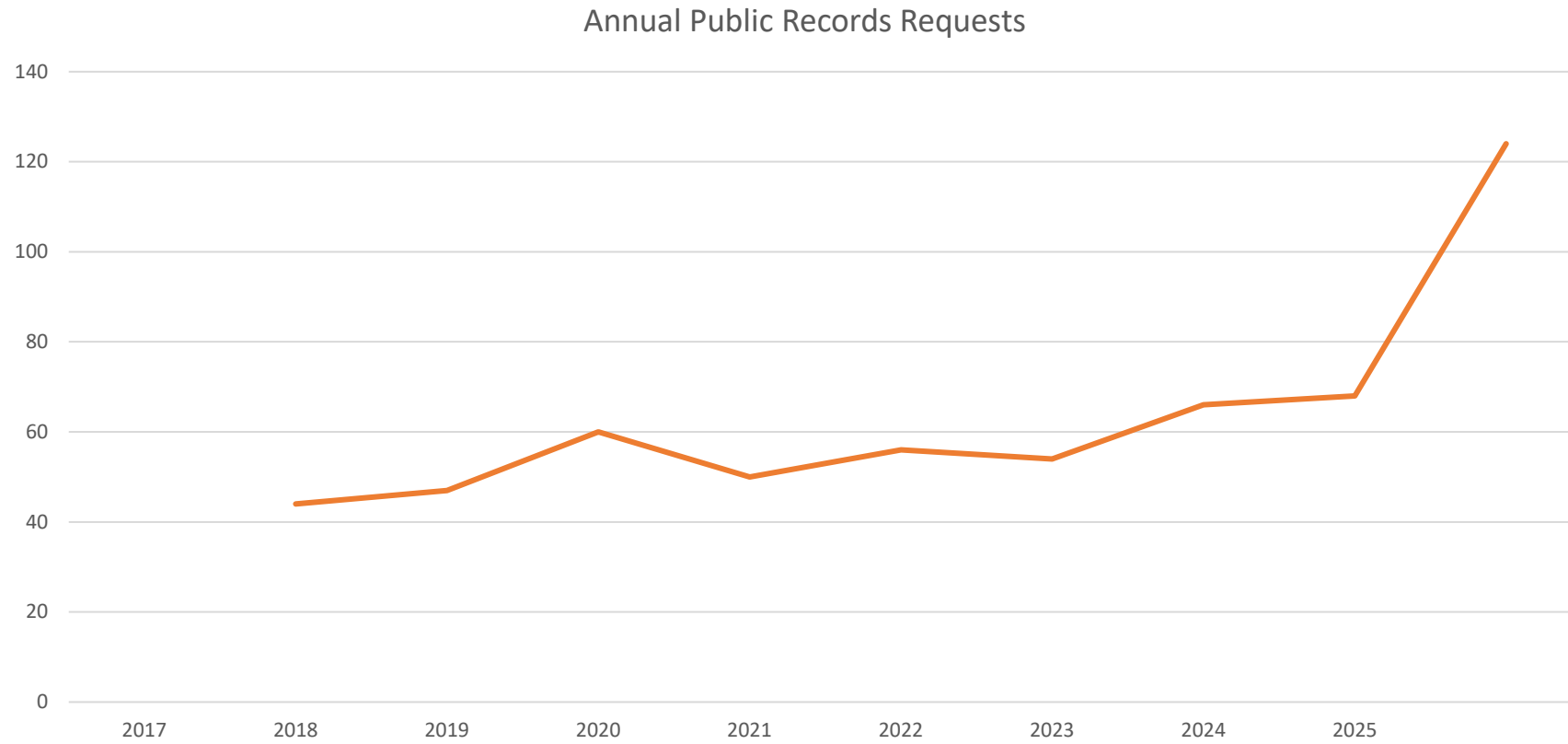
Goal 3: Create and maintain a high level of transparency with our residents in order to build trust.

Goal 4: Implement a careful and prudent fiscal policy.

# Public Records Requests



# Requests Received



# Staff Time Spent

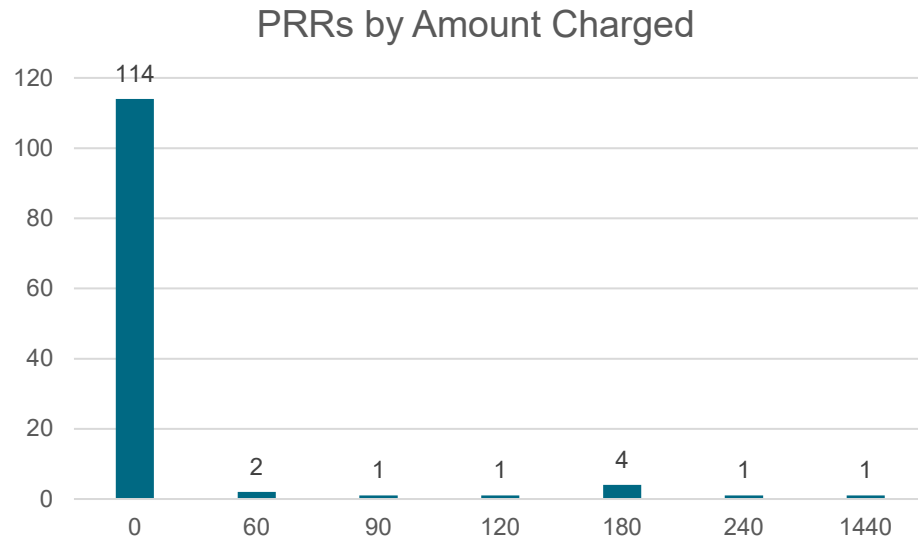
- Approximately 131 staff hours for PRRs in 2025
- The vast majority do not incur a charge



# Who is requesting these?

- 24 requests came from data aggregators
- Others are from residents, researchers, engineering companies, and more!
- In Oregon, records are open to all who ask

# Who is being charged?



- 124 total
- 10 incurred a charge
- 5 of these were data aggregators
- 6 chose to pay
- 1 refund was issued
- Others narrowed request or chose to cancel
- 2 Legal- not charged

# The Customer Service Touch

- Narrowing the scope to avoid charges
- Self service options (ORMS)
- Indexes to common requests
- Sending links when records are readily available
- Permit portal in Open Gov
- What's happening on my street?
- Redactions done in house

# What do we charge?

- 60/hour after the 1<sup>st</sup> hour for staff time
- \$400/hour for legal review
- Minimal duplication costs for physical copies
  
- We believe a flat rate increases transparency around fees

# Cost to the City

- Average Loaded Rate for Employees- \$71.50/hour
- Legal fees- \$315-800/hour depending on service, typical services in the \$400 range
- For all requests that take less than an hour, we eat the cost
- For all requests we charge for, actual cost for the city is higher

# Surrounding Cities

- Oregon City- Loaded Rate, charge for carton retrieval
- Lincoln City- Loaded Rate
- Milwaukie- Loaded Rate
- Happy Valley- \$69-284 based on role of person involved
- St. Helens- Loaded Rate
- McMinnville-Actual Cost
- Sherwood- Loaded Rates
- Most waive first 15-30 minutes

# Legal Fees

- When legal is internal- loaded rate
- When legal is external- actual cost

# Scenario A

- \$400,000 request for over 5 years of data and a specialized report
- Records as requested would have taken years to redact and process and would involve extensive legal review

## Negotiations

- Discussed and gave quote, offered alternatives
- Were able to offer an alternate path involving only 3 hours of staff time and no legal involvement

# Scenario B

- Request for emails that would have taken 24 hours of staff time for search and redaction
- Quote given for \$1440

## Negotiations

- Discussed and gave quote, discussed what they were specifically looking for
- Narrowed the search parameters
- Were able to offer the records free of charge

# Scenario C

- Request for building files for an address
- Records quickly located in our digital system and sent free of charge



Most common!

# Are we allowed to charge fees?

Yes, ORS 192.324(4)(a) allows fees:

- Reasonably calculated to reimburse the city for its costs

# Going Digital

- 620+ physical boxes in 2023
- Less than 100 boxes left
- 38,000 records in the webdrawer (ORMS)
- Digital records management practices in place

# Status of Public Records

- Prior to the new website- no self service records
- Meeting agendas and minutes were available
- New website- went back 6 months with agendas and minutes
  - Archived after 2 years
- Added Public Records Page
  - Self service records (ORMS)
  - Indexes
  - Request form

## Public Records

A public record includes, but is not limited to, a document, book, paper, photograph, file, sound recording or machine readable electronic record, regardless of physical form or characteristics, made, received, filed or recorded in pursuance of law or in connection with the transaction of public business(ORS 192.005(5)). The public has the right to inspect any public record of the City of Newberg that is not exempt from disclosure (ORS 192.420). There are several ways to access the records of the city:

[View Public Meeting Details](#)

[Self Service Records Portal](#)

[Submit a Public Records Request](#)

For Police Records, please follow this link:

[Request Police Records](#)

Find more information on these options below.

## Search Records

We are currently in the process of digitizing and making available records through Oregon Records Management System. More records are available each month. Below is a link to search our entire repository as well as some saved searches to get you directly to some of our most frequently requested records.

[Search Digital Records](#)

### Contact Us

#### City Recorder

414 E. First Street  
Newberg, OR 97132

(503) 537-1283

cityrecorder@newbergoregon.gov

### Related Pages

[About Your Local Government](#)

[Agendas & Minutes](#)

[Public Records](#)

[Municipal Code](#)

[City Council](#)

[Boards And Commissions](#)

[Departments](#)

[City Calendar](#)

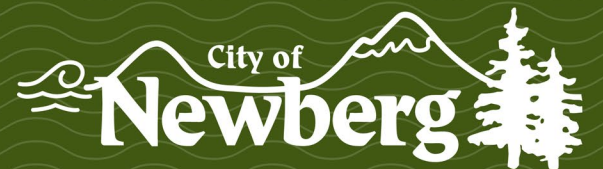
[Contact Us](#)

[Join Our Team](#)

# Next Steps

- Vetting a new system for public records
- ORMS is not meeting our transparency needs
- Indexes and search guides will continue
- Some records will always need to be through the PRR process

Questions?



# REQUEST FOR COUNCIL ACTION



**Date Action Requested: (July 6, 2026)**

Order <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Information <input type="checkbox"/> Proclamation <input type="checkbox"/>	
No. 2026-4036	
Subject: A RESOLUTION DECLARING TWO SMALL PARCELS OF LAND NEAR SPORTSMANS AIRPARK SURPLUS	Staff: CM Department: Administration
Business Session	Order On Agenda:
Hearing Type: Administrative	

**Is this item state mandated?** Yes  No

**If yes, please cite the state house bill or order that necessitated this action:**

**Recommendation:** Staff recommends that council makes a motion to approve Resolution 2026-4036: Declaring two small parcels of land south of Sportsman Airpark as surplus.

**Executive Summary:** The city owns two sections of unused real property south of Sportman Airpark Yamhill County Tax lot numbers R322000601 & R322000700. The property is no longer used for city business and must be declared surplus to enter into a disposition process.

**Fiscal Impact:** The property is of no practical value as it sits in the final approach flight path of the air strip.

**Council Goals:**

Continuing Goal A: Ensure Newberg infrastructure (roads, water, city employees) is in good repair and supply.

## RESOLUTION No. 2026-4036

### A RESOLUTION DECLARING TWO SMALL PARCELS OF LAND NEAR SPORTSMANS AIRPARK SURPLUS

#### Recitals:

1. The City owns two sections of unused real property south of Sportman Airpark Yamhill County Tax lot numbers R322000601 & R322000700 in unincorporated Yamhill County, which is depicted and described in more detail on Exhibit A to this Resolution (the Property);
2. The City has the authority to declare real property as surplus and dispose of such real property under ORS 271.310 when such real property is no longer suitable or needed for the duties and responsibilities of the City or for a public purpose
3. The Property has been vacant under the City's ownership for over 40 years, the City is not using the Property, and the City does not have plans to use the Property;

#### The City of Newberg Resolves as Follows:

##### 1. **Surplus Property Declaration.** The City Council declares:

- a. The Property is no longer suitable or needed for the duties and responsibilities of the City or for a public purpose; and
- b. The Property is surplus.

2. **Authorization.** The City Council hereby authorizes and directs the City Manager to begin the disposition process for the surplus property in accordance with the requirements of ORS 221.725, and to file any and all necessary public notices, and to file any and all other required and necessary documents for the disposition process.

# REQUEST FOR COUNCIL ACTION



**Effective Date** of this resolution is the day after the adoption date, which is: July 7, 2026.

**Adopted** by the City Council of Newberg, Oregon, this 6th day of July, 2026.

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Rachel Thomas, City Recorder

**Attest** by the Mayor this 6th day of July, 2026.

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Bill Rosacker, Mayor

# REQUEST FOR COUNCIL ACTION



**Date Action Requested: (July 6, 2026)**

Order <input type="checkbox"/>	Ordinance <input type="checkbox"/>	Resolution <input type="checkbox"/>	Motion <input type="checkbox"/>	Information <input checked="" type="checkbox"/>	Proclamation <input type="checkbox"/>
Subject: A Discussion on the trial Illinois Street Closure Topic			Staff: CM Department: Capital Engineering		
			Order On Agenda: Discussion Item		

**Is this item state mandated?** Yes  No

**If yes, please cite the state house bill or order that necessitated this action:**

## **Recommendation:**

Since this item is already on the agenda for the July 13<sup>th</sup> Traffic Safety Commission (TSC) Meeting Staff recommends that council makes no decision until hearing a recommendation from TSC.

## **Executive Summary:**

Due to the lack of value in running a \$200,000 (or more) engineering study for the Main Street / Illinois junction that could have little practical value the City Council approved a trial closure of the area under discussion in 2025. This trial occurred after checking with the most proximate neighbors and the PPM logistical manager. At that time the PPM logistics manager stated that heavy trucks should never utilize that junction and it was their policy that this never be attempted by their drivers.

The trial has run for over six months. The trial is being discussed at the next TSC. ODOT has stated publicly (during the recent work connected to the road diet for the couplet) that they have no funds for any signalized intersection. Additionally, any roundabout would require substantial land takings at that location and over \$1M in expenditures. Staff feels that it is always valuable to allow our hard-working volunteer board members to have a chance to carry out their appointed role.

## **Fiscal Impact:**

The city has saved at least \$200,000 by not doing a pointless engineering study of the junction. ODOT has stated that it has no funds to put in a signalized intersection. That would be the best solution to the issue, and it is off the table per ODOT.

## **Council Goals:**

Generally, not running a pointless engineering study at that junction aligns with:

**Goal 4: Implement a careful and prudent fiscal policy.**

## New Public Comment

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**From** noreply@revize.com <noreply@revize.com>

**Date** Tue 6/30/2026 12:07 PM

**To** City Recorder <cityrecorder@newbergoregon.gov>

**Cc** Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

 1 attachment (4 MB)

Executive Summary - Reopen E Illinois Intersection.pdf;

Date = 2026 07 06


Meeting Body = City Council


Agenda Item = E Illinois trial closure discussion

Subject Matter to Comment On =

Name = Kathy Meyer

Representing = representing Newberg Industrial Park LLC and self

email = 

phone = 

Contact info PRR consent = may release

Public Hearing = Yes

public comment format = Spoken

Written Comment = I want to give both written and spoken comment. Please distribute my written

Executive Summary to councilors

Client IP = 2601:1c0:577f:acf7:7839:f698:57b2:3554

Dear Mayor and City Council members:

My name is Kathy Meyer. I am here today to ask you to end the trial closure of E Illinois Street and re-open access to E. Illinois, N Main and Highway 240.

My husband and I own the industrial manufacturing facility that most of you know as the PPM Technologies building. This is a 100,000sf manufacturing facility that is located on East Illinois and has operated in the heart of Newberg for nearly 100 years. Generations of Newbergians have either worked at the facility or have memories of friends or family working here.

This piece of property has faithfully served Newberg for decades and now it is asking you for a favor in return: Reopen its direct access to West 240 and allow easy movement for workers, freight, emergency responders and the community.

It's the fair thing to do since no one contacted us, as the property owners, to allow us to explain why "access" to this intersection was so important. We deserve that opportunity, especially since PPM Technologies has been purchased by a large corporation and is now leaving Newberg and taking with it at least 100 jobs.

This means that we, as owners, must find a replacement tenant or buyer who will call the property "home." A tenant who will bring back the jobs and vitality to this powerful manufacturing property that is located in the heart of Newberg's Enterprise Zone.

We are confident there is an entity, or entities, who will appreciate all the assets that this property offers which includes:

- Heavy power
- Huge overhead bridge cranes
- Railway docks to offload materials
- Offices
- Ample yard space
- 149 paved parking spaces; and
- Amazing access to ODOT's highways to the east, 219, and to the west, 240, which connect to Highway 99W and then to further state highway corridors

The closure of E. Illinois Street is like willfully amputating one of this property's healthy, robust legs. Without access to the intersection I am unable to speak to or market with confidence one of this this large industrial facility's primary asset—its **TRANSPORTATION CONNECTIVITY**.

The State of Oregon did not err when it drew up the boundary for the Enterprise Zone, which sits with the railway line at its back and a significant portion of E. Illinois Street as its front. The trial closure defeats the very goal of the Enterprise Zone, which is meant to foster economic opportunities and bring back jobs.

I am asking you to weigh the cost of the closure with the benefits.

We are told the closure of the intersection was in the interest of public safety, yet there have been few crashes and the problem is delays—not crashes.

We were told there was a survey in favor of closing the intersection, yet that survey population consisted of fewer than 20 individuals.

In fact, it is not clear why we are closing the intersection because for nearly 20 years all the professional Transportation System Planners sought to modify the intersection—not close it.

The process by which the intersection was closed deviated from ordinary projects—especially one of this size:

1. The study which would have identified the problems and the solutions was abruptly cancelled.
2. No public notices or stakeholder notices were given.
3. No coordination with ODOT regarding the “Trial Closure”, who despite being a multi-jurisdictional partner with State Highway 240 to which the intersection abuts, appears to have ever occurred.
4. There was admittedly limited community outreach and inclusion.
5. There was no consideration of how the closure would impact the Enterprise Zone.
6. There was no formal consideration of how the closure would impact first responders.
7. The Trial Closure’s plan was to shift a Major Collector’s traffic to narrow residential streets.

The Council has an opportunity today to put the intersection onto the right path by reopening the intersection; and thereafter, I encourage the City to return to a course of professional planning processes.

