



MEETING MINUTES

Meeting Date: Monday, April 17, 2006

Purpose: Joint Project Development Team and Citizen Advisory Committee Meeting

Distribution: CAC Members, Project Development Team, public

From: Vicki Guarino, RVCOG

Prepared by: Pat Foley, RVCOG

PDT Attendees: Laurel Samson, Jim Raffenburg, Jeff Hunter, Dorothy Upton, Jerry Marmon, Tracy Rico and Nick Fortey.

PDT Absent: Tanya Henderson, Jon Jordan, and Jason Sheadel

CAC Attendees: Jay Eastwood, Alex Grossi, Deanie Manning, Suzanne Myers, Jim Rafferty, Janine Law, Randy Repp, Bart Van Syoc and Ron Wright

CAC Absent: Rowdy Bates and Irving Citron

Project Team Attendees: Art Anderson, ODOT Rogue Valley Area Manager
Jerry Marmon, ODOT Environmental Project Manager
Debbie Timms, ODOT Project Manager
Dorothy Upton, ODOT TPAU
Gary Leaming, ODOT Public Information
Angela Findley, Parsons Brinckerhoff Consultant Project Manager
Connie Kratovil, Parsons Brinckerhoff
Vicki Guarino, RVCOG
Pat Foley, RVCOG

Other Attendees: 52 members of the public

1. Welcome

Art Anderson, ODOT Rogue Valley Area Manager

Vicki Guarino opened the meeting by explaining that tonight is the first time the Project Development Team (PDT) and the Citizen Advisory Committee (CAC) have met jointly. These committees have been working for more than a year on the Highway 199 Project to address safety and congestion on the highway. The primary purpose of this meeting is for the committees to hear from members of the public.

Vicki then introduced Art Anderson, ODOT Rogue Valley Area Manager.

Art welcomed the CAC and PDT members and thanked them for the time and dedication they have invested in this project. Their efforts are appreciated.

He then went on to explain where the project is at this time. During the last couple of months the project has been in a holding pattern. It was decided to take a step back and slow down in order to hear what the community has to say. If we are going to move forward with the project, we want to make sure the citizens, the City and the County are going to be supportive. When the three alternatives came out, the biggest issue of contention was the frontage road. The ODOT staff met with the City and County. To continue the Environmental Assessment, and to get approval from the Federal Highway Administration, we wanted to make sure that we were headed in the right direction. To get this we asked the City and County, "Should we continue, cut the process, or cover our losses and move on?" Letters from the City and County concurred with the idea of moving forward with the alternative that addresses safety in the western corridor and addressing the safety fixes on the east side and mixed concerns about the proposed frontage road. The east side plans as a whole would still be evaluated in the Environmental Assessment. That is where we are at at this point. We are now asking for the CAC and PDT to use this information and move forward. There is a bigger issue at the South Y. How do we fix the South Y and what is the best connectivity to the west. There is time allotted tonight for the public to make comments. There is a lot of information that can be gained from this process. I appreciate all your time and effort.

2. Introductions, Agenda and Minutes Approval

Vicki Guarino, RVCOC

Vicki explained that the CAC and PDT have been meeting for over a year but this is the first time they have met jointly. Vicki asked the members of the PDT, CAC and project team to introduce themselves. She went on to review the agenda and the purpose of the meeting.

The committees were asked if there were any changes to the November 3, 2005 CAC and the November 4, 2005 PDT minutes. The minutes were approved as written.

