

MINUTES

Lane Area on Transportation (LaneACT)
McLane Room
Oregon Department of Transportation, Area 5
644 A Street, Springfield, OR 97477

September 14, 2011
5:30 p.m.

PRESENT: Jae Pudewell, Coburg
Gary Williams, Cottage Grove
Bob Hooker, Creswell, *Chair*
Rebecca Ruede, Dunes City
Kitty Piercy, Eugene, *Vice-Chair*
Mike Miller, Florence
Dave Brunscheon, Junction City
Pam Bryant, Lowell
Don Hampton, Oakridge
Christine Lundberg, Springfield
Tom Cotter, Veneta
Jay Bozievich, Lane County
George Kloeppe, Central Lane MPO
Dave Jacobsen, CLMPO CAC
Bob Garcia, Confederated Tribes of Coos, Lower Umpqua and Siuslaw
Indians
Charles Tannenbaum, Highway 126 East
Sean Barrett, Lane County Roads Advisory Committee
Michael Dubick, Lane Transit District
Sonny Chickering, Oregon Department of Transportation
John Scott, Port of Siuslaw
Bill McCoy, Trucking Designated Stakeholder
Emily Swenson, Bicyclists and Pedestrians Designated Stakeholder
Martin Callery, Rail Designated Stakeholder
Tim Marshall, Environmental Land Use Designated Stakeholder
Gene Organ, Other Stakeholder
Gary McNeel, Other Stakeholder

ABSENT: Westfir; Ryan Papé, George Grier, Other Stakeholders

OTHERS: Savannah Crawford, Oregon Department of Transportation; Fred Hilden, City of Dunes City; Brian Barnett, Tom Boyatt, City of Springfield; Eleanor Mulder, CLMPO CAC; Chris Henry, City of Eugene; Ken Hill, International Paper; Celia Berry, Lane County Public Works; Kevin Watson and Kay Bork, City of Junction City; Byron Vanderpool, Paula Taylor, LCOG

1. Call to Order (Welcome and Introductions)

Mayor Hooker called the meeting of the Lane Area Commission on Transportation (LaneACT) to order at 5:32 p.m.

Mayor Hooker noted that Mr. Grier and Mr. Papé would not be present at the meeting. Springfield Mayor Lundberg was representing Springfield at the meeting. He noted that Lane Transit District General Manager Ron Kilkoyné was the new alternate for LTD on the LaneACT. Coburg Councilor Jae Pudewell would be the primary member to the LaneACT for Coburg and Mayor Judy Volta would serve as the alternate. Oregon Transportation Commission Commissioner Mark Frohnmayer would not be able to attend the meeting as planned. Mr. Chickering had accepted the ODOT Region 2 Manager position.

Those present introduced themselves.

2. Approval of Minutes (August 10, 2011)

The LaneACT meeting minutes of August 10, 2011, were approved as presented.

3. Review Agenda – Additions or Deletions

None.

4. Comments from the Audience

None.

5. Responses to LaneACT Requests

Mr. Boyatt introduced himself, saying he managed engineering and transportation services for Springfield Public Works. He introduced Brian Barnett, Springfield's Traffic Engineer.

Mr. Boyatt said Mr. Chickering had brought to his attention concerns expressed by one or more members of the LaneACT about 42nd Street north of Main Street in Springfield. One concern was related to the substandard nature of the typical cross-section of 42nd Street. He noted that the condition of the road was not what was expected from an urban standard collector. The road was not improved to urban standards, and was a “rural typical cross-section.” The road had shoulders and ditches, and the pavement was not in the best condition; it carried quite a bit of traffic. It was one of relatively few north-south connections that connected Main Street to OR-126. He noted that traffic backed up when vehicles attempted to make a left turn when traveling northbound on 42nd during the afternoon peak travel time. As the vehicle waited to turn left, other vehicles would travel on the shoulder around the turning vehicle, to the right of the vehicle.

Another concern seemed to be moving rail cars around, related to the International Paper (IP) Plant and Sierra Pines. The rail cars blocked 42nd Street during the evening peak travel

time and while school buses were running. Traffic queues and delays resulted. He introduced Ken Hill, Manager of the IP Plant in Springfield.