Time is of the essence. We are here today to tell you we are adversely impacted by the closure, and negotiations for a property like this are delicate. Transportation and location weigh heavily in the mind of a prospective tenant or buyer.

E. Illinois Street is the shortest and most direct connector to Highways 240 and 219. These two ODOT highways, plus the rail line, allow this property to easily deliver and receive freight. In recent past our industrial building has had multiple tenants like Sokol Blosser and Red Hills Distribution both of whom operated in Wine Country and require direct access to OR-240. This corridor has operated like this for nearly 100 years, and it is a vital corridor to our property, to Newberg, and to the community at large.

Today we ask that you make a motion and vote to end the trial closure and reopen E. Illinois so that we can confidently market this property and bring jobs and industry back to Newberg.

Thank you.

Kathy and Andre Meyer

Newberg Industrial Park LLC

500 E Illinois St.

Newberg OR 97132

# REQUEST TO IMMEDIATELY REOPEN THE E ILLINOIS STREET / N MAIN STREET (OR 240) INTERSECTION

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## Summary

This report examines a transportation decision of exceptional significance—the closure of E. Illinois Street, a City-designated Major Collector that is the primary transportation connection between OR 219 and OR 240 and directly serves the State of Oregon Enterprise Zone. Closing this corridor alters traffic circulation between two State highways at shared City-ODOT jurisdictional intersections. A transportation decision of this significance requires comprehensive engineering analysis, coordination with ODOT, meaningful public participation, and consistency with Newberg's Transportation System Plan before implementation.

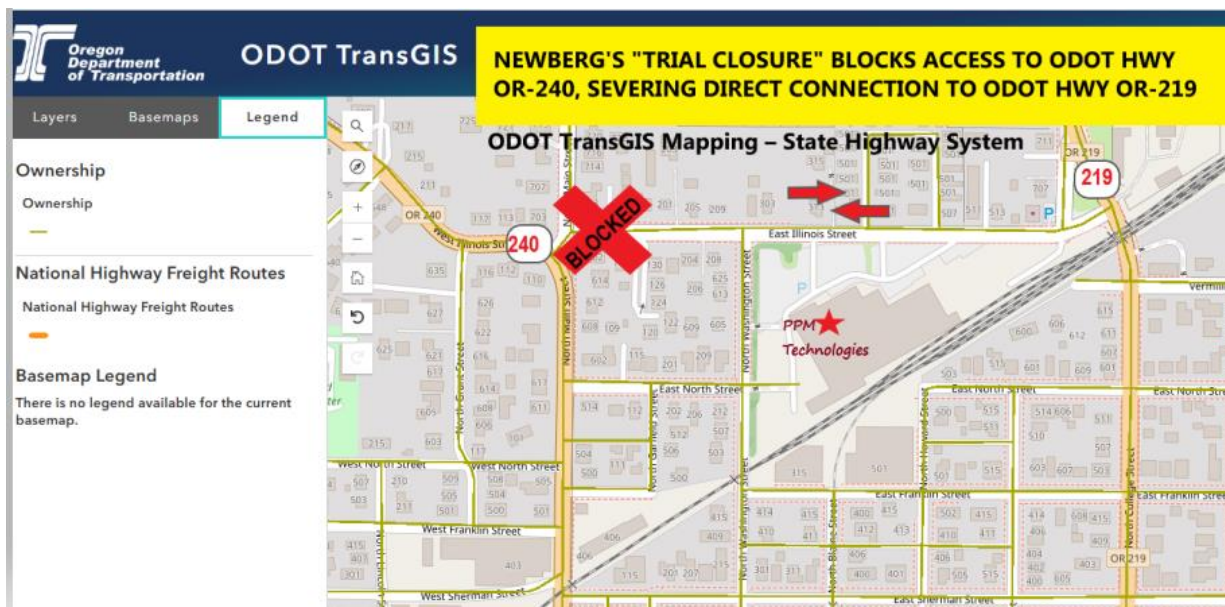
Fundamental to transportation engineering is the principle that the transportation problem should first be objectively identified and understood before a transportation solution is selected and implemented. Only after the problem has been clearly defined can engineers evaluate alternatives and recommend the least disruptive, most effective solution. This report concludes that the engineering process intended to identify the transportation problems and recommend engineering solutions was abandoned before those questions could be objectively answered.

For decades, E. Illinois Street served as one of Newberg's most important east-west transportation corridors. Newberg's Transportation System Plans consistently identified the corridor as an important Major Collector and recommended improving the E. Illinois Street / N. Main Street intersection—not closing it. The corridor has long provided the shortest and most direct connection between ODOT highways OR 219 and OR 240 while serving residents, businesses, emergency responders, industrial and commercial traffic, freight movement, and the State of Oregon Enterprise Zone.

The corridor also provides direct access to the former PPM Technologies manufacturing facility, one of Newberg's largest industrial properties. For decades, PPM Technologies contributed manufacturing jobs, family-wage employment, and economic activity to the community and became an important part of Newberg's industrial identity. Today, the approximately 103,000-square-foot facility represents one of Newberg's best opportunities to attract new manufacturing, industrial investment, and future employment. Preserving direct transportation access to this property is therefore not simply a private property issue—it is an economic development issue affecting the future of Newberg.

In September 2025, that long-established transportation corridor was interrupted when the Newberg City Council approved a temporary “trial closure” of the E. Illinois Street / N. Main Street / OR 240 intersection following a single Council meeting. The previously authorized \$400,000 engineering study intended to identify the transportation problems and recommend engineering solutions was cancelled. Instead, the “trial closure” was approved largely on the basis of anecdotal concerns and a community survey involving approximately twenty participants rather than the comprehensive engineering, planning, and public review process the City had previously authorized.

This departure is particularly significant because the E. Illinois Street corridor connects with both OR 219 and OR 240 at shared City-ODOT jurisdictional intersections. City staff previously acknowledged that projects involving shared jurisdiction require a more rigorous planning assessment than projects entirely within the City’s authority, including engineering analysis, coordination with ODOT, and completion of the necessary groundwork before significant operational changes are made. Those steps were not completed before the “trial closure” was implemented.



**Figure 1. ODOT TransGIS Map Illustrating the Transportation Effects of the City's "Trial Closure."** Author-prepared illustration based on ODOT TransGIS mapping showing that the City's "trial closure" blocks direct access from E. Illinois Street to **ODOT Highway OR 240**, thereby severing the only direct Major Collector connection between **ODOT Highways OR 219 and OR 240**.

REQUEST TO IMMEDIATELY REOPEN THE  
E ILLINOIS STREET / N MAIN STREET (OR 240)  
INTERSECTION

## HIGHLIGHTS

- **PPM TECHNOLOGIES RELOCATING CREATES A RARE OPPORTUNITY:** After decades of operation in Newberg, PPM Technologies is relocating to Washington State. Andre and Kathy Meyer, owners of the former PPM Technologies facility at 500 E. Illinois Street, are actively seeking a new tenant or purchaser with the hope of restoring manufacturing jobs and bringing new industry and investment back to Newberg. For decades, the site has provided manufacturing jobs, often employing more than one hundred people, and has supported a network of local suppliers, contractors, and service businesses that depended upon the facility and its workforce.
- **THE CITY'S UNUSUAL "TRIAL CLOSURE" DEPRIVES THE INDUSTRIAL FACILITY OF A VALUABLE TRANSPORTATION ASSET:** For decades direct access and connectivity have been important and expected attributes of the approximately 103,000-square-foot industrial facility. By severing the E. Illinois Street / N. Main Street / OR 240 intersection, the City's unusual "trial closure" deprives the property of a valuable transportation asset, impairs its marketability, and places future jobs, manufacturing opportunities, and investment at risk.
- **THE "TRIAL CLOSURE" SEVERS A DIRECT EAST-WEST MAJOR COLLECTOR CONNECTION IN NEWBERG:** For generations, the E. Illinois Street corridor has served as the most direct and important east-west Major Collector corridor in Newberg east of Highway 99W. The City's unusual "trial closure" divides the community into east and west, forcing residents, employees, and visitors to choose between congested downtown streets and narrow residential streets while disrupting long-established travel patterns.
- **THE "TRIAL CLOSURE" AFFECTS ODOT'S TRANSPORTATION SYSTEM AND RAISES QUESTIONS REGARDING THE ENGINEERING AND PLANNING PROCESS:** E. Illinois Street is the only direct Major Collector connection between OR 219 and OR 240 and directly serves the State of Oregon Enterprise Zone. Because the intersection involves shared City and ODOT jurisdiction, significant operational changes ordinarily warrant engineering analysis, planning assessment, and coordination with ODOT. No publicly available record has been identified demonstrating that this engineering and planning process, including coordination with ODOT, was completed before implementation of the "trial closure." Consequently, the impacts of the "trial closure" extend beyond a single neighborhood intersection, affecting local circulation, the City's transportation network, regional freight mobility, and connectivity to Oregon's state highway system.

- **THE "TRIAL CLOSURE" CREATES UNNECESSARY OBSTACLES FOR EMERGENCY RESPONSE:** Police, fire, and EMS personnel rely upon the E. Illinois Street corridor as one of the most direct routes in Newberg. By forcing emergency responders onto already congested corridors, particularly Highway 99W, the City's unusual "trial closure" increases the potential for longer response times and creates unnecessary obstacles to public safety.
- **THE CITY'S "TRIAL CLOSURE" CONFLICTS WITH THE GOALS OF THE NEWBERG ENTERPRISE ZONE:** The Enterprise Zone was established to attract reduced-cost businesses, encourage long-term investment, and create jobs. Yet the "trial closure" impairs access to industrial property, increases transportation inefficiencies, and places future manufacturing opportunities at risk. Rather than enhancing Newberg's attractiveness to employers and investors, the "trial closure" undermines the very economic development goals the Enterprise Zone was established to promote.
- **THE "TRIAL CLOSURE" CREATES PROBLEMS FOR NEIGHBORHOODS:** Traffic that once used the E. Illinois Street / N. Main Street / OR 240 intersection is diverted onto narrow residential streets not designed to function as collector routes. The result is increased traffic, congestion, noise, and hardship for residents whose neighborhoods were never intended to serve as substitute routes.
- **THE "TRIAL CLOSURE" CREATES NEW PROBLEMS RATHER THAN SOLVING EXISTING ONES:** Industrial and commercial traffic is forced onto Highway 99W, an already congested commercial corridor, creating new impacts to freight mobility, emergency response, and economic activity.
- **THE "TRIAL CLOSURE" DEPARTS FROM PROFESSIONAL PLANNING:** The 2005 Transportation System Plan, the current 2016 Transportation System Plan, the 2019 DKS Technical Memorandum, and the Kittelson Memorandum all focused on addressing delay and mobility issues through improvements. Consistent with that long-standing approach, the City Council authorized a \$400,000 engineering study on June 20, 2023 to identify solutions to the intersection. To date, no engineering recommendation supporting closure has been identified.

- CITY LACKS CLEAR UNDERSTANDING ABOUT PROBLEMS WITH INTERSECTION:** The City cited safety concerns, driver confusion, and reports of near misses in support of the "trial closure." However, the City also acknowledged that there had been few actual crashes at the intersection, and the engineering study intended to evaluate the intersection was subsequently cancelled. The most recent technical reports identified delay and mobility as the principal concerns. Yet the engineering study intended to determine the true nature of the problem and offer solutions was cancelled and replaced with the City's unusual "trial closure."
- CITY HAS CONTRADICTION APPROACHES TO VISIBILITY AND SAFETY AT THE INTERSECTION:** At the corner of N Main Street and OR 240 there exists a very tall hedge. In November 2023, a property owner applied for a vision clearance variance precisely at the E. Illinois Street / N. Main Street / OR 240 intersection—the same intersection later subject to the City's "trial closure." In January 2024, the City granted VAR23-0004 and concluded that strict enforcement of the vision clearance requirements was unnecessary. Accordingly, the property owner's tall hedge was allowed to remain. Later, at the April 7, 2025 City Council meeting, the City cited visibility concerns, driver confusion, reports of near misses, and safety concerns in support of the "trial closure," while acknowledging that there had been few actual crashes. An obvious question arises: what is the true problem with the intersection? More importantly, did the yet-undetermined problem justify closure of the intersection? And did closing the intersection represent a departure from decades of professional planning and engineering recommendations? These are precisely the questions the cancelled engineering study was intended to answer. Instead, the study was cancelled and the intersection closed.
- LIMITED OUTREACH, LIMITED SURVEY, AND INCONSISTENT PUBLIC MESSAGING HAVE CREATED CONCERN:** Property owners most directly affected by the "trial closure" received no direct notice. Approximately twenty residents participated in the survey cited by the City, with approximately twelve respondents favoring the closure concept and five opposing it. Meanwhile, the City's action has variously been described as temporary, "trial," permanent, and reversible, creating uncertainty regarding the City's long-term intentions.
- TEMPORARY MEASURES SHOULD NOT BECOME PERMANENT BY INERTIA:** Major transportation decisions affecting connectivity, freight movement, emergency response, economic opportunity, and quality of life should be based upon completed studies, objective evidence, and transparent public processes—not anecdotal evidence, evolving assumptions, and incomplete engineering analysis.

## Background

The former PPM Technologies manufacturing facility, located at 500 E. Illinois Street, is one of Newberg's most historically significant industrial properties. Situated on approximately 5.59 acres within Newberg's Enterprise Zone, the property has supported manufacturing and industrial employment for generations and remains one of the City's largest industrial facilities.



The property's industrial history began in 1892 with the founding of the Allen Fruit Company in Oregon. Over the following century, the business evolved into PPM Technologies, a nationally recognized manufacturer of conveying, coating, thermal processing, and food processing equipment. For decades, the facility contributed family-wage manufacturing jobs, industrial investment, and economic activity to the Newberg community while establishing the property as an important component of the City's industrial base.

In 2023, PPM Technologies became part of Duravant LLC. Duravant has since announced that manufacturing operations will relocate to Washington State. As a result, the approximately 103,000-square-foot industrial facility is now being actively marketed for a new manufacturing tenant or purchaser. The property's continued productive use represents an important opportunity for future industrial investment, employment, and economic development within Newberg.



### Our history stretches back into the 19<sup>th</sup> century: Here's where PPM has been, and where it's going:

- 1892: The Allen Fruit Company was formed in Oregon
- 1958: Sold our first commercial vibratory conveyor
- 1980s: Became global, with a manufacturing location in the UK
- 1990s: Established our Ingredients and Optical Sorting divisions
- 2000: The business was acquired by FMC Technologies
- 2007: Transitioned to current structure as PPM Technologies
- 2007: PPM acquired Wright Machinery UK
- 2019: PPM was acquired by Stonehenge Partners
- 2023: PPM acquired by Duravant

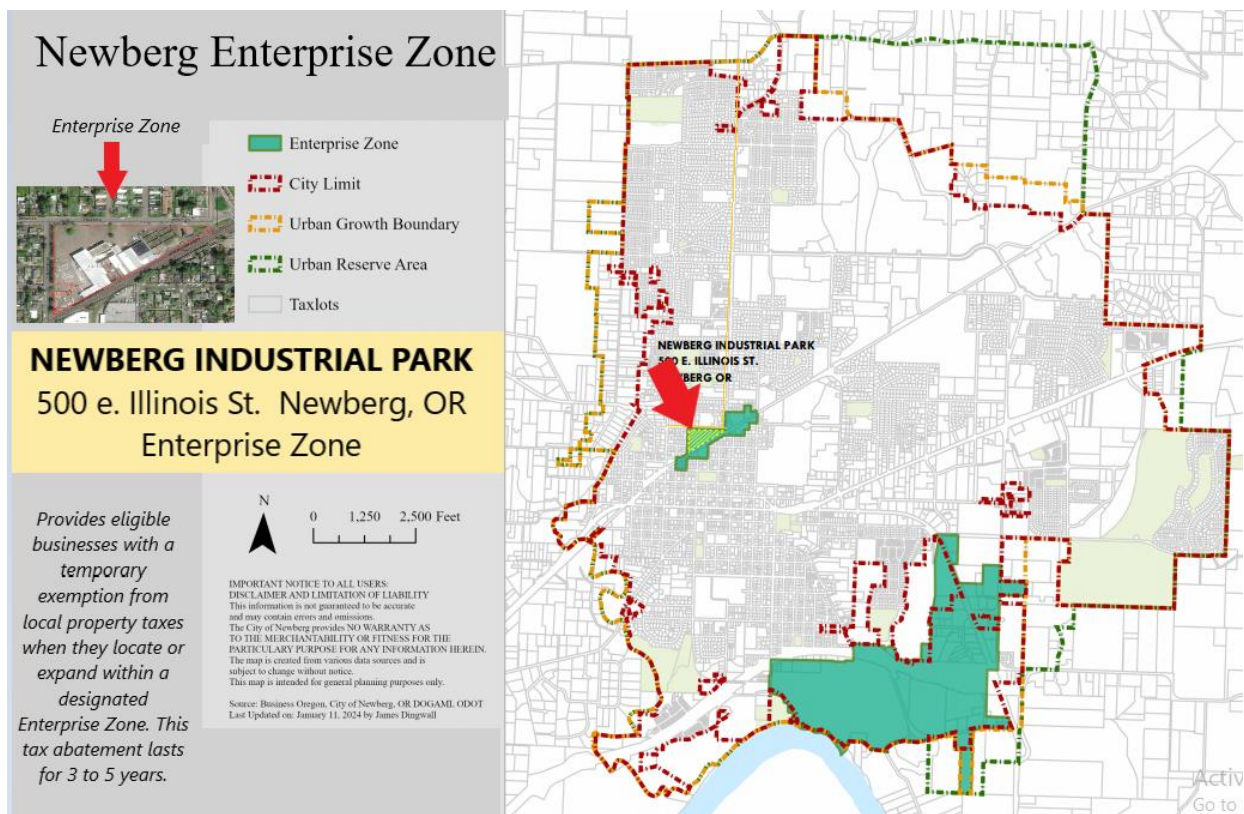


REQUEST TO IMMEDIATELY REOPEN THE  
E ILLINOIS STREET / N MAIN STREET (OR 240)  
INTERSECTION

## Transportation Connectivity considered an “asset”

One of the property's most valuable and enduring attributes has always been its transportation connectivity. For well over a century, the site has benefited from direct access to E. Illinois Street, the only direct Major Collector connection between OR 219 and OR 240, together with convenient access to Highway 99W and adjacent rail service. These transportation connections have been fundamental to the property's operation, marketability, and long-term economic value.