3. Project Update

Gary Leaming, ODOT

Using a slide presentation Gary gave an overview of the chronology of the project since the committees met in October. He started by reviewing the three concepts recommended for

further study: 1) East 1 and East 5B, and 2) West 6. In December ODOT sent a letter to property, business and residential owners in the project area. ODOT received numerous responses as a result of the letter. Concerns were raised by:

- Josephine County
- City of Grants Pass
- Fair Board
- Private property and business owners
- Duane Schultz, Attorney
- YMCA

During the months of January, February and March Gary and Vicki Guarino met one-on-one with concerned stakeholders, including:

- Moser Paving
- Colvin Oil
- Dairy Queen
- Dutch Brothers
- Bi-Mart
- J.D. Sports Pub
- Fairgrounds
- Charlie Morrison
- Sen. Gordon Smith (letter)

Other outreach included meetings and presentations for:

- Rep. Gordon Anderson
- Josephine County
- City of Grants Pass
- Josephine County Fair Board
- KAJO Radio – Carl Wilson’s Program

During radio program ODOT received the petitions gathered at the Josephine County Fairgrounds

- Telephone inquiries

Some of the concerns were:

- Wanted a basic understanding of the project
- Access
- Right of way impacts
- Most concerned about the frontage road
- How the project will be phased

In March ODOT received a letter from Duane Schultz who is an attorney and representing various business and property owners in the project corridor. A meeting was held in December at Duane Schultz’ office. Attendees included ODOT staff, some of Duane’s constituents and City and County representatives.

Gary went on to say that some of the options being looked at as a result of the meetings are:

- Stop the project completely

- Proceed with the project under a Categorical Exclusion which would only do the safety improvements. A Categorical Exclusion is a lower level analysis of the corridor than an Environmental Assessment. The team has been working on an Environmental Assessment for over a year.
- Continue moving forward with the Environmental Assessment.

The City and County agreed to proceed with Environmental Assessment with the provision that ODOT revisit construction of the proposed frontage road connections as part of the South Y project. Approval was also given by some of Duane Schlutz' constituents. Tonight we are here to hear comments from members of the public.

Questions: Ben Murray asked where the committee members were from. He feels that if they lived in this area they would be more inclined to have our best interests at heart.

Members replied:

- Debbie Timms, ODOT Project Leader, lives in Medford.
- Jeff Hunter, PDT, Co-Chair Rogue Valley Advisory Committee on Transportation, lives in south Grants Pass and three blocks from the fairgrounds. The problems on Highway 199 are a big concern for him. He hopes that he can bring freight and trucking perspective to the project.
- Pat Foley, RVCOG, travels Hwy 199 everyday. She lives in the Jerome Prairie area.
- Jeannie Manning, CAC, lives off of Redwood Highway. She commutes daily.
- Bart Van Syoc, CAC, lives in the Allen Creek area. He works at Rogue Community College.
- Suzanne Myers, CAC, lives off of Demaray Drive. Her family travels on Highway 199 multiple times a day.
- Jim Rafferty, CAC, owns a business on Redwood Avenue and lives in Selma. He drives Highway 199 each day of the week.
- Laurel Sampson, PDT, lives in the City of Grants Pass.
- Alex Grossi, CAC, has lived on Midway for 26 years.
- Dorothy Upton, ODOT, lives in Salem but has family that lives off of Redwood Avenue.
- Jerry Marmon, ODOT, works out of the White City office and lives in Medford.
- Jim Raffenburg, PDT, lives in the North Valley area. He represents the people of Josephine County. He drives these roads everyday.
- Ron Wright, CAC, Ron and Jim Rafferty are business owners in the project area. If the frontage road goes through it will cut off the front of his building. He definitely has a vested interest.
- Tracy Rico, PDT, lives in Grants Pass and works in Cave Junction.
- Nick Fortey, FHWA, lives in Salem. He has represented this area for the last eight years. He is familiar with the Highway 199 issues.
- Jay Eastwood, CAC, has lived in Grants Pass for the last 33 years. He travels Highway 199 daily for business.
- Randy Repp, CAC, lives on Redwood Avenue. His 18 year old daughter was killed at the intersection of Highway 199 and Hubbard. He is extremely interested in this project.
- Jeannie Law, CAC, lives near Cartwrights. Uses the highway daily.

Vickie Guarino added that CAC members missing tonight are:

- Irv Citron, CAC, lives off of Highway 199 in the west portion of the project
- Rowdy Bates, CAC, is the managing director of the Laidlaw School Bus Company. He lives in the project area.