Mr. Barnett said that there was not much of a ditch on the easternmost side of 42nd Street, which was where people attempted to pass left-turning vehicles. The consequence of this was that passing vehicles deteriorated the gravel and dirt shoulder. There was also a significant amount of truck traffic on the street. When trucks passed on the shoulder, this also tore up the shoulder. While this passing maneuver was not necessarily legal, it was commonly done and there was limited enforcement. Therefore, it happened quite frequently. One of the concerns expressed was that vehicles were moving by on the right at a high rate of speed and could potentially lose control. Absent an urban standards project which would develop left turn lanes as well as other facilities, there was not a lot the City of Springfield could do. The City could ask the police department to conduct some enforcement in the area, but since passing was a relatively random occurrence, police did not want to provide enforcement in the area.

Mr. McCoy asked if emergency vehicles could get through the area during peak traffic times and the ability of police officers to reach vehicles to enforce the law at peak traffic times. He was concerned about people getting hurt at the nearby plants.

Mr. Barnett said he was certain police, fire, and medical personnel were aware of the typical congestion that occurred in the area. Therefore, their routes of response would take this into account. In addition, people in the queue generally moved into the shoulder to allowed emergency vehicles to pass. The problem was a lack of total facility, or three lanes.

Mr. McCoy asked if there was an easement that could be taken into consideration for a three-lane widening.

Mr. Barnett believed adequate right of way existed to construct an urban standards facility, which would have bike lanes, sidewalks, street lights, street trees, and turn lanes. Bike lanes might be up for debate since there was a bike path nearby.

Mr. Marshall asked if there was an intermediate solution.

Mr. Barnett said that if the problem was defined as left-turning vehicles blocking traffic, the solution was a left turn lane. This was expensive, but could be added at specific locations rather than through the entire corridor. This was a matter for inclusion on the capital improvement planning document. Once it was included in this document, there would be a funding question.

Commissioner Bozievich asked if this project was included in the five- or ten-year Capital Improvement Plan.

Mr. Barnett said it had been identified as a future project, but he did not believe it was in the five-year Capital Improvement Plan.

Mr. Boyatt said the fiscal situation with the Capital Improvement Plan was “not good.” The Street Capital Fund had had no cash in it for nearly five years. This left System Development Charges, which could not be used for the full cost of an improvement. These funds could pay only for the increment created by growth. System Development Charge revenue was also nonexistent. The City was in its third fiscal cycle of going through a supplemental budget process to reduce the value of System Development Charges in its projects. Due to the economic situation and no development, there were no System Development Charges. Forty-Second Street was on a list with 25 other high-priority problems around the City that Springfield would love to work on but could not.

Mr. McCoy asked if 42nd Street was the only real north-south connector to the interstate system.

Mr. Boyatt said 28th Street was another north-south connector to the interstate.

Mr. Barnett said there were interchanges at Pioneer Parkway and at Mohawk. Fifty-Second Street was another connection.

Mr. McCoy asked if these connections were “adequate.”

Mr. Barnett said these were available in lieu of 42nd Street. In terms of the immediate area, 42nd was the only street available. Twenty-Eighth Street passed under the highway, and could get motorists in the same general vicinity. However, it did not connect motorists to the freeway.

Mr. Boyatt said that the only projects the City had been able to do had been surface preservation projects, either with the Federal Surface Transportation Urban dollars, which could only be obtained through the Metropolitan Policy Committee (MPC) process, or with American Recovery and Reinvestment Act funds. This project was a modernization project to widen the roadway and funds were not currently available for this.

Mr. McNeel asked what the crash history on 42nd Street in the area discussed was.

Mr. Barnett did not have this data. His recollection was that crash history was not significant.

Mr. McCoy said he understood dollars and cents. He mentioned this as a potential STIP priority the LaneACT could put forward. He mentioned trucks idling on 42nd. This cost money.

Mayor Brunscheon arrived at 5:48 p.m.

Mr. Boyatt mentioned an email from Robert Melbo in which he expressed the opinion that it might be possible for the City of Springfield to regulate the movement of rail cars across 42nd Street given the confusing nature of who was operating what, and under what conditions. This had been a surprise to the City, which had been operating under the

“mercy rule” for the last 30 years, which meant the City was at the mercy of the railroads. The City had relied on ODOT rail for many years for guidance on what they could and could not do. The City did not think going to court was the best solution, and wished instead to attempt to work with the IP Plant and others on finding a solution. He asked the LaneACT to understand the constraints on the IP Plant.