Because transportation infrastructure is itself an economic asset, decisions affecting the operation of this corridor extend well beyond a single intersection. They directly influence industrial competitiveness, freight movement, business investment, property value, and the long-term success of the State of Oregon Enterprise Zone. The "trial closure" therefore affects not only traffic circulation, but also one of Newberg's most significant opportunities for future manufacturing employment and economic development.



**Figure 2. Location of the Former PPM Technologies Property Within the Newberg Enterprise Zone.** Author-prepared illustration based on the City of Newberg's 2024 Enterprise Zone Map showing the location of Newberg Industrial Park (500 E. Illinois Street) within the Newberg Enterprise Zone served by the E. Illinois Street Major Collector corridor.

**Source:** Adapted by the author from the **City of Newberg 2024 Enterprise Zone Map.**

# Enterprise Zones

Oregon's Enterprise Zones primarily incentivize new business investments by abating all local property tax for a certain number of years. Sponsored by city, port, county, or tribal governments, an enterprise zone typically serves as a focal point for local development efforts. There are currently 73 enterprise zones creating better opportunities for business and employment across Oregon: 55 rural and 18 urban. Local governments are responsible for creating, amending, managing, and renewing most of these zones until June 30, 2032.



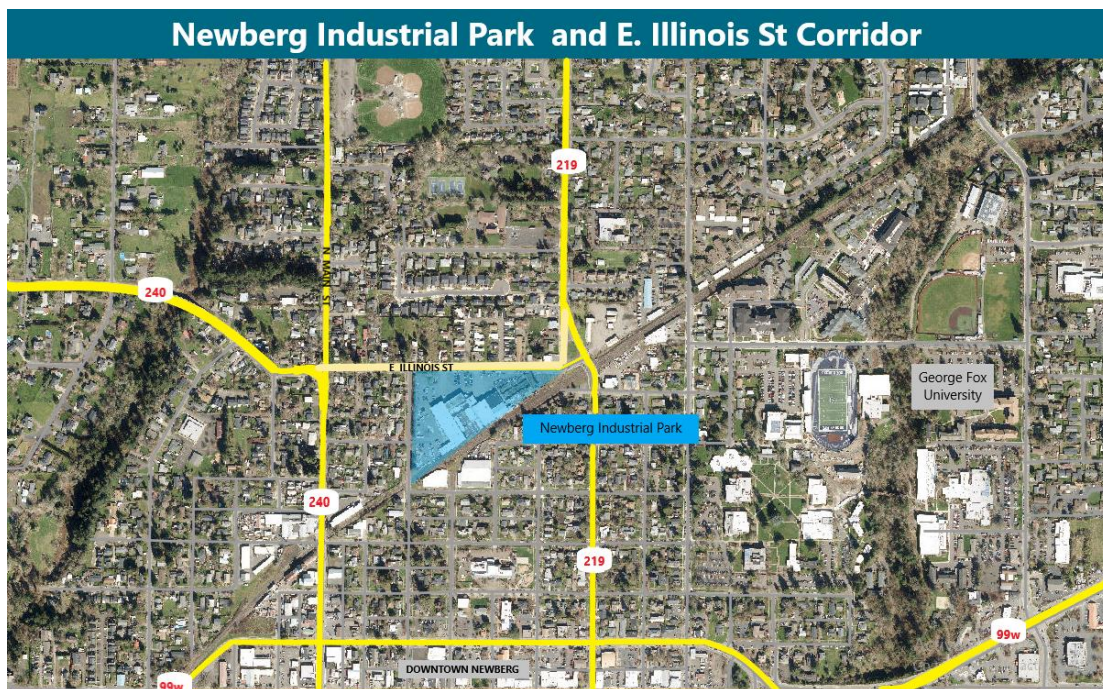
**Figure 3. Direct Major Collector Access to the Newberg Enterprise Zone.** E. Illinois Street is the only direct Major Collector connection between ODOT Highway OR 219 and ODOT Highway OR 240. Because the corridor connects two state highways and serves the Newberg Enterprise Zone, changes to its operation affect more than a local intersection—they influence the City's transportation network, Oregon's state highway system, freight mobility, industrial access, and regional connectivity.

## Principal East-West Transportation Corridor

The City of Newberg's adopted functional classification identifies E. Illinois Street as a **Major Collector**. Major collectors are intended to provide efficient movement of traffic while connecting neighborhoods, businesses, institutions, industrial areas, and local streets with the arterial highway system. The City's Transportation System Plan recognizes these corridors as essential components of an integrated transportation network.

Figure 4.

### Newberg Industrial Park and Transportation Connectivity



**Figure 4.** The former PPM Technologies manufacturing facility (Newberg Industrial Park) was developed with direct access to E. Illinois Street, the only direct Major Collector connection between OR 219 and OR 240. This transportation connectivity has been an important asset supporting manufacturing, freight movement, employee access, suppliers, service providers, and future industrial investment.

E. Illinois Street is unique within Newberg because it provides the **only direct Major Collector connection between OR 219 and OR 240**. For decades, this corridor has connected residential neighborhoods, commercial businesses, industrial properties, schools, churches, public facilities, and the State of Oregon Enterprise Zone while serving as the principal east-west transportation corridor north of downtown.

The corridor was also developed to accommodate industrial and commercial traffic. The geometry of the E. Illinois Street / N. Main Street (OR 240) intersection provides a generous turning radius that accommodates trucks, commercial vehicles, heavy equipment, trailers, and oversized loads traveling between OR 219 and OR 240. This design reflects the corridor's long-established function as a Major Collector serving industrial properties and freight movement.

Of particular importance is the corridor's role in supporting industrial access and freight movement. E. Illinois Street provides the most direct and efficient route for trucks, commercial vehicles, heavy equipment, suppliers, service providers, and oversized loads traveling between OR 219 and OR 240, with convenient connections to Highway 99W and OR 18. This transportation function has supported manufacturing, freight movement, and industrial investment along the corridor for generations.

Unlike a localized intersection improvement, the "trial closure" interrupts the function of an entire transportation corridor. By severing the only direct Major Collector connection between OR 219 and OR 240, the closure affects regional connectivity far beyond a single intersection. The resulting impacts extend to freight movement, emergency response, business access, employee travel, industrial operations, and circulation throughout north Newberg.

Traffic traveling between OR 219 and OR 240 can no longer utilize the direct Major Collector corridor and must instead divert to less direct routes. Commercial and industrial traffic is displaced onto local streets or directed south toward Highway 99W, increasing travel distances, reducing transportation network efficiency, and shifting traffic onto facilities that were never intended to serve as substitutes for a Major Collector corridor.

The impacts extend beyond additional travel time. Freight movement, emergency response, business access, employee travel, and industrial operations all depend upon a transportation network that is direct, predictable, and efficient. As OR 219 approaches downtown, the roadway becomes progressively narrower and more constrained by mature street trees, on-street parking, residential development, and commercial activity. While OR 219 continues to function as a state highway, these characteristics make it less desirable for frequent industrial traffic than the direct Major Collector connection provided by E. Illinois Street.

**Figure 5 – OR 219 Southbound Approaching Downtown Newberg**



**Figure 5 -** As OR 219 approaches downtown Newberg, the roadway narrows and becomes increasingly constrained by mature street trees, on-street parking, residential development, and commercial activity. These characteristics reduce the corridor's suitability for frequent truck traffic, oversized vehicles, and other industrial movements when compared with the direct Major Collector connection provided by E. Illinois Street.

**Figure 6** – E. Illinois Street / N. Main Street (OR 240) Intersection Geometry



**Figure 6.** The E. Illinois Street / N. Main Street (OR 240) intersection was designed to accommodate the turning movements of trucks, commercial vehicles, trailers, heavy equipment, and oversized loads traveling between OR 219 and OR 240. The generous turning radius reflects the corridor's long-established function as a Major Collector serving industrial properties, freight movement, and regional connectivity.

## MULTI TENANT SCENARIO REQUIRES INDIVIDUAL TRANSPORTATION NEEDS

E. Illinois Street is the shortest and most direct connector to Highways 240 and 219. These two ODOT highways, plus the rail line, allow this property to easily deliver and receive freight. In recent past our industrial building has had multiple tenants like Sokol Blosser and Red Hills Distribution both of whom operated in Wine Country and these types of industries require direct access to OR-240. This corridor has operated like this for nearly 100 years, and it is a vital corridor to our property, to Newberg, and to the community at large.

### Why Transportation System Plans Matter

Newberg's transportation network is shaped by Transportation System Plans, Capital Improvement Programs, and professional engineering studies. As recently as 2024, the City's Transportation SDC Capital Project List continued to identify E. Illinois Street Collector Improvements, reaffirming the corridor's importance as a Major Collector. Throughout this long planning history, the recommendation remained consistent: improve the corridor—not close it.

# N Main Street / E Illinois Street (OR 240)

## Planning and Decision Chronology

Date	Document / Event	Principal Finding	Action / Direction
2005	<b>Newberg Transportation System Plan</b>	E Illinois Street identified as a Major Collector serving east-west circulation and connectivity.	Preserve and improve connectivity.
December 19, 2016	<b>Newberg Transportation System Plan Update</b>	Traffic volumes and operations were projected through 2035 assuming the continued existence of the E Illinois Street / N Main Street connection. Future operational deficiencies were identified.	Study and implement intersection improvements. No closure recommended.
August 12, 2019	<b>DKS Associates Technical Memorandum – Alternative Mobility Targets</b>	Future traffic operations at Illinois Street / Main Street (OR 240) were projected to experience delay and mobility deficiencies requiring additional attention.	Future studies should identify intersection improvements to meet mobility standards.
June 20, 2023	<b>City Council Resolution 2023-3860 and presentation by Brett Musick, PE, City of Newberg</b>	Brett Musick explained that the purpose of the project was to conduct a special study to determine appropriate, community-supported intersection improvements addressing safety and mobility needs, including ADA requirements, bicycle movements, and coordination with ODOT.	City Council authorized negotiation of a consultant contract to continue the engineering study. Mayor Rosacker cast the lone dissenting vote.
January 8, 2024	<b>Traffic Safety Commission meeting – remarks by Brett Musick, PE</b>	Brett Musick reported that active work on the N Main Street / E Illinois Street study had been paused for approximately three months, possibly longer, although related efforts would continue. He also stated that a land-use variance request involving property at the N Main Street / OR 240 intersection had prompted review of vision clearance and sight-distance issues.	Engineering study temporarily paused while sight-distance issues continued to be evaluated.

Date	Document / Event	Principal Finding	Action / Direction
<b>January 29, 2024</b>	<b>VAR23-0004 – Vision Clearance Variance approved at 703 N Main Street</b>	A variance request involving property at the N Main Street / OR 240 intersection prompted City review of vision clearance and sight-distance conditions. The Community Development Director approved VAR23-0004 on January 29, 2024.	Existing visibility conditions at the intersection were allowed to remain under the approved variance.
<b>February 9, 2024</b>	<b>Kittelson Existing Conditions Memorandum</b>	The principal issue identified was operational delay (LOS F) on the southbound stop-controlled approach. Crash history remained below ODOT thresholds. Existing stop sign and crosswalk were present.	Prepare design alternatives and evaluate build and no-build scenarios.
<b>April 8, 2024</b>	<b>Traffic Safety Commission meeting</b>	City Manager Will Worthy stated that E Illinois Street might ultimately be dead-ended or converted to a cul-de-sac, requiring additional turns for neighborhood traffic. Funding constraints were cited.	Closure concepts publicly discussed while engineering alternatives remained under study.
<b>Early 2025</b>	<b>Neighborhood survey results presented to Council</b>	Approximately 20 residents participated. Twelve supported the closure concept and five opposed. Five people attended the open house, all in favor.	Approximately 12 respondents favored the closure concept and 5 opposed it.
<b>April 7, 2025</b>	<b>City Council presentation and motion</b>	Mayor Rosacker proposed simply closing E Illinois Street. A motion was approved granting staff permission to pursue a semi-permanent closure "in the interest of traffic safety."	Closure concept formally advanced.
<b>September 2025</b>	<b>City press release and project status update</b>	The City announced that, due to staffing and budget concerns, the council and administration team had directed cancellation of the N Main at Illinois (HWY 240) Intersection Study. The alternatives phase contemplated by Kittelson was abandoned before completion.	Trial closure substituted for completion of the engineering study.

## Overall Pattern

2005 → 2016 → 2019 → 2023 → 2024

Professional plans, technical memoranda, City Council authorization, and engineering studies consistently contemplated studying and implementing improvements to the E Illinois Street / N Main Street (OR 240) intersection.

## Principal Observation

For approximately two decades, planning documents and engineering studies treated the E Illinois Street / N Main Street connection as a continuing component of Newberg's transportation network and contemplated improving its operation. Operational delay and mobility—not crash history—were consistently identified as the principal concerns. The trial closure implemented in 2025 appears to represent a departure from that longstanding planning and engineering trajectory. No engineering recommendation supporting closure has yet been identified.

**Figure 7.** (above) Chart and text “Planning and Decision Chronology” is an author- prepared chart summarizes the principal planning documents, engineering studies, and City actions affecting the E. Illinois Street / N. Main Street (OR 240) intersection). As the chronology demonstrates, for nearly two decades transportation professionals consistently recommended studying and improving the intersection rather than eliminating this critical transportation connection.

## TRANSPORTATION SDC CAPITAL PROJECT LIST - 2024

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

Project	Cost Estimate	City Construction Factor
S11* Chehalem Dr Collector Improvement	Reconstruct Chehalem Dr between OR240 and North Valley Rd to major collector street standards to include bicycle lanes and sidewalks on both sides of the street. Yamhill County and City of Newberg jurisdictions.	\$ 4,428,000 50.05%
S12* N Main St Collector Improvement	Reconstruct to full major collector street standards between Illinois St and Mountainview Dr to include sidewalks and bicycle lanes on each side of Main St.	\$ 1,350,000 63.96%
S13* Illinois St Collector Improvement	Reconstruct Illinois St between Main St and College St to major collector street standards to include on-street parking, bicycle lanes, and sidewalks on each side of the street.	\$ 945,000 69.20%
Columbia Dr Collector Improvement	Reconstruct Columbia Dr between Chehalem Dr and College St	

**Figure 8. 2024 Transportation SDC Capital Project List.** Adopted by the Newberg City Council on February 20, 2024, the City's Transportation SDC Capital Project List continued to identify **Illinois Street Collector Improvements** as a planned transportation investment. Consistent with decades of Transportation System Planning, the City continued to recognize E. Illinois Street as an important Major Collector corridor and planned to improve the street—not eliminate its direct connection to OR 240.

The "trial closure" represents a significant departure from that long-established approach. After decades of professional planning and engineering recommendations, the City cancelled the \$400,000 engineering study it had previously approved and, following a single City Council vote, closed the only direct Major Collector connection between OR 219 and OR 240.

Transportation systems function as interconnected networks. A change to one critical corridor rarely affects only that location. Like removing a key structural member from a bridge, the effects ripple throughout the entire system. Changes to one connection can alter neighborhood traffic patterns, affect freight movement, increase emergency response times, reduce business accessibility, disrupt regional mobility, and ultimately influence the effectiveness of the entire transportation network.

# Its time to End the "trial-closure"

Reopen the E. Illinois St / N. Main St (OR-240) Intersection

## Newberg Transportation System Plan (2016)

### FREIGHT

"Currently, truck freight movements in Newberg involve shipments both to and from locations in the City, and shipments that pass through the City, mainly on OR 99W and also on OR 219 and OR 240."

TSP Freight Needs section, PDF p. 75.

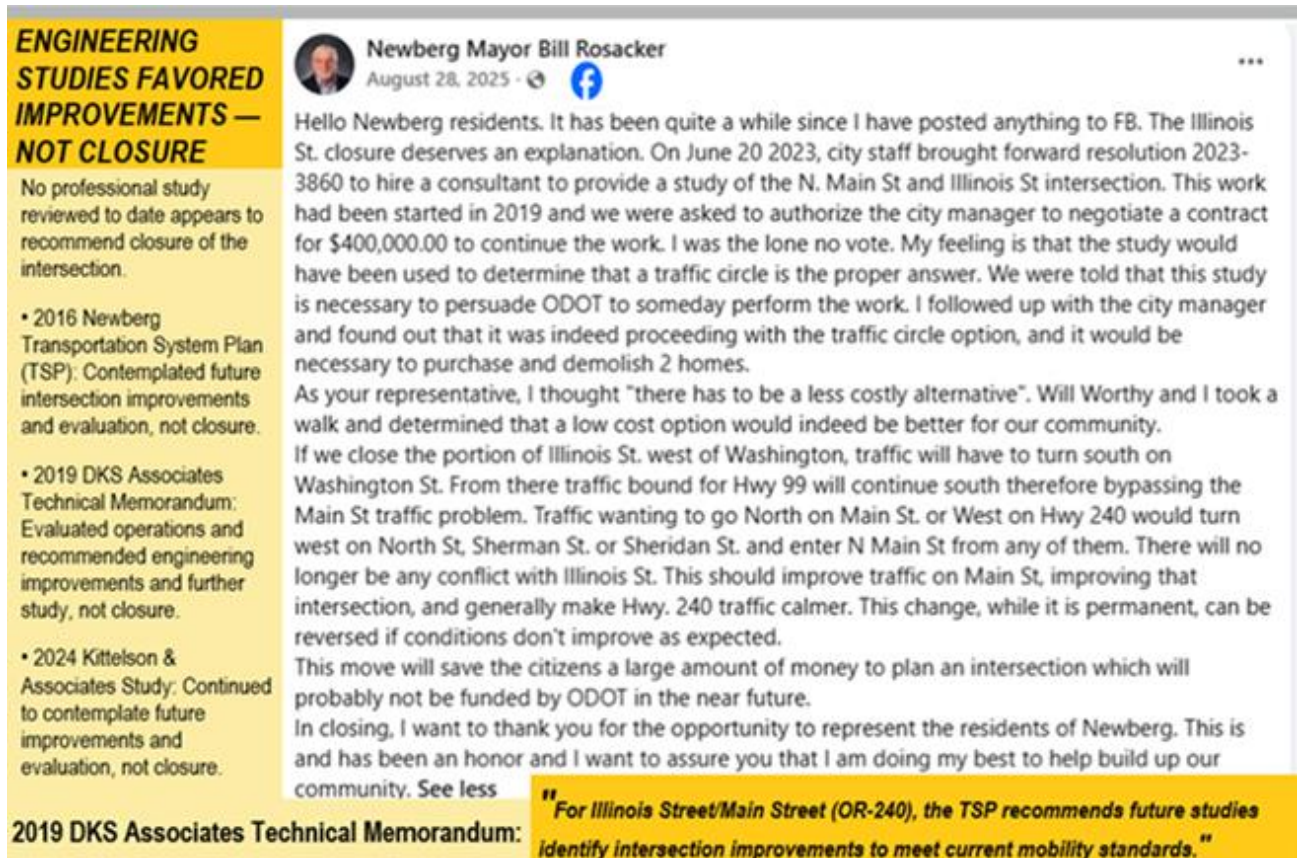


**TRIAL CLOSURE** of the E. Illinois Street and N. Main Street (OR 240) intersection is inconsistent with the fundamental principles of the Newberg Transportation System.