4. Public Comment

Vicki Guarino

Vicki invited the public to comment on the project. She said the purpose tonight is for the committees to hear what members of the public have to say. She also asked the public to present any solutions they may have.

- Tom McMurray lives on Dawn Drive. Several residents are questioning the west end alternative because residents will have to travel to Midway to make a U turn to go south. U turns are unsafe. They need a frontage road that connects Dawn Drive to Hubbard Road. There have been many people killed over the years.
- Cal Hewes lives at the end of Demaray Drive. He has not heard comments about having an overpass. He would like to see an overpass on the east end instead of a frontage road.
- Steve Hurak lives on Dick George Drive. This road project is going to kill the fairgrounds. If you want to do something, go out to Schroeder Park and build a bridge. He has no idea how the present drawings are going to solve the problems. It is still a bottleneck.
- Duane Schultz is the attorney for at least 15 of the businesses that would be potentially affected by the frontage road. These businesses represent the majority of potentially affected businesses along the corridor. These business owners became aware of what was going on fairly late in the game. They were very alarmed and asked Duane to communicate with ODOT to determine what was happening and whether things were set in stone or if there was still room for further input and consideration. Duane contacted ODOT and attended meetings at the fairgrounds, City and in his office. As a result of those meetings ODOT was very interested in the input that his clients had. They were very much open minded in wanting to have as much meaningful input as possible before any final decision is made. As a result of input, Duane believes that ODOT has backed off for now the proposal for the frontage road. His constituents support the continuation of the Environmental Study. This is important. We all know there is a problem that needs to be solved. In conjunction with the Environmental Study will be, at this point, the primary focus, on the South Y and the need for a fix there. The South Y needs to be looked at first. He said they are very supportive of continuing the EA and focusing on the South Y Study and are appreciative of the way ODOT responded to our concerns in a very sincere and professional way. ODOT is not the faceless bureaucracy that many people accuse it of being.
- Ben Laureano lives in the south end of town. Ben wants to know if we are going to lose the fairgrounds. He has not heard whether we will lose all or part of it. He also said that he feels better since he learned that the committee members live in the area and have a vested interest.
- Randy Harris owns the Fairground Shell, is a property owner and lives off of Redwood Avenue. He has invested a lot on remodeling his business. He does not want to have the

fairground traffic signal taken out. His property, and other businesses such as Cartwrights, will be greatly affected. He does not feel that Ringuette is going to hold all of the traffic. He said that we used to have the river dividing us, now Redwood Highway will also do this. You are trying to push all of the traffic down Redwood Avenue. It is hard to get on Redwood Avenue now. A lot of the traffic needs to stay on Redwood Highway and not be diverted onto Redwood Avenue. You are trying to make it an expressway with fewer lights. The fairgrounds signal was there before the Allen Creek and Ringuette signals.