Mr. Barnett said that members of the public had informed the City that rail cars were blocking traffic at “inopportune times.” At one point, the state had an administrative rule that prohibited blocking crossings during the daytime in excess of 20 minutes. Therefore, under that law, the road could be blocked for the full 20 minute time period. During the evening hours, the road could be blocked for 30 minutes at a time. These amounts of time caused significant backups. When the administrative rule was in place, the road was rarely blocked for 20 minutes, and it was often blocked for shorter periods. This law has since been repealed by the state based on federal pre-emption. Therefore, no regulation now existed that he could think of that limited the blocked crossing time limit. When the rule was in effect, he had contacted Weyerhaeuser, then the owner of the Plant. Their contractor operated the rail. He worked with them to improve the length of time during which the road was blocked. The school district had independently come to the City to ask that the road was not blocked when school busses were running. Therefore, he was primarily focused on the 4-6 p.m. time period, as well as the early morning commute. This, coupled with the school district request, put the desirable time for rail crossings down to three to four hours during a work day. This was not workable. He noted that there was very limited distance between 42nd Street and where the junctions on the spurs occurred. He thought switching was necessary to keep the Plant moving. He noted that even when Weyerhaeuser had been as responsive as they could be, citizen complaints about the blocked roadway continued. At this time, the Plant had new owners and operators, and no law existed that could regulate the road blockages.

Mr. Hill introduced himself, saying he was Manager of Engineering and Maintenance at the IP Plant, and had worked with Weyerhaeuser before that. There were 250 employees in very well-paying jobs at the Plant. The wages earned at the Plant were about 2.5 times the average Lane County wage, and the Plant was a “very good neighbor.” International Paper was also very concerned about the road blocking situation. When the road was blocked for just five minutes, traffic backed up and stretched in either direction all the way to Main Street to the south and 126 to the north. The mill had been built 70 years ago, when the City of Springfield lines stopped at about 28th Street. Forty-Second Street was a main artery between Main Street and 126. He said that the average amount of time IP blocked 42nd Street was 3.5 minutes. When switching occurred, the goal was not to block the road for longer than five minutes. The Plant had made 230 switches between June 1 and September 1. Three of these blocked the road for eight minutes each. The road was never blocked for longer than eight minutes. Fifteen of these 230 instances lasted around six or seven minutes each. All other instances were five minutes or less. International Paper was trying very hard not to block the road for longer than five minutes, and was successful most of the time.

International Paper had about 250 trucks come in per day, shipped 50 or 60 product trucks out, and had a number of rail cars coming in and going out. The physical space for all of this activity was very limited. On an aerial map of the Plant, he noted where these activities took place, and where IP's product was stored in the shipping building. The only way rail cars could get into the shipping building was from the west side of the Plant. There was no infrastructure to bring them in from the other direction. The only switch point was on 42nd Street. International Paper leased two of the tracks near the Plant, and owned the infrastructure inside the mill. The Plant had a contractor called Rail Serve, which switched cars and also provided services for Sierra Pines, which leased tracks from IP. An inbound set of cars came in the afternoon. Outbound cars were picked up by Rail Serve at 2 or 3 in the morning. This meant in- and outbound cars had to be in certain places at certain times. The Plant also sorted cars on sorting tracks. This switch caused the cars to cross 42nd Street. Cars also had to be blocked as north- or southbound. This also caused cars to have to cross 42nd Street. The Plant processed 5,000 tons of raw material every day, and shipped out 2,000 tons of final product every day. International Paper had no resources to build a switching yard (the paper industry in the Northwest was struggling). He thought that three to four-minutes at a time of blocking 42nd Street was "pretty reasonable." No good solution existed.

Mr. McCoy asked about the possibility of trucks using the east gate of the Plant.

Mr. Hill said he did not know the history of the use of this gate, or why the Plant could not use the gate as an entrance. He said he would look into it with the City of Springfield. He said the Plant used the gate as an exit. The gate was in a residential neighborhood, and the Plant received some noise complaints.

Mr. McCoy said he was referring to the log hauling gate, which was not in a residential area.

Mr. Jacobson said it was a block or two west.

The IP Road and Rail Master said it was about 100 feet from the intersection.

Mr. Hill said he would look into Mr. McCoy's suggestion.

Mr. Boyatt said he would need to talk to ODOT about this.