**Figure 9. E. Illinois Street as a Critical Major Collector Corridor.** Author-prepared illustration based on the Newberg Transportation System Plan (2016), showing the role of E. Illinois Street as the only direct Major Collector connection between ODOT Highways OR 219 and OR 240 and its importance to freight movement and Enterprise Zone access.

**Source:** Adapted by the author from the City of Newberg Transportation System Plan (2016) and City mapping.

That is precisely why Transportation System Plans are developed over many years. They are intended to ensure that major transportation decisions are based upon sound engineering, objective analysis, public participation, and coordination among affected agencies before fundamental changes are made. In this instance, a decision affecting neighborhood streets, the City's transportation network, Oregon's state highway system, the State of Oregon Enterprise Zone, freight mobility, emergency response, and one of Newberg's largest industrial properties was implemented before the City's engineering process had been completed.



**ENGINEERING STUDIES FAVORED IMPROVEMENTS — NOT CLOSURE**

No professional study reviewed to date appears to recommend closure of the intersection.

- 2016 Newberg Transportation System Plan (TSP): Contemplated future intersection improvements and evaluation, not closure.
- 2019 DKS Associates Technical Memorandum: Evaluated operations and recommended engineering improvements and further study, not closure.
- 2024 Kittelson & Associates Study: Continued to contemplate future improvements and evaluation, not closure.

**2019 DKS Associates Technical Memorandum:** "For Illinois Street/Main Street (OR-240), the TSP recommends future studies identify intersection improvements to meet current mobility standards."

**Newberg Mayor Bill Rosacker**  
August 28, 2025 · 🌐 📘

Hello Newberg residents. It has been quite a while since I have posted anything to FB. The Illinois St. closure deserves an explanation. On June 20 2023, city staff brought forward resolution 2023-3860 to hire a consultant to provide a study of the N. Main St and Illinois St intersection. This work had been started in 2019 and we were asked to authorize the city manager to negotiate a contract for \$400,000.00 to continue the work. I was the lone no vote. My feeling is that the study would have been used to determine that a traffic circle is the proper answer. We were told that this study is necessary to persuade ODOT to someday perform the work. I followed up with the city manager and found out that it was indeed proceeding with the traffic circle option, and it would be necessary to purchase and demolish 2 homes.

As your representative, I thought "there has to be a less costly alternative". Will Worthy and I took a walk and determined that a low cost option would indeed be better for our community. If we close the portion of Illinois St. west of Washington, traffic will have to turn south on Washington St. From there traffic bound for Hwy 99 will continue south therefore bypassing the Main St traffic problem. Traffic wanting to go North on Main St. or West on Hwy 240 would turn west on North St, Sherman St. or Sheridan St. and enter N Main St from any of them. There will no longer be any conflict with Illinois St. This should improve traffic on Main St, improving that intersection, and generally make Hwy. 240 traffic calmer. This change, while it is permanent, can be reversed if conditions don't improve as expected.

This move will save the citizens a large amount of money to plan an intersection which will probably not be funded by ODOT in the near future.

In closing, I want to thank you for the opportunity to represent the residents of Newberg. This is and has been an honor and I want to assure you that I am doing my best to help build up our community. See less

**Figure 10.** For decades, Newberg's transportation planning documents and engineering studies consistently recommended improving the E. Illinois Street / N. Main Street (OR 240) intersection—not closing it. Mayor Bill Rosacker's August 28, 2025 Facebook statement likewise explains that the City originally approved a \$400,000 engineering study to evaluate intersection improvements and obtain ODOT support before that study was subsequently cancelled.

Preserving E. Illinois Street as the only direct Major Collector connection between OR 219 and OR 240 maintains the functionality, safety, and efficiency of Newberg's transportation network while supporting the City's long-standing objectives for freight mobility, industrial development, employment, and economic growth.

## E. Illinois Street – A Major Collector and Community Connector

E. Illinois Street is more than a Major Collector. For generations, it has served as one of Newberg's principal community connectors, providing a direct, familiar, and efficient route linking neighborhoods, churches, schools, George Fox University, the Chehalem Aquatic and Fitness Center, businesses, and the State of Oregon Enterprise Zone. These connections have become part of the daily lives of Newberg residents and contribute to the accessibility, convenience, and small-town character that define the community.

The corridor does more than move traffic. It connects people with employment, education, recreation, worship, healthcare, commerce, and one another. It also serves as the only direct Major Collector connection between OR 219 and OR 240, making it an essential transportation link for residents, businesses, freight movement, emergency responders, and community institutions alike.

By interrupting this long-established corridor, the "trial closure" affects far more than a single intersection. Without the direct E. Illinois Street connection, travel between the east and west portions of north Newberg becomes less efficient. Many trips are redirected through congested downtown streets or onto neighborhood roads that were never intended to function as substitutes for a Major Collector. The result is longer travel distances, reduced connectivity, and a transportation network that is less efficient for residents, businesses, emergency responders, and community institutions.

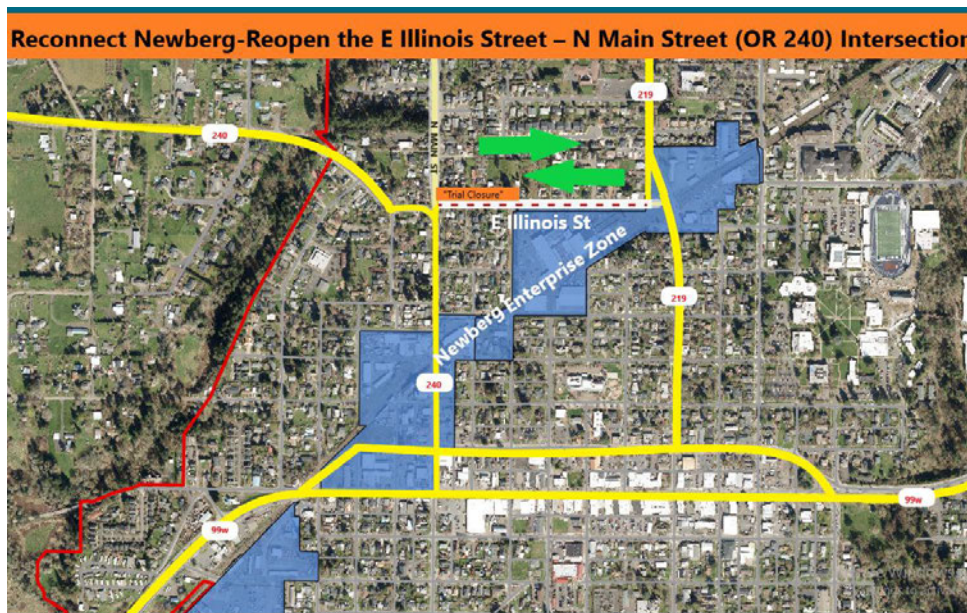


Figure 11.

**Principal East-West  
Transportation  
Corridor and  
Enterprise Zone  
Connectivity**

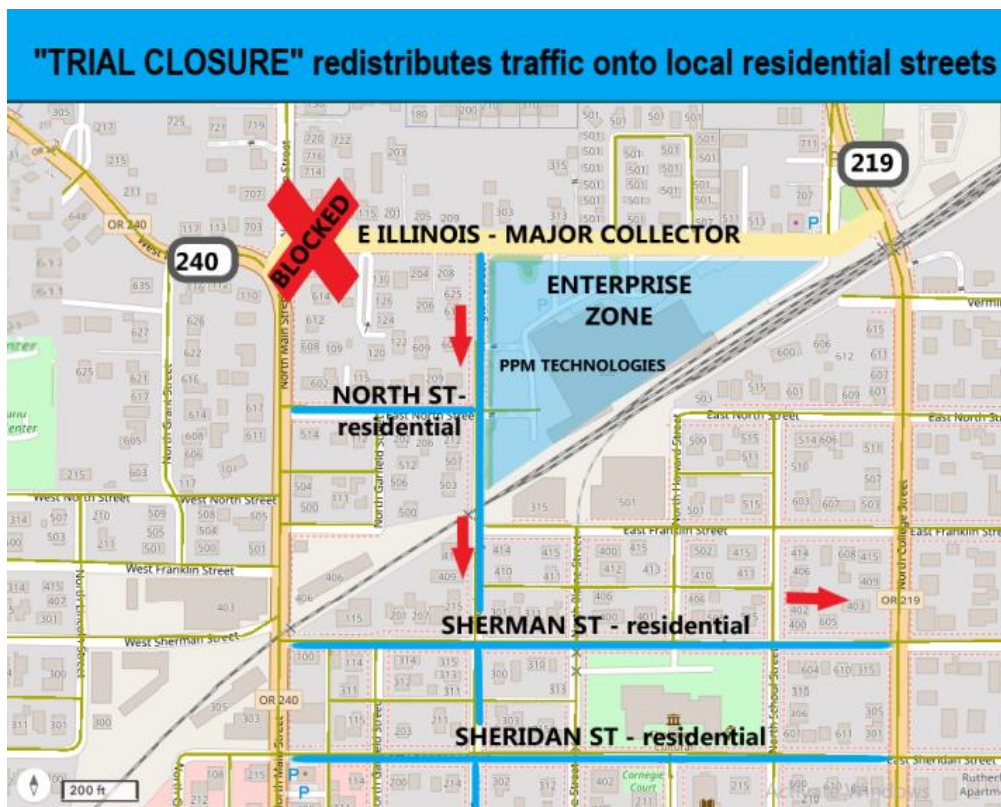
**Figure 11.** *E. Illinois Street is the only direct Major Collector connection between OR 219 and OR 240. The "trial closure" interrupts this long-established transportation corridor, affecting connectivity between two state highways, the State of Oregon Enterprise Zone, surrounding neighborhoods, and industrial and commercial areas north of downtown. The corridor has historically provided the most direct east-west route for residents, businesses, freight movement, emergency response, and industrial access.*

## Traffic Diversion to Residential Streets

The "trial closure" did not eliminate traffic demand—it redirected it.

When the closure was implemented, no formal detour routes or traffic diversion plan were established for motorists traveling between OR 219 and OR 240. Instead, traffic has naturally sought the shortest available alternative routes. As a result, North Street and Washington Street—both local residential streets—have become an unintended bypass around the closure.

In a public statement dated August 28, 2025, Mayor Bill Rosacker explained that traffic unable to continue along E. Illinois Street would instead travel via Washington Street and then access N. Main Street from North Street, Sherman Street, or Sheridan Street. While intended to reduce conflicts at the E. Illinois Street / N. Main Street intersection, this approach redirects through traffic away from a purpose-built Major Collector and onto neighborhood streets.



**Figure 12.** Author's illustration based on ODOT TransGIS mapping showing how the "trial closure" redirects traffic from E. Illinois Street, a Major Collector, onto North Street, Sherman Street, and Sheridan Street—local residential streets not intended to function as collector routes.

**Source:** Author's illustration based on Oregon Department of Transportation (ODOT) TransGIS mapping.

**Figure 13. Mayor Bill Rosacker Facebook post, August 28, 2025.**

**E NORTH ST**  
 Newberg Interactive Planning Map  
 Jurisdiction: Newberg  
 Functional Class: Residential

**E SHERMAN ST**  
 Newberg Interactive Planning Map  
 Jurisdiction: Newberg  
 Functional Class: Residential

**E SHERIDAN ST**  
 Newberg Interactive Planning Map  
 Jurisdiction: Newberg  
 Functional Class: Residential

**Newberg Mayor Bill Rosacker**  
 August 28, 2025 · 🌐 📘

Hello Newberg residents. It has been quite a while since I have posted anything to FB. The Illinois St. closure deserves an explanation. On June 20 2023, city staff brought forward resolution 2023-3860 to hire a consultant to provide a study of the N. Main St and Illinois St intersection. This work had been started in 2019 and we were asked to authorize the city manager to negotiate a contract for \$400,000.00 to continue the work. I was the lone no vote. My feeling is that the study would have been used to determine that a traffic circle is the proper answer. We were told that this study is necessary to persuade ODOT to someday perform the work. I followed up with the city manager and found out that it was indeed proceeding with the traffic circle option, and it would be necessary to purchase and demolish 2 homes.

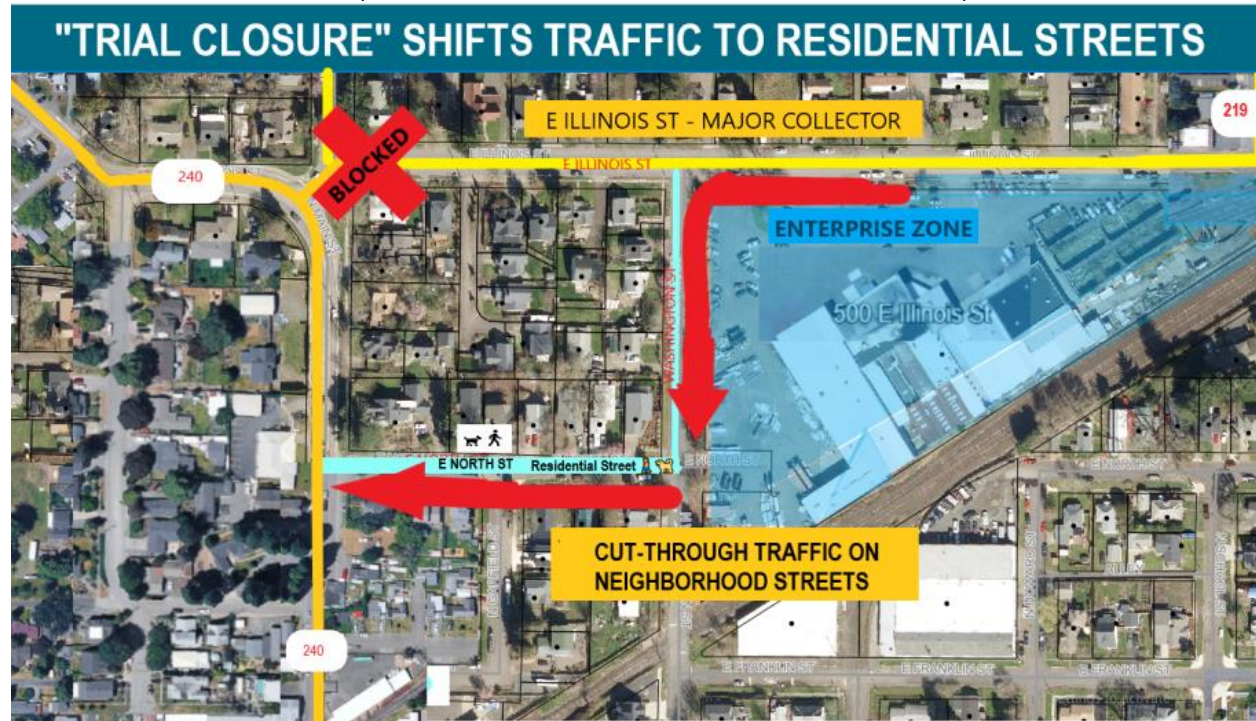
As your representative, I thought "there has to be a less costly alternative". Will Worthy and I took walk and determined that a low cost option would indeed be better for our community. If we close the portion of Illinois St. west of Washington, traffic will have to turn south on Washington St. From there traffic bound for Hwy 99 will continue south therefore bypassing the Main St traffic problem. Traffic wanting to go North on Main St. or West on Hwy 240 would turn west on North St, Sherman St. or Sheridan St. and enter N Main St from any of them. There will no longer be any conflict with Illinois St. This should improve traffic on Main St, improving that intersection, and generally make Hwy. 240 traffic calmer. This change, while it is permanent, can be reversed if conditions don't improve as expected.

This move will save the citizens a large amount of money to plan an intersection which will probably not be funded by ODOT in the near future.

In closing, I want to thank you for the opportunity to represent the residents of Newberg. This is an honor and has been an honor and I want to assure you that I am doing my best to help build up our community. See less

Sources: Newberg Interactive Planning Map (Functional Classification); Mayor Bill Rosacker Facebook post, August 28, 2025.

**Figure 13 – Mayor Bill Rosacker's August 28, 2025 Public Statement**  
*Highlighted excerpt describing the anticipated diversion of traffic from E. Illinois Street to Washington Street and residential streets (North Street, Sherman Street, and Sheridan Street).*



**Figure 14. Illustration showing how the "trial closure" redirects through traffic from the designated E. Illinois Street Major Collector onto North Street and Washington Street, both classified by the City of Newberg as Residential streets.**

REQUEST TO IMMEDIATELY REOPEN THE  
 E ILLINOIS STREET / N MAIN STREET (OR 240)  
 INTERSECTION

## **The diversion of E Illinois St traffic onto Residential Streets**

The diversion of traffic onto North Street and Washington Street is just one example of the broader unintended consequences created by the "trial closure." Rather than eliminating traffic demand, the closure has redistributed traffic onto local residential streets that were never designed or intended to function as substitutes for a designated Major Collector corridor.

"Reconnect Newberg" is therefore more than a request to reopen an intersection. It is a call to restore one of Newberg's historic transportation corridors, reconnect neighborhoods, support local businesses and employment, preserve community connectivity, protect residential streets from unnecessary through traffic, and maintain the transportation network that has linked residents, schools, churches, recreational facilities, businesses, institutions, and the State of Oregon Enterprise Zone for generations.

Reopening the E. Illinois Street / N. Main Street / OR 240 intersection restores more than a roadway—it restores connectivity, strengthens the transportation network, and returns traffic to the Major Collector corridor specifically planned and designed to carry it.

The City of Newberg's own Interactive Planning Map classifies North Street, Sherman Street, and Sheridan Street **as Residential streets** rather than collectors. Their intended function is to provide access to adjoining homes and neighborhoods—not to serve as substitute east-west transportation corridors carrying diverted commuter, commercial, industrial, and freight traffic.