- James Lowe lives on Leonard Road. We would like to see models run with Park Street as designed in the Master Plan. We don't understand why the Master Plan was developed by the City of Grants Pass and yet not followed through in this process. The Master Plan shows Park Street connecting to Allen Creek. It also talks about Allen Creek connecting to New Hope. This would direct traffic away from the "Y". We would like to see Schutzwahl connected between Allen Creek and Dowell Road. This would relieve pressure on Redwood Avenue and Redwood Highway. These concepts will influence your model as would a fourth bridge. There are a lot more alternatives than what has been presented such as an overpass from Redwood Avenue to Highway 199 eastbound. ODOT owns the right of way in the center of Highway 199. We have been fighting for the fairgrounds light for years and kept saying that Ringuette was not the solution. Now when you come along Highway 199 traffic is backed up to Highway 238 from Ringuette. We would really like to see the whole area restudied. The environmental impact is great but as the Federal Highway says; once you start down that path it is hard to switch back. We think that the slip ramp at the YMCA is functional. The City's plans to add a third lane on Redwood Avenue and Dowell Road's signal will be a help.
- Paula Grosse lives on Dawn Drive. Her concern is with the west side divider strip. With the divider strip she will have to go down to Midway and make a U turn to go to Grants Pass. She feels that this more dangerous than what is there now. Coming from Cave Junction she will have to go to Hubbard and make a U turn to get back to Dawn Drive. There are a lot of families that live along Highway 199 that will have to do this same thing. Why not put in a center turn lane?
- Roy Rhodes lives on Redwood Highway and owns property on Park and Tussey. We got a letter from the City inviting them to a meeting to explain what the City was planning in this area. They are opening up Park. Roy feels that people are going to block that road solid. I talked to them about that. He would like to see a moratorium on all building in the corridor until things are straightened out.
- Ed Morey owns and operates the Redwood Nursery. Ed said that Alternative East 5B will completely wipe out his business. His major concern is the removal of the signal at Redwood Avenue and Highway 199. There will be a lot of comments regarding this signal as well as the signal at the fairgrounds. It seems that many of the problems on the corridor have been caused by action rather than by inaction. In the long term we are going to need the fourth bridge and redo the South 'Y'. He feels it would be more prudent to do nothing until these two projects are finalized.
- Paul Dean lives in the Fruitdale area. He does a lot of work in the Jerome Prairie area. He hasn't heard any mention of using Union Avenue as a secondary road instead of the proposed frontage road. Has this been considered?
- Larry Martin lives on Redwood Highway next to Dawn Drive. Larry is concerned about the proposed barrier on Highway 199. He feels that it will cause more problems than what

it is going to fix. Accidents have not been caused by people coming out of their driveways. Accidents have happened when people stop in the middle of the highway in order to make a left turn. The proposed barrier needs to be looked at more before money is spent. Another access road coming from Cave Junction to connect with the future fourth bridge would take a lot of traffic off of the highway.

- Chuck Simpkins lives in the area. He has lived in a few places that have the same problems. An overpass at Union Avenue needs to be considered. The accesses that are already in place are being used and not blocking traffic. Accesses that are blocked cause more accidents. U-turns will also cause more accidents. He asked that blocking access, via a median barrier, not be considered at this time. He would like to have a closer look taken to determine what is actually happening on the highway.
- Unidentified person would also recommend taking into consideration how to get from one side of the town to the other.
- Nancy Klapatch is a 25 year resident of the area. Nancy feels very strongly that the fairgrounds is a part of our culture and history. She is dismayed that anybody would think of taking the fairgrounds away and moving it 20 miles down the road. Nancy does not believe that enough research was done regarding the fairgrounds.
- Jackie McBee is the manager of the fairgrounds. She thanked everybody who backed the fairgrounds. Everybody uses the fairgrounds. She said she is not speaking just for the fairgrounds but also for the businesses. We need to keep the local businesses and allow them to stay where they are. The fairgrounds have been located here since 1929. There are more people and activities using the fairgrounds than there ever has been. The way the area is growing, the fairgrounds needs to also grow. The fairgrounds are a part of the community.
- Jean Brown is a 30 year resident of Grants Pass. Jean would like to see the road enlarged. She also said that some of the signals would need to be eliminated. The signals are not in sync at this time. This causes a back up of traffic.
- Mike Truitt has lived in Grants Pass since 1960. He has been in every state and large city and feels this is the biggest cluster he has ever seen.
- Mike Ireland lives in Grants Pass and is the director of the BMX track. The proposed alternative goes through the middle of the BMX track which serves the children of the area. The state championship has been held here for three years. Keep the BMX track. Find another way.
- Sheila Roach said that the fairgrounds host one of the primary square dance clubs in the area. The club uses the fairgrounds almost everyday. They provide activities for a lot of families. If the fairgrounds are taken away you will make it hard for families to access good entertainment, exercise and fellowship. Taking the signal out will make it hard for people using the fairgrounds. Make the fairground more accessible by using Union Avenue and other outlets.
- Harvey Boyle has lived in the area 18 years and serves on the Fair Board. Last weekend there were 5,000 people at the fairground for equifair. They exited the fairground using the signal. If you take the signal out it will create serious problems. He also agrees that the BMX track is an extremely important facility. The fairgrounds has horse and flower shows. There is something happening nearly everyday at the fairgrounds. He feels that it

is important to revisit the plans and take a closer look at what is happening in area as a whole.