Mr. Chickering said this was a connection to an ODOT facility, and there had been a lot of research done about this. He confirmed with the IP Road and Rail Master that it was an in-only gate, which was why the signal had been shut off.

Mayor Lundberg said Springfield would help in whatever way possible. She was familiar with the intersection, as she worked at Marshall's Heating and Cooling. Springfield City Council had discussed the 42nd Street traffic issue. It was primarily an industrial area, and there was no public transportation in the area. Traveling in a vehicle was the only way to travel on 42nd Street. She would bring the issue back to Council leadership, and the project would be in the modernization pipeline.

Mr. Hill said he would participate in these discussions.

Commissioner Bozievich asked for clarification about the number of crosses that occurred across 42nd Street.

Mr. Hill said that about 230 crosses occurred between June 1 and August 26. The number of crosses each day varied based on run activity.

Mr. McCoy asked if it was possible to get better cooperation from Union Pacific on train block construction, which would make it easier for IP.

Mr. Hill said it was not impossible, but could be difficult.

The IP Road and Rail Master said there had communications with Union Pacific. Like the City of Springfield, IP was at the “mercy” of the railroad. Union Pacific was aware of the issues around blocking 42nd Street.

Mr. Hill said many cars had to be rejected because they were not dry (dry cars were necessary when shipping paper).

Mr. Callery said he had spoken with Union Pacific's director of public affairs for Oregon, Brock Nelson, and had expressed these concerns. Union Pacific blocked cars, and switched them as blocks.

Mayor Ruede asked about publishing switching schedules and times 42nd Street would be blocked, perhaps on IP's website.

Mr. Hill said a lot of this was dependent on Union Pacific. A lot of it was unpredictable, and depended on a number of factors, including Rail Serve's hours of operation.

Mayor Williams asked how many cars were in a block. He asked if there was a regulated set number of cars.

Mr. Hill said IP could handle as many as 40 cars between 42nd and 35th Street.

Mr. Callery said it was a matter of system capacity.

The IP Road and Rail Master said the Plant saw between 12 and 40 cars per day.

Councilor Bryant asked about a remote signaling device to warn people that a train was coming and would be blocking 42nd Street.

Mr. Hill said this was a good idea.

Mr. Boyatt said the City of Springfield would look into it.

Mr. Marshall asked about 28th Street and the curve that switched and crossed Main Street. There was a quarry on the south side of the track. He asked if it went out to Main Street as well.

Mr. Burnett confirmed that Mr. Marshall was referring to the line that went by the chemical Plant. He said that the City of Springfield did not receive many complaints about the train blocking the street in this area.

6. Regional Transportation Plan (RTP) Update

Mr. Jacobson introduced Ms. Mulder, the alternate CLMPO CAC representative. He reviewed what Paul Thompson had said at the last MPC meeting. He read from Mr. Thompson's memo to the MPC, dated August 30, 2011, and titled ***Item 5.b: Draft 2035 Regional Transportation Plan:***

“The Central Lane Metropolitan Planning Organization’s (MPO) Regional Transportation Plan (RTP) was last adopted in November, 2007. The RTP provides the policy and planning framework for long-term regional transportation planning and contains the financially-constrained long-term transportation priorities over a twenty-plus-year planning horizon. Under Federal law, the RTP must be updated at least every four years, and must contain at least a 20-year planning horizon.

The current update of the RTP extends the planning horizon to 2035, updating the Roadway, Transit and Bicycle/Pedestrian project lists, financial forecasts and other elements. In early 2010, MPC began a review of the Goals, Objectives, and Policies contained in the RTP.

In September 2010, MPC began a review of the RTP project lists, over several months reviewing both the entire currently adopted project lists, as well as a list of new projects proposed for addition to the RTP.

Over the past several months the MPC has been kept apprised of progress in updating and preparing other elements of the RTP, including the financial constraint analysis, the land use assumptions, the environmental coordination material, the regional transportation and air quality models, and more.”

Mr. Jacobson noted that some projects had been removed from the RTP project list because they had been funded by other areas, and some had been dropped because they had already been completed.

Mr. Jacobson reviewed the ***Draft 2035 Regional Transportation Plan Chapters 1-4.***

Mr. Kloeppe explained that the original RTP was developed in the early 1970s. The MPC had been required to develop RTPs since its inception after the 1970 census. He said that this iteration of the RTP was the most extensive one yet. However, financial constraints

existed, and projections had to be made about funding from the federal government and the state.