The observed traffic diversion illustrates one of the principal unintended consequences of the "trial closure." Rather than preserving traffic on E. Illinois Street—a designated Major Collector specifically intended to accommodate through traffic—the closure shifts vehicle movements onto residential streets that are narrower, lined with parked vehicles, and less suited to sustained through traffic. North Street, for example, is constrained by residential development and on-street parking along much of its length, reducing maneuverability and creating a more challenging environment for two-way traffic than the Major Collector corridor it now partially replaces.

This diversion is significant because it demonstrates that the transportation demand previously accommodated by E. Illinois Street has not disappeared. Instead, it has been redistributed throughout the surrounding neighborhood, creating new traffic patterns and new impacts that did not previously exist. Rather than solving a transportation problem, the "trial closure" has transferred traffic from a roadway specifically designed and designated to carry it onto neighborhood streets that were never intended to perform that function.

## Restoring Community Connectivity

"Reconnect Newberg" is therefore more than a request to reopen a single intersection. It is a call to restore one of Newberg's historic transportation corridors and reconnect the neighborhoods, businesses, schools, churches, recreational facilities, industrial properties, and community institutions that have relied upon E. Illinois Street for generations.

Reopening the E. Illinois Street / N. Main Street / OR 240 intersection would restore the only direct Major Collector connection between OR 219 and OR 240, return through traffic to the corridor specifically designed to accommodate it, reduce unnecessary diversion onto residential streets, and reestablish the transportation connectivity that has long supported Newberg's residents, businesses, emergency responders, freight movement, and economic vitality.

### HERE ARE SOME COMMENTS ABOUT THE CLOSURE FROM FACEBOOK

**Frances Gierok:** You would think The city could have taken a proactive approach to notifying residents. **The first I heard of it was when the signs went up? That's just poor planning."**

**Tiffany Olea** there were notices sent out as well as public comment and opportunities to submit comment

**Frances Gierok:** "Tiffany Olea funny, **myself and my neighbors that live directly across the street did not receive any information so it must have been selectively sent."**

#### **Kristin Kincaid**

This makes it challenging for those of us who live on Hwy 240 to get into North As I am sure the city has considered, **most of us will now take North St to Washington to Illinois. These streets are much narrower and less equipped for the amount of traffic they are about to receive. Can't the city work with OOOT 10 find a better solution than cutting off rural Newberg?**

#### **Debbie Manning**

**You are shutting down your connectivity to Highway 240 and to Dundee. Sad day for those of us who use those streets.**

#### **Andy Cuddeford**

**So people will now cut over through the residential neighborhoods on narrow streets.**

#### **Elaine Haworth Koskela**

As a person who drives through there A LOT- I am very concerned about traffic flow. Did you take into consideration the amount of traffic you are now pushing through narrower residential streets at peak hours?

#### **Joni Zimmerman**

I'm sorry to say that I don't think you fixed the problems. The two problems I ever saw there are 1) The left turn lane from 240 to Main St (coming from the west on 240 and turning left to go North on Main or previously also east on Illinois) is not wide enough and is poorly marked and has poor visibility because of the curve of the cars coming up Main St. 2) Coming south on Main Street and trying to continue south on Main St. requires a left turn onto Illinois at the point where it curves to become Main, which creates a lot of back up on Main and previously on Illinois. There should be an all ways stop there to allow for safe left turns. I live west of Morton Street, so I used to use that route frequently if I was going somewhere in the direction of the Re-Store, or the swimming pool etc. Now it is very difficult. I either have to go several blocks out of my way to take 99W, or I have to cross Main Street at Sherman Street, which is a bit dicey sometimes because people go too fast, and it isn't a straight across intersection because of the railroad tracks, and cars are parked along Main Street so there is poor visibility. Or I take Morton Street to Illinois, turn right on Illinois, then turn left from Main Street on to North Street so I can then jog back to Illinois. This also adds several blocks to my trip. Plus, in order to turn left from Main to North where there isn't a left turn lane, I block the traffic coming into Newberg from Hwy 240. It is all very awkward and weird and I think closing Illinois didn't fix anything safety wise and made it hard for those of us who live over that way. I hate to see more stop signs, but that might be the answer here for a poorly designed intersection.

## Failure to Provide Notice to Affected Landowners and Stakeholders

Meaningful stakeholder participation is a fundamental component of sound transportation planning, particularly when a proposed action affects a City-designated Major Collector, shared City-ODOT jurisdiction, the State of Oregon Enterprise Zone, and one of Newberg's principal industrial corridors. Direct notification of affected landowners, businesses, and other stakeholders helps ensure that decision-makers receive valuable information regarding transportation operations, freight mobility, business impacts, emergency access, and other potential unintended consequences before significant transportation changes are implemented.

Most notably, as the owners of the 103,000-square-foot manufacturing facility located at 500 E. Illinois Street—immediately adjacent to the E. Illinois Street / N. Main Street (OR 240) intersection—my husband and I were never directly notified of the City's intention to implement the "trial closure." Consequently, we were deprived of the opportunity to provide meaningful input regarding a transportation decision affecting one of the property's most valuable and enduring assets—its transportation connectivity.

Given the property's proximity to the closure, its location within the State of Oregon Enterprise Zone, and the importance of E. Illinois Street as the only direct Major Collector connection between OR 219 and OR 240, direct notification and meaningful stakeholder participation would reasonably have been expected before implementing such a significant modification to the transportation network.

## Informal Employee Conversation Presented as Stakeholder Consultation

During the April 7, 2025 City Council meeting, the City presented a slide entitled "**Local Business Engagement**" and advised the Council that the City Manager had visited PPM Technologies and spoken with an employee regarding the proposed "trial closure." The City Manager further stated that he withheld the employee's full name because "**I didn't ask him for a release.**" The presentation then quoted the employee's comments regarding the company's freight-routing practices.

However, nothing in the presentation or the public record indicates that the conversation represented the official position of PPM Technologies or that the employee was authorized to speak on behalf of the company, its executive management.

### **INFORMAL EMPLOYEE CONVERSATION PRESENTED AS STAKEHOLDER CONSULTATION**

April 7, 2025: The City Manager advised the Council that he had spoken with a PPM Technologies employee regarding the proposed "trial closure." He also stated that he withheld the employee's full name because "**I didn't ask him for a release.**"

**The public record reflects an informal conversation with a single employee—not the formal stakeholder consultation one would ordinarily expect.** Nothing in the public record indicates that the employee was authorized to represent PPM Technologies.

**As the owners of the industrial property, my husband and I were never contacted or afforded an opportunity to participate before implementation of the "trial closure."** No publicly available record has been identified indicating that the property owners or other principal stakeholders were formally consulted or directly notified. **Such limited stakeholder consultation & property owner notification is unexpected for a project of this significance.**

*Figure 15: Slide of Informal Employee Conversation Presented as Stakeholder Consultation*

## Reliance Upon Limited Representative Input

Transportation decisions affecting a Major Collector corridor should ordinarily be supported by objective engineering analysis, representative stakeholder engagement, and public participation commensurate with the significance of the proposed action.

Neither a survey of approximately twenty respondents nor an informal conversation with a single employee provides representative evidence upon which to evaluate a transportation decision affecting one of Newberg's principal transportation **corridors**. Viewed together, these examples raise legitimate questions regarding whether the decision-making process reflected the level of

professional planning, technical analysis, and representative stakeholder engagement ordinarily expected for a transportation decision of this significance.

The lack of direct outreach is also consistent with the City's own public acknowledgment that communication regarding the project was limited. In a *Newsberg* article published on September 2, 2025, Interim Public Information Officer Emily Salsbury acknowledged:

**"With our small, scrappy team of public servants, communication to the surrounding neighborhoods was not as robust as we would have liked."**

This acknowledgment raises broader questions regarding whether affected landowners, businesses, industrial users, emergency service providers, Enterprise Zone stakeholders, and other directly affected organizations received meaningful notice and an opportunity to participate before the "trial closure" was implemented.

The absence of direct notice and meaningful stakeholder participation underscores the importance of transparency, objective evaluation, and meaningful public involvement when considering significant modifications to one of Newberg's most important Major Collector corridors.

### **Questions Raised by the Record**

The available record gives rise to several important questions:

- Were affected landowners, property owners, businesses, and tenants identified and directly notified before the "trial closure" was implemented?
- Were businesses and property owners within the State of Oregon Enterprise Zone consulted, and were potential impacts to employment, industrial investment, and economic development evaluated?
- Was meaningful public outreach conducted beyond the limited community survey?
- Were transportation impacts to freight movement, emergency response, neighborhood traffic, business access, industrial operations, and the broader transportation network objectively analyzed?
- Were alternatives capable of preserving connectivity—such as sight-distance improvements, vegetation management, revised signage, traffic calming, turn restrictions, or other engineering solutions—publicly discussed and thoroughly evaluated before implementing the "trial closure"?
- Were objective performance measures, evaluation criteria, and a defined process established to determine whether the "trial closure" achieved its intended purpose? If so, what are those measures, how are they being monitored, and when will the results be reported to the public?

These questions are significant because they go to the heart of sound transportation planning. Major changes to a City-designated Major Collector should be informed by objective engineering analysis, meaningful stakeholder participation, transparent decision-making, and a thorough evaluation of alternatives before implementation. The available record raises substantial questions as to whether those principles were fully observed in the implementation of the "trial closure."

## The Risk of a "Trial Closure" Becoming a De Facto Permanent Condition

The City's characterization of the closure as a "temporary" or "trial" measure raises a significant concern that a short-term operational change could gradually evolve into a de facto permanent condition without the engineering analysis, public participation, stakeholder involvement, and procedural safeguards ordinarily associated with a permanent transportation decision.

The City's use of varying terminology has contributed to uncertainty regarding both the purpose and duration of the closure. Public statements have referred to the action as a "temporary closure" and a "trial closure," while City project materials state that "a more permanent closure will be considered for the future." Adding to this uncertainty, electronic message boards installed at the site displayed the words **"Illinois Permanent Closure."**

Figure 16 - Public Announcement of the E. Illinois Street Closure

### Access to East Illinois Street from Main Street to Close in September

The city of Newberg will close access to East Illinois Street from North Main Street beginning Sept. 15 to reduce confusion, congestion, and safety.

By Branden Andersen

Government · August 26, 2025 · 4 min read

Originally published at newsberg.org — © Newsberg Media LLC

NEWSBERG — NEWSBERG.ORG



**Figure 17.** Newsberg article published August 26, 2025 announcing the closure of the E. Illinois Street / N. Main Street (OR 240) intersection. The accompanying photograph shows the electronic message board displaying the words "Illinois Permanent Closure." The terminology used in public communications, project materials, and onsite signage varied between "temporary closure," "trial closure," and "permanent closure," contributing to uncertainty regarding the intended duration and evaluation of the project.

These varying and, at times, conflicting descriptions raise important questions regarding the intended duration of the closure, the criteria by which it is being evaluated, and the process by which a decision will ultimately be made. Residents, businesses, and property owners deserve clear answers regarding what traffic, safety, freight, emergency response, and economic data are being collected; what objective performance measures are being used to evaluate the "trial"; and when and through what public process the City Council will determine whether the closure should be removed or made permanent.

This concern is heightened because no completed engineering study, no publicly available engineering findings, no significant crash history, and no publicly available record demonstrating comprehensive stakeholder outreach, documented coordination with ODOT, or a thorough evaluation of less intrusive engineering alternatives have been identified.

**APPROVED 2023**

**CANCELLED 2024**

\*Note: Cancellation described in Traffic Safety Meeting April 8 2024

- It is anticipated that selection of a community supported preferred alternative would be completed by the end of 2024.
- This project does not include preparation of construction documents or construction of any improvements or right-of-way acquisition.
- Conceptual plans and preliminary estimates for a preferred alternative would be useful for pursuing grant opportunities for a future project or projects.
- A future project, or projects, would require coordination and permitting with ODOT.

need to have coordination with ODOT as we

**Newberg City Council Meeting + Urban Renewal Agency Meeting - June 20, 2023**

**Figure 18.** *N. Main Street / E. Illinois Street (OR 240) Engineering Study. On June 20, 2023, the City Council approved an engineering study to identify transportation issues, evaluate alternatives, develop a community-supported preferred solution, and support future coordination with ODOT. Before those objectives were completed, the study was cancelled, as announced during the April 8, 2024 Traffic Safety Commission meeting. It is the author’s illustration in yellow “Approved 2023 – Cancelled 2024...”*

According to a *Newsberg* article published on August 6, 2025, City Planner Will Worthey stated that the intersection design study had been cancelled because of its cost and the unlikelihood of timely completion. As a result, one of the most consequential modifications to Newberg's transportation network appears to have been implemented without the objective engineering analysis originally intended to identify transportation problems and evaluate engineering solutions.

Over time, residents, businesses, emergency responders, and traffic patterns naturally adapt to altered conditions. As those adaptations become normalized, a temporary measure can gradually become permanent through inertia rather than through objective evidence and informed public decision-making. Significant transportation policy decisions should not become permanent simply because time has passed or travel patterns have adjusted. Rather, permanent modifications to critical transportation corridors should result from objective engineering evidence, clearly established performance measures, transparent public participation, meaningful stakeholder engagement, coordination with ODOT where appropriate, and comprehensive transportation planning.

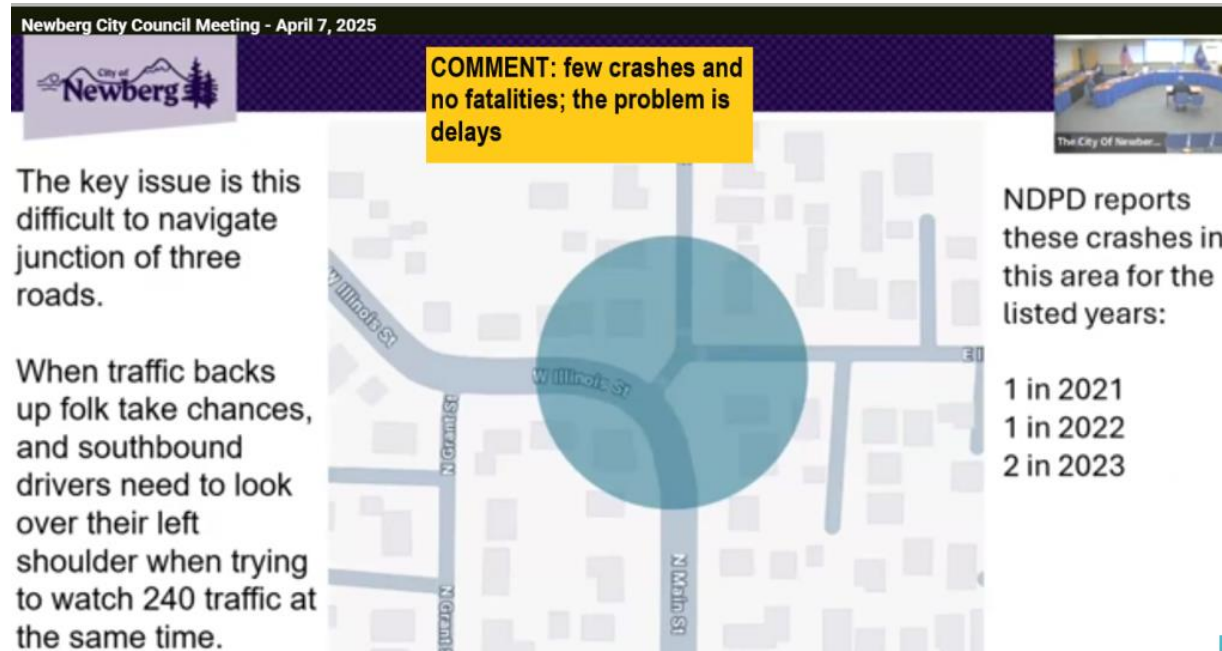
A "trial closure" should not become a substitute for the engineering and planning process. Instead, it should remain a genuinely temporary measure with clearly defined objectives, measurable evaluation criteria, a transparent public review process, and a predetermined decision point. If those elements cannot be demonstrated, the appropriate course is to terminate the "trial," reopen the E. Illinois Street / N. Main Street (OR 240) intersection, complete the engineering analysis, collaborate with ODOT, and determine any future improvements through the City's established transportation planning process.

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## A Solution in Search of a Problem

One of the fundamental principles of transportation planning is that the transportation problem must first be clearly defined before an appropriate solution can be selected.

At the April 7, 2025, City Council meeting, City staff acknowledged that there had been **very few actual crashes** at the intersection. The presentation identified **one crash in 2021, one crash in 2022, and two crashes in 2023** and explained that the principal concern was driver behavior associated with traffic delays and difficult turning movements rather than a documented pattern of crashes (Figure 18).



**Figure 19.** This is a slide exhibit from the April 7 2025 City Council Meeting where City Manager Will Worthy explained that there were few crashes at the intersection. The yellow comment is the Author's comment on the slide.

However, in a September 2, 2025 *Newsberg* article, Interim Public Information Officer Emily Salsbury stated that the closure was intended to "prevent crashes and the potential of fatalities."

Meanwhile, for decades, the City's own transportation planning documents consistently focused on improving—not closing—the intersection. The 2016 Transportation System Plan, the 2019 DKS memorandum, the authorized 2023 engineering study, and the most recent Kittelson memorandum all contemplated engineering evaluation and operational improvements. The Kittelson memorandum identified **traffic delay and operational performance** as the principal transportation issue. None of these professional planning documents recommended permanently severing the only direct Major Collector connection between OR 219 and OR 240.

These differing descriptions reinforce why the engineering study was necessary. Before selecting a solution, the transportation problem should first have been objectively defined through engineering analysis to determine the most appropriate, effective, and least intrusive response.

## CONTRADICTION APPROACHES TO VISIBILITY AND SAFETY:

At the corner of N Main Street and OR 240 there exists a very tall hedge. In November 2023, a property owner applied for a vision clearance variance precisely at the E. Illinois Street / N. Main Street / OR 240 intersection—the same intersection later subject to the City's "trial closure." In January 2024, the City granted VAR23-0004 and concluded that strict enforcement of the vision clearance requirements was unnecessary. Accordingly, the property owner's tall hedge was allowed to remain. Later, at the April 7, 2025 City Council meeting, the City cited visibility concerns, driver confusion, reports of near misses, and safety concerns in support of the "trial closure," while acknowledging that there had been few actual crashes.