- Lori Cartwright Hayes – It is very important for us to keep the quarter horse chutes. The horses bring in a lot of revenue from all states. If you take out the quarter horse starting chutes, we will not have quarter horse racing. We have a \$30,000 purse.
- Tom McMurray walks along the path on Highway 199 every morning. Double lines are not stopping U turns. Need signs saying “No U Turn”. An overpass at Union Avenue with four lanes could be done very simply. He said that he knows it takes money. Let’s not do anything until the plan is put together.
- Duane Schultz was asked to add to his previous comments. There was a study done for the business group on the economic impact of the proposed frontage road. The Land Use Consultant that did the study was a former employee of the Josephine County Planning Department and the Assessor’s Office. He was asked to do an economic/financial analysis on the impacts if the frontage road is built as proposed. A balance is needed between traffic issues and impacts to businesses. The analysis showed that the assessed value of these properties is \$38,000,000. Current sales of properties in the area are running approximately 20% more than the assessed value. Using these figures the business impacts could be up to \$50,000,000. This is a cost that ODOT and the citizens of the state would have to pay for the purchase of those properties. These figures are also indicative of the value of these businesses to the community. The impacts on the frontage road are extremely significant, not in just dollar amounts, but also in the way the existing businesses are impacted. We don’t want to solve the traffic problems on the backs of these important community businesses.
- Unidentified Man: We still have a road that goes nowhere. It might help some people out that Duane Schultz is representing but it helps nobody else.

Art Anderson thanked the public for their input. There were many good questions asked. Art will have his staff respond to those questions in conjunction with the CAC and PDT. Ninety five percent of the questions asked have been addressed through this process. Art said that the bottom line regarding the frontage road, ODOT is not going to go forth with a project that the City and County doesn’t support. The City and County have said they will support this project if we deferred doing anything on the frontage road until we see how the frontage road integrates with the South Y fix. We know that eventually something has to be done to connect to the South ‘Y’. In this project we may be looking at the frontage road in terms of a concept to be analyzed in the EA but we are not going to build the frontage road as a part of this project.

Break

5. CAC & PDT Members’ Update

Vicki Guarino

Vicki invited the CAC and PDT to comment on issues they have heard from the community or what they have heard tonight.

- Jim Rafferty: Jim asked to have the East 5B alternative map shown. Jim said that early in the process we were asked to talk to neighbors and friends. Jim prepared a

survey on 4/14/05 asking for community input. He had 120 respondents. Thirty-three people asked for left hand turn lanes and/or center turn lanes on the west side. He did bring that to the attention of the CAC but it did not make through the first votes. Jim feels that we need to revisit this issue. The survey respondents also asked why a slip ramp at Union Avenue couldn't connect to Highway 238. Also, why not extend the Redwood Avenue slip ramp back to Ringuette so that you could have a turn lane.