Mr. Jacobson distributed two flyers: *It's How We Get There That Matters!* and *MPO Basics: RTP Regional Transportation Plan*. The MPO and the CLMPO CAC wanted public input, and would hold two open houses in October.

Ms. Mulder noted that Oregon was the first state to have a gas tax, and that LTD's service area extended out to outlying areas in Lane County.

Mr. Jacobson said Ms. Mulder was a former planning commissioner for the City of Eugene.

Mr. Kloepfel encouraged those who lived outside of the Central Lane MPO area to participate in the RTP process and express their wishes.

7. STIP Prioritization – Review 12-15 STIP Eligibility Criteria and Prioritization Factors and Existing Priorities

Ms. Crawford presented a PowerPoint titled *2012-2015 STIP Eligibility Criteria and Prioritization Factors*. She said she was happy to answer any questions LaneACT members had about potential STIP projects via telephone.

Mr. Chickering asked if LaneACT members had any project ideas for the STIP.

Mr. Tannenbaum asked how projects could be suggested by LaneACT members if they did not have the specific details about the projects that might preclude them from being eligible for the STIP.

Ms. Crawford said she could answer these questions. She also suggested members read the *2012-2015 STIP Project Eligibility Criteria and Prioritization Factors*.

Mr. Chickering suggested the Highway 126 West NEPA; Highway 99 bicycle and pedestrian facilities between Garfield and Roosevelt; and an auxiliary lane from I-5 to Pioneer Parkway eastbound.

Councilor Pudewell suggested Phase II of the I-5/Coburg interchange bridge project. The bridge was built in 1958. It was impossible for long trucks to make turns without impeding oncoming traffic. There were also no pedestrian or bike lane allowances. As far as he knew, planning was done and the project was construction ready.

Mayor Hooker Creswell suggested Highway 99/Oregon Avenue Railroad in Creswell, which was a safety issue. This project and potential solutions had been discussed previously in the region.

Commissioner Bozievich advocated for improvements to the 30th Avenue/I-5 interchange and the LCC basin.

Mr. McCoy suggested rest areas for truck drivers, who needed a place to park overnight. Companies exist that provide power window units for truck cabs, which would allow drivers to have power at night without idling. One company called Idle Air provided power units trucks could pull up to and use. He also advocated for additional rest areas for truck drivers.

Mayor Lundberg asked if there was any idea what kind of money might be available for STIP improvement projects.

Mayor Piercy said this was a good exercise to engage in before funds were available.

Ms. Crawford agreed, and said she would look at the amounts available in prior years in order to come up with a cap for this exercise.

Mr. McNeel was interested in all routes to the coast, including 126 West. Slow vehicle turnouts were a good idea. He also advocated for turning lanes on Highway 99 in Junction City.

Mr. McCoy asked how the group would prioritize the projects suggested by individual members.

Ms. Crawford asked LaneACT members to let her know if they have more ideas about projects for the STIP. She suggested discussing additional projects at the October meeting, after all had had a chance to think about it. Eventually, the list would have to be narrowed down.

Mr. McCoy asked if the list the LaneACT came up with would be “etched in stone.”

Ms. Crawford said the list would not be etched in stone. If additional funds were identified, the list could be re-examined. However, at some point in time a solid list would have to be turned over to ODOT.

Commissioner Bozievich suggested bicycle and safety improvements on Territorial Rd. from Lorane Hwy to Cottage Grove Lorane Highway.

Mr. Chickering thought this was a good exercise in case funds became available. LaneACT needed to be ready to give input on where funds should go. Understanding eligibility criteria would allow the LaneACT to better understand how projects might compete compared to others. LaneACT would take its prioritized list to a region SuperACT meeting. He reminded the group not to forget about the two projects already on the STIP list.

Mr. Kloepfel mentioned the advocacy aspect of bringing the LaneACT list forward at the state level.

Mayor Piercy said it was clear the LaneACT needed to prepare for the moment when funds became available.

Mr. Chickering asked members to continue to send projects ideas to Ms. Crawford over the following two weeks.

8. Public Outreach Update

Ms. Crawford said she would leave this item on the agenda until she had material for the LaneACT to review. She would send public outreach materials to the LaneACT before the October meeting. Before this happened, internal review needed to occur. She encouraged all to send her additional outreach ideas they had.