An obvious question arises: what is the true problem with the intersection? More importantly, did the yet-undetermined problem justify closure of the intersection? These are precisely the questions the cancelled engineering study was intended to answer. Instead, the study was cancelled and the intersection closed before the problems could be fully identified and before engineering solutions could be developed and offered. Thus, a major transportation decision was made and implemented on the basis of anecdotal evidence and seemingly contradictory evidence.



**Figure 20.** (Author Illustration at left) Existing sight-distance conditions at the E. Illinois Street / N. Main Street (OR 240) intersection. The photograph illustrates the mature laurel hedge that was the subject of Vision Clearance Variance VAR23-0004, approved by the City in January 2024. Approved nearly the same time that the engineering study for the intersection was cancelled.

## Sight-Distance Survey and Vegetation Assessment first!

Before permanently altering a critical Major Collector connection, the City should conduct a professional sight-distance survey from each of the three approaches to the E. Illinois Street / N. Main Street (OR 240) intersection. Particular attention should be given to the unusually tall laurel hedge and any other vegetation or obstructions that may restrict driver visibility. The survey should evaluate whether trimming, removal, or other sight-distance improvements could adequately address the identified safety concerns before more intrusive transportation measures are considered.



**Figure 21. Existing Vegetation and Potential Sight-Distance Considerations at the E. Illinois Street / N. Main Street (OR 240) Intersection.** Annotated street-level photograph showing the mature laurel hedges adjacent to the intersection and their potential influence on driver sight distance. Hedge heights shown are approximate and are provided for illustrative purposes only. This exhibit is not intended to represent surveyed conditions, engineering measurements, or a technical sight-distance analysis. A professional sight-distance survey should be conducted to objectively evaluate existing visibility conditions and determine whether vegetation management or other improvements could adequately address identified safety concerns before more intrusive transportation measures are considered.

## Restore the Stop Sign at E. Illinois Street and N. Main Street (OR 240)

The E. Illinois Street / N. Main Street (OR 240) intersection has been the subject of transportation planning and engineering studies since at least 2005. Throughout that time, the intersection's geometry, traffic operations, visibility, and traffic control devices—including the stop sign—formed part of the existing conditions evaluated by transportation professionals.

Any permanent modification to the stop control should follow—not precede—a completed engineering evaluation and recommendations developed in coordination with ODOT.



**Figure 22. Annotated June 2025 Google Street View Image Showing Historic Stop Control at the E. Illinois Street / N. Main Street (OR 240) Intersection.** June 2025 Google Street View image showing the stop sign at the E. Illinois Street / N. Main Street (OR 240) intersection, which has since been removed. Because the stop sign formed part of the intersection's long-established traffic-control system, any decision to modify or eliminate it should be evaluated as part of a comprehensive engineering study and coordinated with ODOT before permanent operational changes are implemented.

# RECONNECT NEWBERG

## Reopen the E. Illinois Street / N. Main Street (OR 240) Intersection

### Why Reopen?

- ✓ **Reconnect Newberg**  
Restore the only direct Major Collector connection between OR 219 and OR 240, reconnecting neighborhoods, businesses, schools, churches, George Fox University, community facilities, and the State of Oregon Enterprise Zone.
- ✓ **Protect Neighborhoods**  
Return through traffic to E. Illinois Street—the roadway designed to carry it—and reduce unnecessary diversion onto local residential streets.
- ✓ **Follow Sound Engineering**  
Complete the engineering study, identify the transportation problem, evaluate alternatives, and collaborate with ODOT before making permanent changes to a critical transportation corridor.
- ✓ **Support Safety**  
Objectively evaluate both the original intersection and the new traffic patterns created by the "trial closure" using accepted engineering principles and measurable performance criteria.
- ✓ **Support Jobs and Economic Development**  
Preserve efficient access to Newberg Industrial Park, the Enterprise Zone, businesses, freight movement, employees, customers, and emergency responders.
- ✓ **Restore a Community Asset**  
E. Illinois Street has served Newberg for generations. Reopening the corridor restores connectivity, strengthens the transportation network, and preserves one of the community's most valuable transportation assets.

## Conclusion

It is my sincere hope that the City will carefully consider the information presented in this report and use it as an opportunity to return to the engineering and planning process originally established for the E. Illinois Street / N. Main Street (OR 240) intersection.

This piece of property has faithfully served Newberg for decades and now it is asking you for a favor in return: Reopen its direct access to West 240 and allow easy movement for workers, freight, emergency responders and the community.

It's the fair thing to do since no one contacted us, as the property owners, to allow us to explain why "access" to this intersection was so important. We deserve that opportunity, especially since PPM Technologies has been purchased by a large corporation and is now leaving Newberg and taking with it at least 100 jobs.

This means that we, as owners, must find a replacement tenant or buyer who will call the property "home." A tenant who will bring back the jobs and vitality to this powerful manufacturing property that is located in the heart of Newberg's Enterprise Zone.

We are confident there is an entity, or entities, who will appreciate all the assets that this property offers which includes:

- Heavy power
- Huge overhead bridge cranes
- Railway docks to offload materials
- Offices
- Ample yard space
- 149 paved parking spaces; and
- Amazing access to highways to the east, 219, and to the west, 240, which connect to Highway 99W and then to further state highway corridors

The closure of E. Illinois Street is like willfully amputating one of this property's healthy, robust legs. Without access to the intersection I am unable to speak to or market with confidence one of this this large industrial facility's primary asset—its **TRANSPORTATION CONNECTIVITY**.

The State of Oregon did not err when it drew up the boundary for the Enterprise Zone, which sits with the railway line at its back and a significant portion of E. Illinois Street as its front. The trial closure defeats the very goal of the Enterprise Zone, which is meant to foster economic opportunities and bring back jobs.

I am asking you to weigh the cost of the closure with the benefits.

We are told the closure of the intersection was in the interest of public safety, yet there have been few crashes and the problem is delays—not crashes.

We were told there was a survey in favor of closing the intersection, yet that survey population consisted of fewer than 20 individuals.

In fact, it is not clear why we are closing the intersection because for nearly 20 years all the professional Transportation System Planners sought to modify the intersection—not close it.

The process by which the intersection was closed deviated from ordinary projects—especially one of this size:

8. The study which would have identified the problems and the solutions was abruptly cancelled.
9. No public notices or stakeholder notices were given.
10. No coordination with ODOT regarding the “Trial Closure”, who despite being a multi-jurisdictional partner with State Highway 240 to which the intersection abuts, appears to have ever occurred.
11. There was admittedly limited community outreach and inclusion.
12. There was no consideration of how the closure would impact the Enterprise Zone.
13. There was no formal consideration of how the closure would impact first responders.
14. The Trial Closure’s plan was to shift a Major Collector’s traffic to narrow residential streets.

The Council has an opportunity today to put the intersection onto the right path by reopening the intersection; and thereafter, I encourage the City to return to a course of professional planning processes.

Time is of the essence. We are adversely impacted by the closure, and negotiations for a property like this are delicate. Transportation and location weigh heavily in the mind of a prospective tenant or buyer.

E. Illinois Street is the shortest and most direct connector to Highways 240 and 219. These two ODOT highways, plus the rail line, allow this property to easily deliver and receive freight. In recent past our industrial building has had multiple tenants like Sokol Blosser and Red Hills Distribution both of whom operated in Wine Country and require direct access to OR-240. This corridor has operated like this for nearly 100 years, and it is a vital corridor to our property, to Newberg, and to the community at large.

Today we ask that you end the trial closure and reopen E. Illinois so that we can confidently market this property and bring jobs and industry back to Newberg.

Thank you.

Kathy and Andre Meyer

Mayor and Members of the Newberg City Council:

We, Andre and Kathleen Meyer, owners of Newberg Industrial Park LLC located at 500 E Illinois Street, respectfully request that the City Council immediately reopen the E Illinois Street / N Main Street (OR 240) intersection because the decision to implement the trial closure appears to have been based upon insufficient objective evidence and a process that lacked the level of transparency, stakeholder outreach, and direct notification ordinarily associated with a significant modification to a critical transportation corridor.

In addition, the trial closure has materially impaired our ability to market and reposition our approximately 103,000-square-foot industrial facility and has imposed a disproportionate and unnecessary burden on a property whose long-standing value and utility have depended upon efficient transportation access, freight mobility, and connectivity. The loss of what is the only direct major collector connection between ODOT'S OR 219 and OR 240 has significantly diminished one of the property's most important transportation assets and placed it at a competitive disadvantage relative to comparable industrial properties offering superior access and mobility.

Major transportation decisions should be supported by meaningful public participation, adequate stakeholder notification, objective analysis, consistency with the Transportation System Plan and Comprehensive Plan, and coordination with ODOT, particularly where a state highway is involved.

As the owners of Newberg Industrial Park, located immediately adjacent to the closure, we received no direct notice prior to implementation and were deprived of the opportunity to provide meaningful input regarding a decision affecting one of the property's most important and enduring assets—its transportation connectivity.

A survey population of approximately twenty respondents, of which only twelve supported the trial closure, represents anecdotal rather than statistically reliable information and does not adequately capture community-wide impacts to mobility, emergency response, freight movement, business, and economic development.

While community concerns deserve consideration, anecdotal reports and limited survey responses should complement—not substitute for—sound engineering analysis and demonstrated need. Significant transportation interventions are ordinarily supported by documented crash patterns, traffic analyses, evaluation of reasonable alternatives, and broad stakeholder participation.

Before severing what is the only direct major collector connection between ODOT'S OR 219 and OR 240, the City should first establish a demonstrated safety need, exhaust less intrusive alternatives, coordinate with ODOT and affected stakeholders, and undertake the transparent engineering and planning processes traditionally associated with permanent modifications to the transportation network.

A critical transportation corridor should not be severed first and studied later. Nor should a temporary measure become permanent through adaptation and inertia.

Time is of the essence. As owners of Newberg Industrial Park, we are experiencing firsthand how the closure is becoming a serious hindrance to our ability to market and reposition this significant industrial property. Over the years, the property has provided more than one hundred well-paid jobs and contributed to the City's tax base. Every day the trial closure remains in place increases the risk that prospective tenants and purchasers will look elsewhere and that future jobs, investment, and economic opportunities will be lost.

The burden should rest upon demonstrating, through objective evidence and sound engineering analysis, that closure is necessary—not upon the community, businesses, and property owners to adapt to a condition whose necessity has never been established.

**Accordingly, we respectfully request that a member of the City Council make a motion directing staff to immediately reopen the E. Illinois Street / N. Main Street (OR 240) intersection, restore the stop sign on N. Main Street, and return the intersection to its pre-trial operating condition pending completion of a comprehensive traffic and safety evaluation and formal Council review.**

It is time to end the trial closure. Reconnect Newberg.

Respectfully submitted,

Kathleen Meyer and Andre Meyer

Owners, Newberg Industrial Park LLC

500 E Illinois Street

PO Box 62

Glenden Beach OR 97388

## New Public Comment


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**From** noreply@revize.com <noreply@revize.com>

**Date** Wed 7/1/2026 11:35 PM

**To** City Recorder <cityrecorder@newbergoregon.gov>

**Cc** Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

 1 attachment (2 MB)

Newberg Transportation System Plan Consistency.pdf;

Date = 2026 07 06


Meeting Body = City Council


Agenda Item = Trial Closure E Illinois St intersection

Subject Matter to Comment On =

Name = Andre Meyer

Representing = Self and Newberg Industrial Park

email = 

phone = 

Contact info PRR consent = may release

Public Hearing = Yes

public comment format = Written

Written Comment =

Client IP = 2601:1c0:577f:acf7:5d67:8af2:b619:e46b

## Consistency with the Newberg Transportation System Plan (2016)

The temporary closure of the E. Illinois Street / N. Main Street (OR 240) intersection appears inconsistent with numerous goals and policies of the Newberg Transportation System Plan (“TSP”) and Comprehensive Plan. Collectively, these plans envision a balanced, interconnected, efficient, multimodal transportation system that supports safety, mobility, economic development, neighborhood livability, environmental stewardship, and coordinated planning. Rather than advancing those objectives, the trial closure appears to transfer traffic, congestion, infrastructure demands, costs, and operational burdens to other parts of the transportation network while severing one of Newberg’s most important east-west transportation corridors.

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# Goal 1 – Develop and Maintain a Balanced Transportation System

Closing the only direct Major Collector connection between OR 219 and OR 240 disrupts the balance, connectivity, and efficiency of Newberg’s transportation network. Rather than eliminating traffic, the closure merely redistributes it from an established Major Collector onto smaller residential streets that are narrower, frequently lined with parked vehicles, and not intended to accommodate sustained commuter or commercial traffic.

The closure also disrupts established freight routes serving industrial businesses and the Enterprise Zone while reducing the efficiency of emergency response routes used by police, fire, and emergency medical services. Instead of strengthening the transportation system, the trial closure transfers traffic, operational demands, and potential conflicts to facilities that were never intended to perform the function of a Major Collector. The result is diminished network connectivity, reduced transportation efficiency, and the transfer of transportation impacts to neighborhood streets rather than their resolution.

**E NORTH ST**  
Newberg Interactive Planning Map  
Jurisdiction: Newberg  
Functional Class: Residential

**E SHERMAN ST**  
Newberg Interactive Planning Map  
Jurisdiction: Newberg  
Functional Class: Residential

**E SHERIDAN ST**  
Newberg Interactive Planning Map  
Jurisdiction: Newberg  
Functional Class: Residential

**Newberg Mayor Bill Rosacker**  
August 28, 2025 ·

Hello Newberg residents. It has been quite a while since I have posted anything to FB. The Illinois St. closure deserves an explanation. On June 20 2023, city staff brought forward resolution 2023-3860 to hire a consultant to provide a study of the N. Main St and Illinois St intersection. This work had been started in 2019 and we were asked to authorize the city manager to negotiate a contract for \$400,000.00 to continue the work. I was the lone no vote. My feeling is that the study would have been used to determine that a traffic circle is the proper answer. We were told that this study is necessary to persuade ODOT to someday perform the work. I followed up with the city manager and found out that it was indeed proceeding with the traffic circle option, and it would be necessary to purchase and demolish 2 homes.

As your representative, I thought "there has to be a less costly alternative". Will Worthy and I took walk and determined that a low cost option would indeed be better for our community. If we close the portion of Illinois St. west of Washington, traffic will have to turn south on Washington St. From there traffic bound for Hwy 99 will continue south therefore bypassing the Main St traffic problem. **Traffic wanting to go North on Main St. or West on Hwy 240 would turn west on North St, Sherman St. or Sheridan St. and enter N Main St from any of them. There will no longer be any conflict with Illinois St.** This should improve traffic on Main St, improving that intersection, and generally make Hwy. 240 traffic calmer. This change, while it is permanent, can be reversed if conditions don't improve as expected.

This move will save the citizens a large amount of money to plan an intersection which will probably not be funded by ODOT in the near future.

In closing, I want to thank you for the opportunity to represent the residents of Newberg. This is and has been an honor and I want to assure you that I am doing my best to help build up our community. [See less](#)

Sources: Newberg Interactive Planning Map (Functional Classification); Mayor Bill Rosacker Facebook post, August 28, 2025.

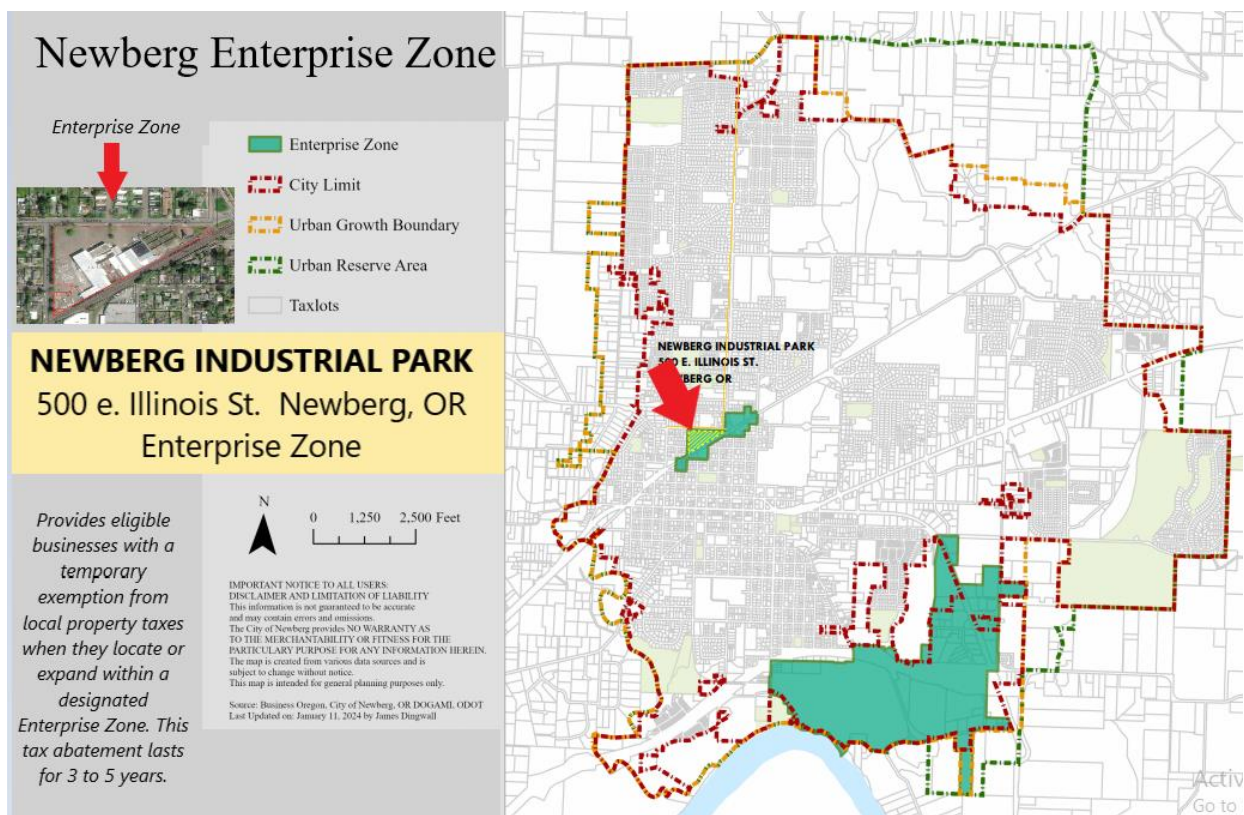
**Exhibit:** *E. Illinois Closure Diverts Major Collector Traffic to Residential Streets.*

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# Goal 2 – Coordinate Transportation and Land Use Planning

Transportation and land use decisions should be considered concurrently because each directly influences the other. E. Illinois Street serves far more than the immediately adjacent neighborhood. It provides access for residents, businesses, employees, customers, freight carriers, emergency responders, industrial properties, and the State-designated Enterprise Zone while connecting OR 219 and OR 240.