- Janine Law addressed two concerns. Regarding West 6, she would like to revisit a break in the median at Dawn Drive. She would like to see CAC 1A comeback. This alternative has Park Street improvements continuing on behind the fairgrounds and connecting at Allen Creek Road.
- Alex Grossi said he was also in favor of CAC 1A at the start. But because we only had \$10 million to work with to solve as many safety and traffic issues as possible, this put this alternative out of the picture unless the City gave more support. Alex believes that nobody should be happy with the solution because we are trying to save lives. Everybody wants their intersection, light or driveway left alone. In order to expedite traffic and keep people alive, we may have to drive to the next intersection.
- Laurel Samson wanted to remind everybody that we are looking at the big picture. We realize there are a lot of concerns about the fairgrounds and the impact of losing a signal at the fairground. The level of analysis that determines need for signals has not been done yet. Everybody realizes that you cannot take out this signal and walk away. We haven't gotten to that point yet. I am anxious to see what kind of solutions can be done to make sure the fairgrounds are protected.
- Bart Van Syoc said that the public has not had the benefit of seeing all of the modeling that has been done. Almost every issue that was brought up tonight is something that we have spent hours reviewing. He added that all members of CAC are not in agreement on all of the options that have come forward. That is part of the process. Bart also likes CAC 1A.
- Ron Wright brought up the fact that one of the reasons we are here is because of the extensive amount of development that has been allowed in the Redwood area. There is no infrastructure out there. It is a dangerous street to walk or bike on. You can't let kids use the area.
- Jim Raffenburg said that he came into this process after the decisions were made to put options before the public. Our previous County PDT representative did not keep the Board of Commissioners apprised of what was going on at the meetings. I was surprised the first time I saw the options. The County has agreed to tentatively support some of the safety portions in the west portion up to Allen Creek. We tentatively support the portion from Allen Creek east, meaning the traffic light removal at the fairgrounds and Redwood Avenue. This is based on the promise from ODOT that the impacts would be adequately mitigated to the satisfaction to the County Commissioners and the people of Josephine County. This whole process is a result of years of deferred decision making by everybody. We are not going to solve this without a lot of thought and hand wrenching. The people of Josephine County will have to accept something short of what their ideal is because everybody is going to have to be impacted somewhat. This is not something that is not unsolvable. But as long as we have the attitude that you are not going to do it in my backyard, it is going to prolong the process and decision making. It will increase the eventual costs. We do have a chance to take

another look and make the best possible decision. We all need to compromise and cooperate in finding the solution. As a Commissioner, I have not heard any support for the frontage road.

- Jim Rafferty said he is opposed to the slip ramp that was been taken out of Alternative East 5B. He would like to see the slip ramp stay in. As a group we discussed a slip ramp at Union Avenue which I would like to see reinstated. Regarding the fairground light, I was thinking that we could leave it there but keep it flashing yellow and turn it on when it is needed. Take the light out at Redwood Avenue but leave the slip ramp that comes off of the highway.
- Dorothy Upton said that this is the hardest part for the project teams. Coming down to trade offs, who is affected and how much, are hard decisions. She appreciates what the teams have done and hopes that they do not feel that the work done in the last year is worthless. We have done a lot of work. We just need to go back and look at some pieces and get our information out to the public. Our meetings have been open to the public but we did not have a lot of attendance.
- Randy Repp said that when we talked about Alternative West 6 there were signals at Hubbard. U turns can be dangerous. He would like the signal at Hubbard studied further.
- Janine Law would like to see the City's Master Plan.
- Bart Van Syoc said that he brought the plan to one of our first meetings.
- Tracy Rico said she also requested a copy.
- Jim Raffenburg said he would provide a copy of the County's Transportation Plan.
- Alex Grossi asked if it would be possible to work in conjunction with the PDT more often.
- Vicki replied that separate meetings are planned for May. This could be discussed at these meetings.

6. Next Steps

Angela Findley

Angela said the CAC and PDT meetings are scheduled for May. At those meetings we will be taking the information that we have learned tonight to see where we are and what our strategy will be. One thing that has been put on hold is the environmental technical analysis on the alternatives that were forwarded in October and November. We were half way through the analysis. We are looking to restart this process as soon as we are comfortable with the direction that we want to take. Once we finish the technical analysis we will be starting the Environmental Assessment.

Jerry Marmon asked the committee members to email any additional agenda items that they would like to discuss at the next CAC and PDT meetings.

Suggestions/Questions/Comments:

- Bart Van Syoc suggested having signs that say 'Thru Traffic Use Left Lane'.
- Jim Rafferty suggested having more public meetings.