9. Announcements and Info Sharing

Councilor Pudewell said the Coburg Antique Fair had been well-attended. Coburg Charter School had had a ribbon cutting. Every class had a waiting list except for fifth grade, which was remarkable for a charter school. The City of Coburg had had an official vote to proceed on the wastewater project the evening before.

Mr. Chickering said he was moving on to another position. He would continue to attend LaneACT meetings occasionally when there were matters that concerned the entire region. He appreciated his time working with the LaneACT. Other regions had noted the productivity of the LaneACT. An interim area manager, Lisa Nell, would take over Mr. Chickering's position. A permanent replacement for him would probably be hired just after the first of the year. He had served on the Governor's Regional Solutions Team. His new duties would not allow him to continue on this team, and Ms. Crawford would take his place there.

Mayor Hampton would be in Vermont next month to see what happened when Mother Nature played havoc with infrastructure. He would miss the October meeting.

Mr. Dubick said LTD had submitted the West Eugene Alternatives Analysis to the federal government. This was a requirement to get in the pipeline for Small Starts Grants. The alternatives analysis was on the LTD website.

Councilor Bryant said Dexter Lake was very green because of a non-toxic algae bloom.

Councilor Cotter said that that evening Veneta was holding a public meeting on the Highway 126 Fern Ridge corridor. A community-wide meeting would be held about this on October 6.

Commissioner Bozievich thanked ODOT for their cooperation during the music festival out on Highway 36.

Mr. Garcia said fishing looked good on the Lower Siuslaw. The tribe had received two COPS grants to work on community policing.

Mayor Ruede said things were “running smooth” in Dunes City.

Mr. Scott said the Ports parking lot was jammed with boat trailers, because it was the peak of salmon season.

Mr. Jacobson congratulated Mr. Chickering and thanked him for his service.

Mr. Tannenbaum thanked Ms. Crawford for addressing a potential safety issue related to a guard rail on Goodpasture Bridge. The issue had been taken care of. He thanked ODOT.

Mayor Lundberg said the Springfield City Council had examined the Glenwood refinement plan at its council meeting. The Franklin corridor would some day be more like the gem it was. She thanked Mr. Chickering for his service.

Mr. Organ mentioned his email to Ms. Taylor, which he had sent before the previous meeting. He noted that the comment period for the U.S. Dept. of Justice proposed rules for public rights of way regarding the ADA was over. Regulations would be released in the future and he would update the LaneACT.

Mayor Piercy said that the governor's Rail Alignment Committee from Portland to Eugene had chosen its members, who would be made public soon. The group was setting the agenda for the next meeting. She mentioned the new artistic bicycle racks in front of the Kiva and the Morning Glory as well as “sharrows” on Eugene roads. She mentioned the back-in parking at the University of Oregon. She mentioned the closed streets on Sunday from 12-4, from downtown to Blair Boulevard.

Mr. McCoy asked how the City of Eugene was educating the public about these road improvements.

Mayor Piercy said the community would have to keep talking about this. These improvements were becoming more widespread across the country.

Mayor Lundberg suggested wording on top of the green as a way of educating people.

Chris Henry, Transportation Planning Engineer from the City of Eugene, asked if Mayor Piercy was referring to green bicycle lanes or sharrows. He explained that sharrows had a bicycle symbol and a chevron on them. Sharrows were used when bicycle lanes could not be widened, and helped bicyclists and motorists to be more aware of each other on the road. Green or blue bicycle lanes were in places where there were conflicts between motor vehicles and bicycles. These were in a few areas around town. Color grabbed people's attention.

Ms. Swenson said she used the blue bike lane on River Road and motorists noticed her.

Mayor Hooker said he had attended the Look Me in the Eye full access event. He and the Creswell City Council had signed a proclamation which proclaimed September Look Me in the Eye Month. He presented Mr. Chickering with a cupcake as congratulations on his new position.

10. Updated LaneACT Calendar

Mayor Hooker reviewed October's meeting agenda.

Mr. Jacobson asked when the next Steering Committee meeting would be.

Mayor Hooker said it would be on September 22 and anyone could attend.

11. Next Steps

The next meeting will be held on October 12.

The meeting was adjourned at 7:32 p.m.

(Recorded by Katie Dettman)