The closure appears to have focused primarily on localized intersection concerns without adequately considering broader impacts to regional mobility, economic development, land use, freight movement, emergency response, transportation connectivity, and the surrounding communities that depend upon this corridor. Major transportation decisions affecting a principal collector should evaluate network-wide consequences rather than isolated intersection conditions.



**Exhibit: Enterprise Zone Access / Regional Connectivity Map.**

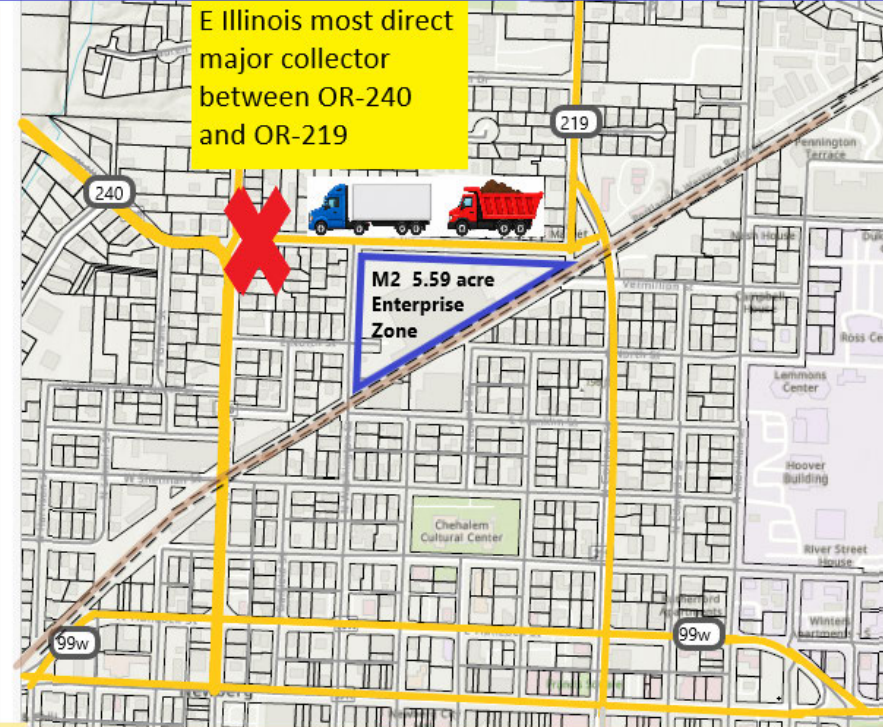
# Goal 3 – Promote a Multimodal Transportation System

Transportation planning should consider the movement of both people and goods. The Transportation System Plan specifically recognizes freight movement as an essential component of Newberg's transportation system.

E. Illinois Street provides direct access for trucks, suppliers, service vehicles, oversized loads, and industrial traffic serving Newberg's manufacturing businesses and Enterprise Zone. The closure appears to have focused primarily on localized automobile safety concerns without fully evaluating impacts to freight movement which includes rail movement and industrial access, commercial transportation, and the interaction between roadway access and Newberg's industrial corridor.

## Its time to End the "trial-closure"

**Reopen the E. Illinois St / N. Main St (OR-240) Intersection**

<p><b>Newberg Transportation System Plan (2016)</b></p>	
<p><b>FREIGHT</b></p> <p>"Currently, truck freight movements in Newberg involve shipments both to and from locations in the City, and shipments that pass through the City, mainly on OR 99W and also on OR 219 and OR 240."</p> <p>TSP Freight Needs section, PDF p. 75.</p>	<p><b>TRIAL CLOSURE</b> of the E. Illinois Street and N. Main Street (OR 240) intersection is inconsistent with the fundamental principles of the Newberg Transportation System.</p>

**Exhibit:** Freight Corridor Graphic with TSP Freight Quote.

## Goal 4 – Provide Safe and Convenient Transportation Facilities

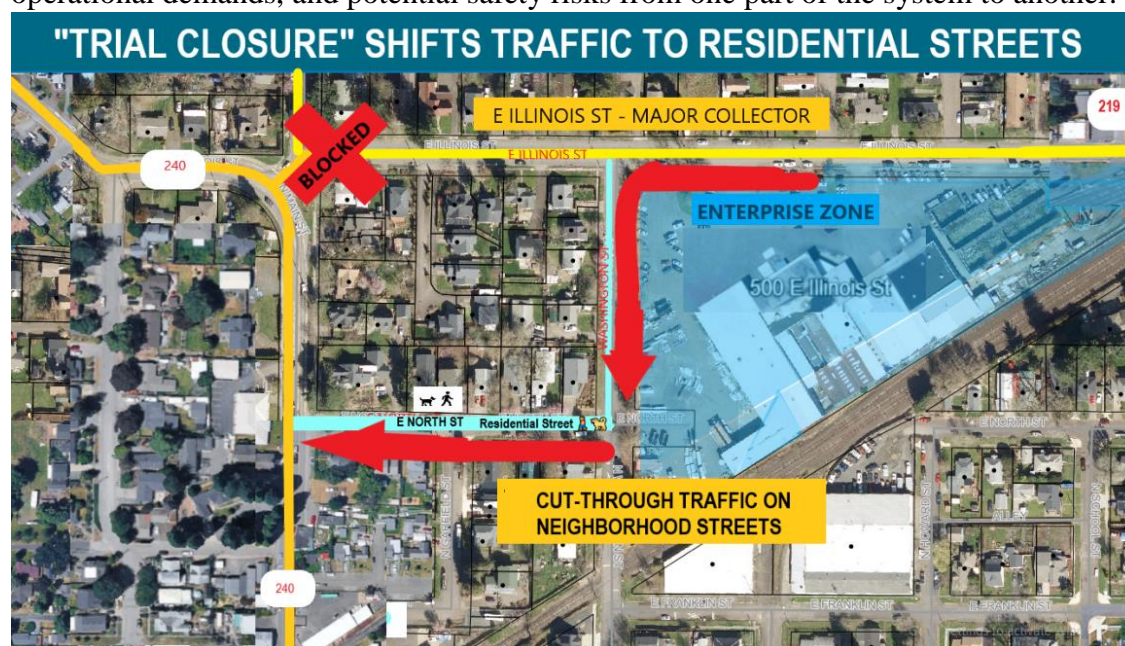
The Newberg Transportation System Plan envisions a transportation network that is both safe and convenient for all users. Safety should be evaluated across the entire transportation system rather than at a single intersection if the result is simply to transfer hazards, congestion, or operational challenges elsewhere.

The trial closure appears to have created unintended safety concerns by diverting traffic from an established Major Collector onto narrower residential streets that were never intended to accommodate increased commuter traffic. Motorists seeking east-west travel between OR 219 and OR 240 have effectively rerouted themselves onto neighborhood streets, increasing potential conflicts with parked vehicles, pedestrians, bicyclists, neighborhood residents, and local traffic. Rather than eliminating traffic, the closure appears to redistribute it to facilities less suited to safely accommodate higher traffic volumes.

The closure also disrupts a long-established freight corridor by redirecting trucks, commercial vehicles, heavy equipment, and oversized loads away from the direct E. Illinois Street connection and through downtown Newberg or other less efficient routes to reach OR 240. This increases travel times, reduces freight efficiency, and shifts commercial traffic onto streets that were never intended to function as substitutes for a Major Collector corridor.

Equally important, E. Illinois Street has long served as a primary east-west route for police, fire, and emergency medical services traveling between OR 219 and OR 240. As the City's only direct Major Collector connecting these two state highways, the corridor provides emergency responders with an efficient and predictable route across the community. Interrupting that connection may reduce route efficiency and require emergency vehicles to use longer or less direct alternatives during time-sensitive responses.

Transportation improvements should preserve safety, convenience, freight mobility, and emergency access while strengthening the transportation network as a whole—not simply transferring traffic, operational demands, and potential safety risks from one part of the system to another.



## Goal 5 – Protect the Functional Integrity of the Transportation System

E. Illinois Street lies within the heart of Old Newberg and has served as a principal east-west transportation corridor for well over a century. Its history is closely associated with the Allen Fruit Company, founded in 1892, and the industrial development that ultimately became PPM Technologies and today's Newberg Industrial Park.

As the City's only direct Major Collector connecting OR 219 and OR 240, E. Illinois Street has long been an integral part of Newberg's transportation network, industrial heritage, and economic identity. For nearly two decades, the City's transportation planning documents have consistently recognized the corridor's importance and have recommended continued evaluation and engineering improvements to maintain mobility, safety, and connectivity. The 2005 Transportation System Plan, the 2016 Transportation System Plan Update, the 2019 DKS Associates Technical Memorandum, and the 2023 City Council authorization for an engineering study all contemplated improving the intersection—not eliminating the connection.

The trial closure represents a significant departure from that long-standing planning approach. Permanently severing this historic corridor diminishes both the functional integrity of Newberg's transportation system and the historical continuity of a corridor that has connected neighborhoods, businesses, industry, and the State Highway System for generations.

### N Main Street / E Illinois Street (OR 240)

#### Planning and Decision Chronology

Date	Document / Event	Principal Finding	Action / Direction
2005	<b>Newberg Transportation System Plan</b>	E Illinois Street identified as a Major Collector serving east-west circulation and connectivity.	Preserve and improve connectivity.
December 19, 2016	<b>Newberg Transportation System Plan Update</b>	Traffic volumes and operations were projected through 2035 assuming the continued existence of the E Illinois Street / N Main Street connection. Future operational deficiencies were identified.	Study and implement intersection improvements. No closure recommended.
August 12, 2019	<b>DKS Associates Technical Memorandum - Alternative Mobility Targets</b>	Future traffic operations at Illinois Street / Main Street (OR 240) were projected to experience delay and mobility deficiencies requiring additional attention.	Future studies should identify intersection improvements to meet mobility standards.
June 20, 2023	<b>City Council Resolution 2023-3860 and presentation by Brett Musick, PE, City of Newberg</b>	Brett Musick explained that the purpose of the project was to conduct a special study to determine appropriate, community-supported intersection improvements addressing safety and mobility needs, including ADA requirements, bicycle movements, and coordination with ODOT.	City Council authorized negotiation of a consultant contract to continue the engineering study. Mayor Rosacker cast the lone dissenting vote.
February 9, 2024	<b>Kittelson Existing Conditions Memorandum</b>	The principal issue identified was operational delay (LOS F) on the southbound stop-controlled approach. Crash history remained below ODOT thresholds. Existing stop sign and crosswalk were present.	Prepare design alternatives and evaluate build and no-build scenarios.

# TRANSPORTATION SDC CAPITAL PROJECT LIST - 2024

Adopted by Council on 2/20/2024 with Ordinance No. 2024-2922.

Project	Cost Estimate	City Construction Factor
S11* Chehalem Dr Collector Improvement Reconstruct Chehalem Dr between OR240 and North Valley Rd to major collector street standards to include bicycle lanes and sidewalks on both sides of the street. Yamhill County and City of Newberg jurisdictions.	\$ 4,428,000	50.05%
S12* N Main St Collector Improvement Reconstruct to full major collector street standards between Illinois St and Mountainview Dr to include sidewalks and bicycle lanes on each side of Main St.	\$ 1,350,000	63.96%
S13* Illinois St Collector Improvement Reconstruct Illinois St between Main St and College St to major collector street standards to include on-street parking, bicycle lanes, and sidewalks on each side of the street.	\$ 945,000	69.20%
S14* Columbia Dr Collector Improvement Reconstruct Columbia Dr between Chehalem Dr and College St to minor collector street standards to include a travel lane in		

## Goal 6 – Support Economic Development

The State of Oregon established the Enterprise Zone to encourage industrial investment, employment, and economic opportunity. E. Illinois Street forms one of the principal transportation corridors serving Enterprise Zone properties, industrial businesses, and manufacturing facilities.

The trial closure imposes hardships on businesses by reducing direct access, increasing travel times, impairing freight movement, and diminishing transportation efficiency. These impacts discourage investment, threaten existing jobs, undermine the fluid connectivity essential to commerce, and may indirectly reduce the tax base supporting City services and the broader community. The closure appears contrary to the very economic objectives the Enterprise Zone was established to achieve.



Exhibit: Enterprise Zone Transportation Connector Map.

## Goal 7 – Minimize Public and Community Costs

Rather than minimizing transportation costs, the trial closure appears to shift costs throughout the transportation network. By diverting traffic from an established Major Collector onto narrower residential streets, the closure transfers traffic to facilities that were not designed or intended to accommodate sustained commuter and commercial traffic. This may accelerate roadway deterioration, increase maintenance obligations, and impose additional costs on businesses, emergency responders, service providers, and the public through longer travel times, increased fuel consumption, and operational inefficiencies.

***SINCE THE PROBLEM IS “DELAYS” NOT SAFETY -- THEN LEAVE ALL STREETS OPEN and CANCEL STUDY (SAVES \$\$ & SAVES THE INTERSECTION)***

*No harm, no foul with E Illinois remaining open*

Community members have also reported vehicles queuing on OR 240 while waiting to turn onto North Street, suggesting that the closure may be creating new operational issues at locations that previously functioned adequately. If these conditions persist, they could ultimately require additional traffic control measures, signalization, parking modifications, intersection improvements, or roadway widening on residential streets to accommodate traffic formerly carried by E. Illinois Street. Such downstream infrastructure costs could substantially exceed the cost of implementing targeted engineering improvements at the existing E. Illinois Street / N. Main Street intersection.

In effect, the trial closure appears to redistribute traffic, congestion, infrastructure demands, and public costs rather than resolve them.

**ENGINEERING STUDIES FAVORED IMPROVEMENTS — NOT CLOSURE**

No professional study reviewed to date appears to recommend closure of the intersection.

- 2016 Newberg Transportation System Plan (TSP): Contemplated future intersection improvements and evaluation, not closure.
- 2019 DKS Associates Technical Memorandum: Evaluated operations and recommended engineering improvements and further study, not closure.
- 2024 Kittelson & Associates Study: Continued to contemplate future improvements and evaluation, not closure.

2019 DKS Associates Technical Memorandum: ***“For Illinois Street/Main Street (OR-240), the TSP recommends future studies identify intersection improvements to meet current mobility standards.”***

**Newberg Mayor Bill Rosacker**  
August 28, 2025 · 🌐 · 🇺🇸

Hello Newberg residents. It has been quite a while since I have posted anything to FB. The Illinois St. closure deserves an explanation. On June 20 2023, city staff brought forward resolution 2023-3860 to hire a consultant to provide a study of the N. Main St and Illinois St intersection. This work had been started in 2019 and we were asked to authorize the city manager to negotiate a contract for \$400,000.00 to continue the work. I was the lone no vote. My feeling is that the study would have been used to determine that a traffic circle is the proper answer. We were told that this study is necessary to persuade ODOT to someday perform the work. I followed up with the city manager and found out that it was indeed proceeding with the traffic circle option, and it would be necessary to purchase and demolish 2 homes.

As your representative, I thought “there has to be a less costly alternative”. Will Worthy and I took a walk and determined that a low cost option would indeed be better for our community. If we close the portion of Illinois St. west of Washington, traffic will have to turn south on Washington St. From there traffic bound for Hwy 99 will continue south therefore bypassing the Main St traffic problem. Traffic wanting to go North on Main St. or West on Hwy 240 would turn west on North St, Sherman St. or Sheridan St. and enter N Main St from any of them. There will no longer be any conflict with Illinois St. This should improve traffic on Main St, improving that intersection, and generally make Hwy. 240 traffic calmer. This change, while it is permanent, can be reversed if conditions don't improve as expected.

This move will save the citizens a large amount of money to plan an intersection which will probably not be funded by ODOT in the near future.

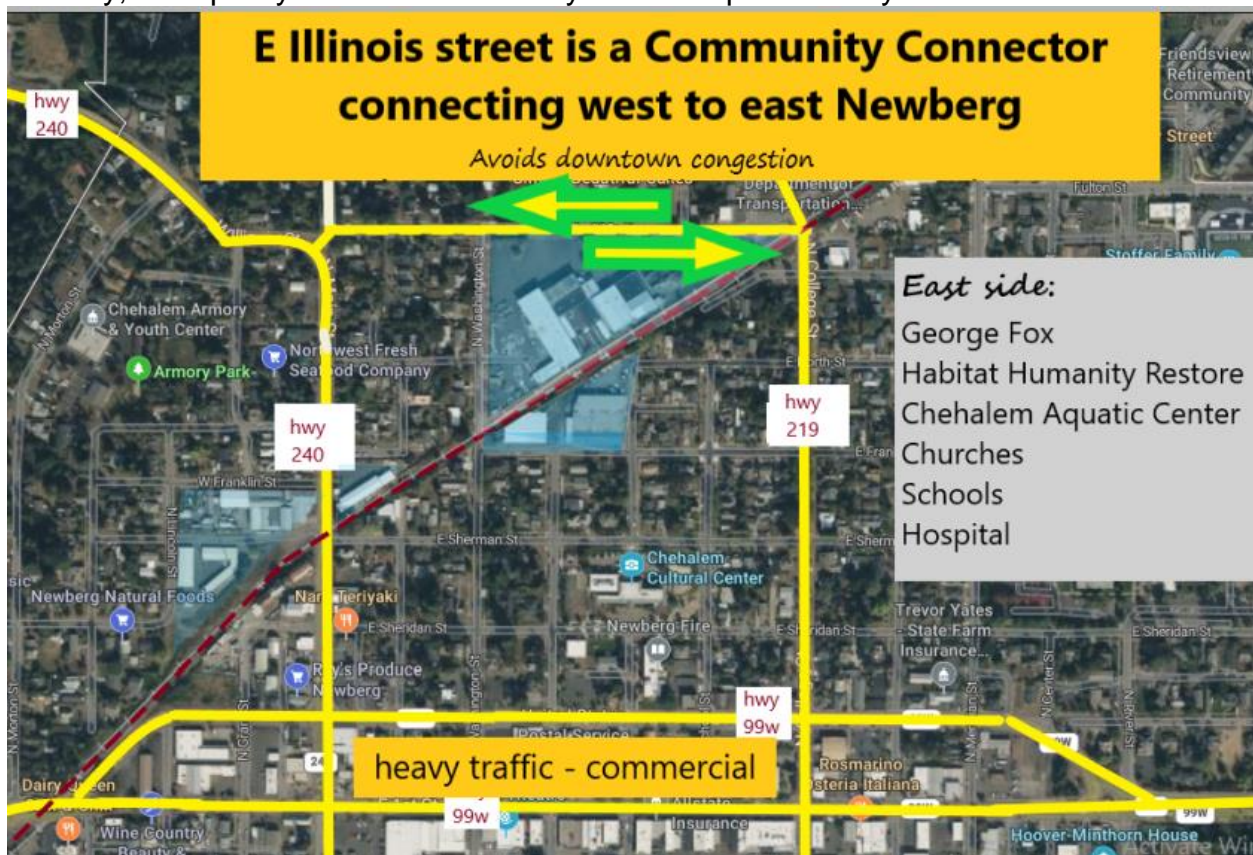
In closing, I want to thank you for the opportunity to represent the residents of Newberg. This is and has been an honor and I want to assure you that I am doing my best to help build up our community. See less

**Exhibit: Engineering Studies Favored Improvements—Not Closure.**

# Goal 8 – Maintain and Enhance Community Character and Quality of Life

The trial closure diverts commuter traffic onto residential streets not designed for increased traffic volumes, increasing congestion, noise, and neighborhood conflicts while diminishing neighborhood livability.