- Bart Van Syoc asked the public what is the most effective means of getting information out to the public.
- Ron Wright feels disillusioned that there have been a lot of things going on that have not been relayed to the CAC. We have not been getting feedback on what has been happening.
- Tracy Rico agreed with Ron. She said she heard information regarding the fairgrounds from her daughter.
- A member of the public said it is important that the public has a chance to comment at CAC and PDT meetings.

Gary Leaming said that meeting agendas will be posted on the project website.

www.oregon.gov/ODOT/HWY/REGION3/

- In response to a question from the public, “Is the realignment of Lewis and West Park a preliminary design or is it a done deal” Laurel answered by stating that this has been a City project for 15 years. It has nothing to do with the proposed frontage road.
- Jerry Marmon, ODOT, said that the committees have not met for quite awhile. ODOT has attended several meetings with interested parties regarding the project. Jerry assured the committees that no decisions have been made outside of the two committees.
- Bart Van Syoc stated that this project is different from other projects in that normally alternatives are developed and then money is sought to implement plans. On this project, because of the death toll and accident rate, the money has been provided up front to address safety issues immediately.
- Deanie Manning has heard from members of the public that we should wait to do anything until we know about a fourth bridge so that all plans can be pulled together. She asked if there is a time limit on spending the funds.
- Art Anderson replied that there is no sunset on the Highway 199 Project dollars.
- Alex Grossi said we were assigned this task because we are in an emergency situation. We need to respond and take care of this emergency and not wait for the fourth bridge.

Art Anderson said there is between \$18M and \$19M for this project.

7. CAC & PDT Comfort Check

Vicki Guarino, RVCOG

Vicki asked the PDT and CAC to comment on how the members are feeling about the process.

Jeff Hunter It was good to hear from the public tonight. The majority of the topics brought up have been discussed. We will go readdress the issues and then provide information to the public.

Deanie Manning I’m okay.

Bart Van Syoc I’m glad to be back working on the project.

Suzanne Myers One of the comments I heard tonight was that they did not want to see the highway become a barrier. That is also important to me.

Jim Rafferty I’m okay.

- Laurel Samson I'm good.
- Alex Grossi Between the last meeting and this meeting, decisions were made and plans were agreed upon. Both committees have taken a lot of heat for decisions that were made by somebody who I don't know. He wants the public to know we were more considerate of the issues than it appeared. Alex was surprised about the frontage road. I'm comfortable.
- Dorothy Upton I am comfortable. I think that it is good we are back working on the project.
- Jerry Marmon Jerry thanked the public for coming out tonight and sharing their concerns. It is a challenge for these teams to address the safety and capacity issues on the corridor while still addressing your concerns.
- Jim Raffenburg The decisions that are made are influenced by the people who show up. I am pleased to see this kind of support. I'm comfortable.
- Ron Wright I am, and have always been, comfortable. The only thing I am uncomfortable with is the lack of information provided to the CAC during the time when we did not meet.
- Tracy Rico It has been many months since we have gotten together. I am glad we are back on track.
- Nick Fortey I am comfortable with the process. He said it is commendable for ODOT to put together this forum. It is really important to get citizen input. We are trying to look at a range of alternatives during the environmental process. The study of impacts is important but we want to make sure the process looks at a series of options.
- Jay Eastwood I am very anxious to take these comments and take a second look at some of the alternatives. He encouraged the public to attend the CAC meetings to see how the decisions are made.
- Randy Repp He also invited the public to the CAC meetings to see how the process works. The public's input is very important. I am glad we are back together.
- Jeanie Law I feel like we are starting all over again. Having the public's input will allow us to put some alternatives back on the table for reevaluation. I am fine.

Debbie Timms wanted to assure the CAC and PDT that there were no closed door meetings. The CAC and PDT were invited to the meeting at Duane Schultz' office.

8. Wrap Up/Adjourn

Vicki Guarino, RVCOG

The next CAC meeting is scheduled for May 11 from 6:00 to 8:30 p.m.

The next PDT meeting is scheduled for May 12 from 9:00 to 11:30 a.m.

Both meetings will be held at Rogue Community College's boardroom.