By severing one of Newberg’s longest-established east-west transportation connections, the closure weakens the historic relationship between the east and west sides of the city and diminishes community cohesion. E. Illinois Street has long connected neighborhoods, businesses, employment centers, schools, churches, industrial areas, and community destinations. Interrupting that connection is inconsistent with preserving the character, livability, and quality of life envisioned by the Transportation System Plan.



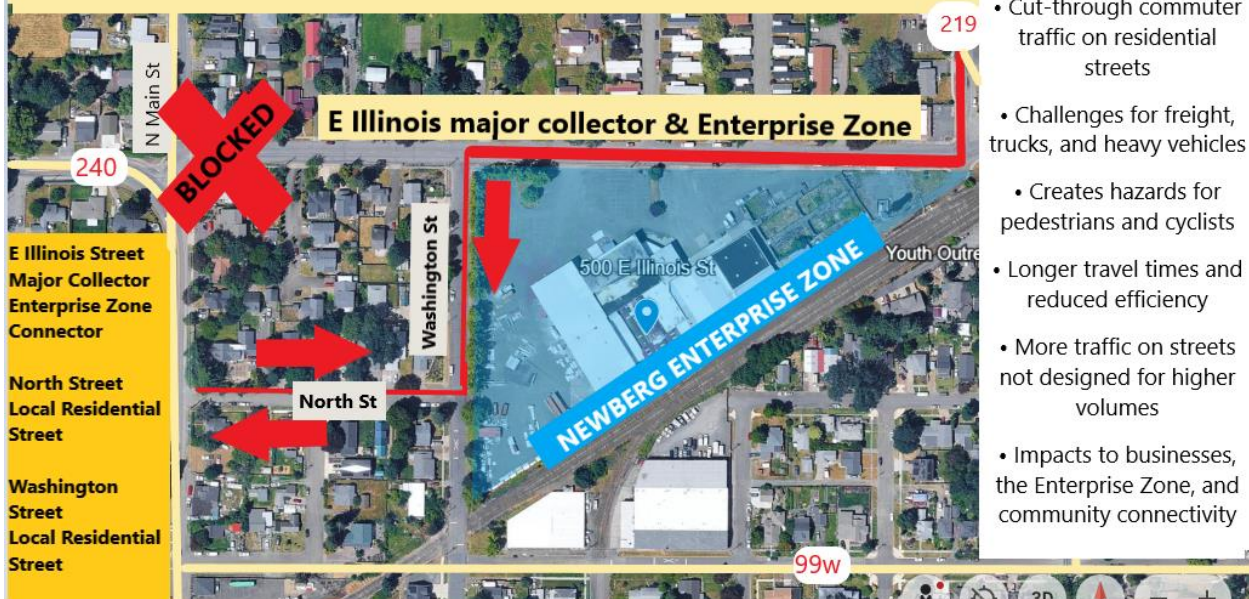
**Exhibit: Transportation E Illinois St Community Connector**

# Goal 9 – Provide a Transportation System Compatible with Environmental Constraints

The trial closure may inadvertently increase environmental impacts by requiring longer and less efficient travel routes. Additional vehicle miles traveled, increased idling, stop-and-go conditions, and circuitous routing increase fuel consumption and emissions while making less efficient use of existing transportation infrastructure.

Preserving direct collector connections and maximizing the efficiency of existing facilities better supports environmental stewardship while reducing unnecessary travel, congestion, and fuel consumption.

## **PROBLEM: TRIAL CLOSURE HAS SHIFTED TRAFFIC FROM A MAJOR COLLECTOR TO RESIDENTIAL STREETS**



**No official detour: Traffic was redistributed onto neighborhood streets.**

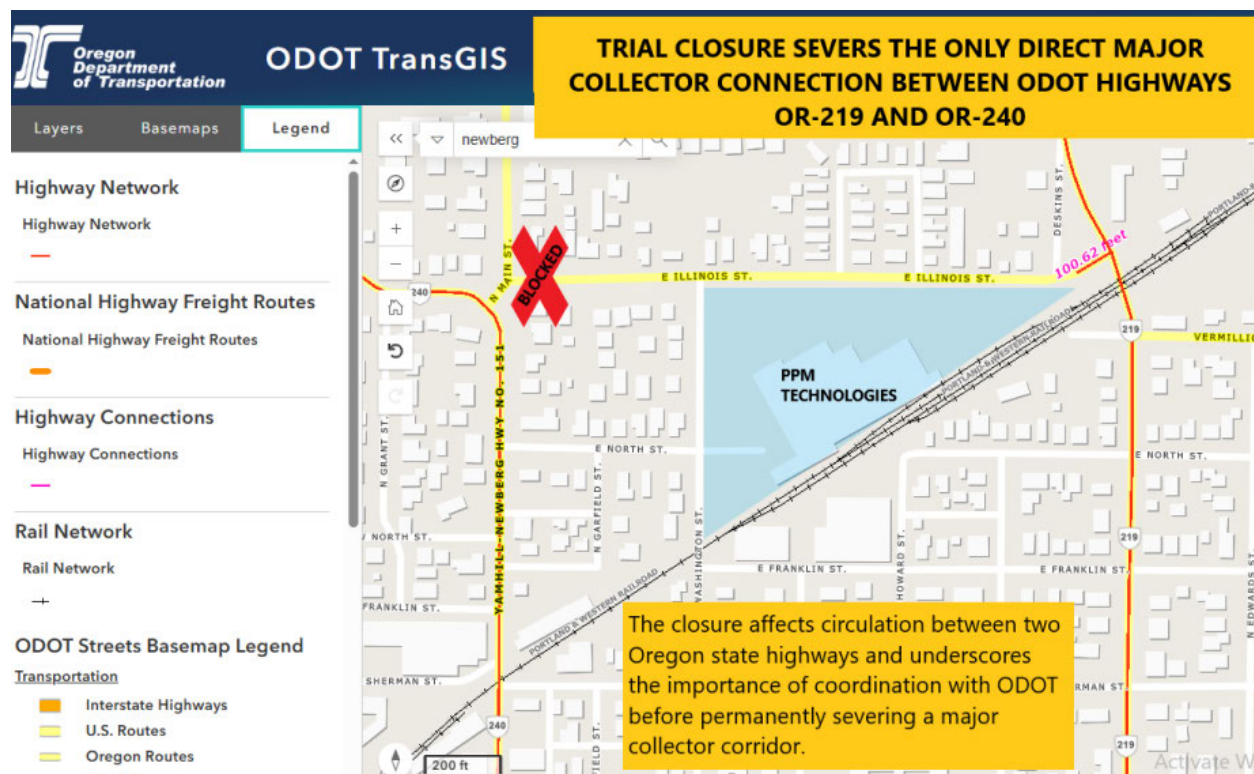
**Exhibit: Traffic Diversion / No Official Detour Graphic.**

# Goal 10 – Coordinate Transportation Planning with Other Jurisdictions and Agencies

Transportation decisions affecting connections between OR 219 and OR 240 should involve meaningful coordination with the Oregon Department of Transportation (ODOT) because the impacts extend well beyond the immediate neighborhood and the City's street system.

E. Illinois Street is the City's only direct Major Collector connecting OR 219 and OR 240, two Oregon state highways that form part of the State Transportation System. Closing this corridor alters circulation between state highways, affects freight movement, emergency response routes, regional connectivity, and the operation of both City and state transportation facilities.

Meaningful coordination with ODOT is particularly important where transportation decisions affect access to or circulation between state highways. The record should demonstrate that regional transportation impacts, functional street classifications, and long-term network connectivity were fully evaluated before severing this important collector corridor.



**Exhibit:** ODOT TransGIS – Trial Closure Severs the Only Direct Major Collector Connection Between ODOT State Highways OR 219 and OR 240.

## Conclusion

Taken together, the goals of the Newberg Transportation System Plan envision a transportation system that is balanced, connected, efficient, multimodal, economically supportive, environmentally responsible, and coordinated across jurisdictions. The

temporary closure of E. Illinois Street appears inconsistent with these guiding principles by severing the City's only direct Major Collector connection between OR 219 and OR 240, shifting traffic onto residential streets, reducing freight efficiency, diminishing Enterprise Zone access, increasing community costs, and weakening one of Newberg's longest-established transportation corridors.

The professional planning and engineering record has consistently recommended studying and improving the intersection—not eliminating it. Restoring the E. Illinois Street / N. Main Street (OR 240) connection while pursuing appropriate engineering and safety improvements would be more consistent with the adopted goals, policies, and long-term vision of the Newberg Transportation System Plan.

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## New Public Comment

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From noreply@revize.com <noreply@revize.com>

Date Wed 7/1/2026 9:07 PM

To City Recorder <cityrecorder@newbergoregon.gov>

Cc Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

Date = 2026-07-06

Meeting-Body = Traffic safety

Agenda-Item = E Illinois St closed suddenly without letting residents of E North St. know. We have small children. Our quiet residential street has become loud and unsafe for our children since the closure of E Illinois St. There is now heavy traffic, cars flying down our street at an unsafe speed, making it unsafe to back out our driveway, and unsafe for our children to play outside as they used to when we bought in this quiet residential street. Also, the heavy traffic and this street becoming a corridor is impacting the sale of our house. All of us neighbors have called and emailed numerous times City Council with no success. Our emails haven't been answered. This is a safety hazard and it's just a matter of time until someone gets hurt on our street. E North was not built to hold that much commercial and heavy traffic and be a corridor in our city. E Illinois must be reopened immediately and any further action should involve the consultation of the residents of this neighborhood.

Subject-Matter-to-Comment-On =

Name = Liliana Argento

Representing =

email = [REDACTED]

phone = [REDACTED]

Contact-info-PRR-consent = do not release

Public-Hearing- = Yes

public-comment-format = Written

Written-Comment = E Illinois St. closed suddenly without letting residents of E North St. know. We have small children who were used to playing outside and are not able to since that corridor closure. Our quiet residential street has become loud and unsafe for our children since the closure of E Illinois St. There is now heavy traffic, cars flying down our street at an unsafe speed, making it unsafe to back out our driveway, and unsafe for our children to play outside as they used to when we bought in this quiet residential street. Also, the heavy traffic and this street becoming a corridor is impacting the sale of our house. All of us neighbors have called and emailed numerous times City Council with no success. Our emails haven't been answered. This is a safety hazard and it's just a matter of time until someone gets hurt on our street. E North was not built to hold that much commercial and heavy traffic and be a corridor in our city. E Illinois must be reopened immediately and any further action should involve the consultation of the residents of this neighborhood. It's appalling that such a big decision with such major repercussions was done without notifying nor consulting the residents affected by it. We all found out when we surprisingly started witnessing heavy commercial traffic all of a sudden in our street. I personally had to get my kid out of the way so she wouldn't be hit by a car, and we've had to be very careful since. This reflects extremely poor planning and a lack of consideration for the safety of E North St residents and families.

Client IP = 2601:1c1:8702:cab0:bcda:fd67:6073:972e

**Fwd: Illinois Street Closure Impact on E. North St.**

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**From** Liliana Argento [REDACTED]  
**Date** Thu 7/2/2026 3:45 PM  
**To** Melissa Morris <Melissa.Morris@newbergoregon.gov>  
**Cc** Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

Dear Melissa,

I wanted to send you the email from September 30, 2025 (see below), addressed to Will Worthey regarding the matter of Illinois St. Closure. I never heard back. He said he would look into it, but there wasn't any follow up. I mentioned this in my public comment. I believe this happened to a number of families in my residential street.

Thank you,  
Liliana Argento

Forwarded message

**From:** **Liliana Argento** <[REDACTED]>  
**Date:** Tue, Sep 30, 2025 at 8:18 AM  
**Subject:** Illinois Street Closure Impact on E. North St.  
**To:** <[will.worthey@newbergoregon.gov](mailto:will.worthey@newbergoregon.gov)>

Dear Mr. Worthey,

My name is Liliana Argento, we spoke over the phone yesterday. Thank you again for taking the time to explain the history of Illinois street closure.

As a resident of E. North St. with a young child, I wanted to reach out over email as you suggested to inquire about the possibility of adding some safety measures for our street. We have a ton of kids living on E. North St. who play basketball, ride bikes, or simply walk outside. We are witnessing an increase in traffic that speeds down our street in both directions since the closure of Illinois street.

Thank you very much again for your time and consideration. We appreciate any "slow down" signs or any other safety traffic measure for our residential quiet street. The signs/safety measures would need to be located on Washington St. and E North St. and on the other side, Main and E North St.

Sincerely,  
Liliana Argento  
[REDACTED]

## New Public Comment

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**From** noreply@revize.com <noreply@revize.com>

**Date** Thu 7/2/2026 2:27 PM

**To** City Recorder <cityrecorder@newbergoregon.gov>

**Cc** Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

Date = 2026-07-06

Meeting-Body = City Council Meeting

Agenda-Item = Illinois Street closure

Subject-Matter-to-Comment-On =

Name = Kenneth Snyder

Representing =

email = [REDACTED]

phone = [REDACTED]

Contact-info-PRR-consent = do not release

Public-Hearing- = Yes

public-comment-format = Written

Written-Comment = We live at [REDACTED] [facing North Street]. Our street has been greatly affected by the closure of Illinois St. During the school year, this includes a vast increase of inexperienced drivers going over the speed limit. We have 16 children on or near our street. As a concerned neighbor, and with new information about the new tenant that will be occupying the former PPM Technologies building [we were told there will be a vast increase in traffic due to the type of business that will soon occupy those grounds], with understanding that the traffic flow could potentially increase substantially, I would like to suggest two options: Either add some speed tables and reduce posted speeds to 15 mph, or re-open the intersection and add flashing red lights and grooved built-in rumble strips. Perhaps speed tables should be an option no matter what is decided.

Client IP = 15.218.17.228

## New Public Comment

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**From** noreply@revize.com <noreply@revize.com>

**Date** Fri 7/3/2026 9:12 AM

**To** City Recorder <cityrecorder@newbergoregon.gov>

**Cc** Emily Salsbury <Emily.Salsbury@newbergoregon.gov>

Date = 2026-07-06

Meeting-Body = Newberg City Council

Agenda-Item =

Subject-Matter-to-Comment-On = Potential of re-opening Illinois St at Main St

Name = Kaleb and Christa Jackson

Representing =

email = [REDACTED]

phone = [REDACTED]

Contact-info-PRR-consent = may release

Public-Hearing- = Yes

public-comment-format = Virtual

Written-Comment = To those deciding about the potential of reopening the Illinois/Main intersection, my family would like to speak to sense of safety we have felt for the past multiple months.

Unfortunately, when the intersection was open, vehicles would frequently speed around the corner from highway 240 onto Illinois, in excess of the 25 mile per hour speed limit. It made us feel unsafe when on the street, whether crossing the street or even exiting the driveway in our vehicles. We have really enjoyed the quiet and the limited traffic during the closure of this intersection and we hope you will consider that this closure has provided extra safety for those of us living in this area.

If opening the intersection is being considered, please also consider providing some form of speed limiting like speed-bumps and speed-bumps to make sure the problem of speeding is mitigated properly.

We appreciate your time and attention to this manner.

Kaleb and Christa Jackson  
[REDACTED]

July 3<sup>rd</sup>, 2026

City Council Members:

It is our understanding that, after discussion with city residents, TVF & R, and PPM logistics, Illinois street was closed approximately 10 months ago at its intersection with North Main street, at its junction with OR 240 to address safety concerns and traffic congestion at this unusual intersection. This closure has rectified those issues on E. Illinois St., but resulted in a transfer of many of the same concerns/congestion to nearby residential streets (e.g., North St., Washington St.). We are sympathetic to those living on North and Washington streets because those of us living on E. Illinois have experienced the same difficulties in the past including vehicles speeding well above the 25 mph limit, difficulty entering the street from our driveway, and safety risks to children who live on E. Illinois St.

We would suggest, however, that the safety concerns are magnified on E. Illinois for two main reasons: The intersection at N. Main/E. Illinois/OR 240 is a three-way convergence with limited visibility from OR 240 due to the curve in the road at the junction. Pedestrians crossing N. Main or E. Illinois are put in a precarious position. Secondly, the uninterrupted distance of approximately 0.3 mi of E. Illinois between N. Main and College St. results in consistently-observed vehicles driving at higher speeds than those that the shorter length of North St. (which runs between OR 240 and Washington) allows for.

Before Traffic Safety Commissioners decide to re-open E. Illinois St. at their meeting on July 13<sup>th</sup>, we feel it necessary that measures addressing the original safety concerns be taken. These might include both the addition of speed bumps and a 3-way stop at the intersection of E. Illinois and Washington St. to shorten the uninterrupted length of road. An additional approach might be to convert both E. Illinois and North streets to one-way streets (going in opposite directions) to diminish the volume of traffic traveling on each of these residential streets.

Although we do sincerely appreciate the city's attempt to minimize costs for its residents by developing its own innovative solutions to traffic congestion and safety concerns, we feel that it may be time to invest in a longer term, albeit more expensive study to develop a traffic plan that is the safest for all nearby residents of Newberg.

Thank you for your consideration.

Sincerely,

Barb & Tim Trask

