



Highway 62 Corridor Project

Date: December 2009
From: Sue Casavan, RVCOG
Re: **PROJECT DEVELOPMENT TEAM (PDT) / CITIZEN
ADVISORY COMMITTEE (CAC) JOINT MEETING MINUTES
for December 16, 2009**

CAC Members in Attendance: Mike Malepsy, Susan Rachor, Becky Brooks, Bill Blair, Richard Moorman, Mike Montero, Mike Gardiner, Curt Burrill, Wade Six

CAC Members Absent: Nanci Watkins, Paige Townsend, David Christian, Bob Plankenhorn, Don Riegger

PDT Members in Attendance: John Vial, Brian Dunn, Suzanne Myers, Vicki Guarino, Al Densmore, Anna Henson, Chris Zelmer, David Elliott, Nick Fortey, Dale Lininger

PDT Members Absent: Mike Quilty, Mark Gibson

Location: Jackson County Public Works Auditorium, White City, Oregon

Guests: 67 members of the public (signed-in)

Staff Present: Tim Fletcher, Art Anderson, Dick Leever, Debbie Timms, Lisa Cortes, and Gary Leaming of ODOT; Terry Kearns of URS; Pat Foley and Sue Casavan of RVCOG

1.0 Review Agenda and Approval of Minutes

Pat Foley, RVCOG

Pat F. convened the meeting of the Highway 62 Corridor Project at 6:05 p.m. She asked committee members if there were any additions or corrections to the November 4, 2009 meeting minutes.

On a motion by Suzanne M. and seconded by Richard M. the committee unanimously approved the November 4, 2009 minutes as presented.

2.0 Review Agenda / Meeting Objectives

Art Anderson, ODOT

Art A. introduced himself and said he was the area manager for ODOT. He added that Terry K. would give a review of the Environmental Impact Statement (EIS) for the whole corridor. He noted that there would be no final decision this evening as there were a lot of issues that needed more staff preparation time. He said that tonight a whole corridor solution will first be looked at and then options for a Phase 2 solution will be presented. He reviewed what had been decided for the South Terminus of Phase 2. He informed the committee that there was \$120 million for funding and he emphasized that one of the major issues was cost and it was important to understand that if an alternative is forwarded that costs more there will need to be a general commitment from the community, ODOT, and all the stakeholders from the transportation community to come up with the funding to build it. He said at the end of the meeting he would like members of the CAC and PDT to tell which way they are leaning on the north terminus so staff could get an idea of where to focus efforts between now and the next meeting. He informed the public that there was a sign-up sheet in the back for public comment.

3.0 NEPA Overview / Overall Hwy 62 Corridor Project

Terry Kearns, URS

Terry K. said this process has been going on a long time and there had been a lot of questions in past meetings about what has been done. He discussed the NEPA planning process and presented the following information.

- National Environmental Policy Act (NEPA)
- A planning process
- A process that allows for:
 - Public input
 - Technical input
 - Regulatory input
- Required for any Federal action/funding
- NEPA is not outcome based
- Provides a documentation of the process

He presented a map of the corridor and discussed the traffic problem: traffic goes up at the morning peak hour and stays up all day long and normally what would be expected is morning and afternoon peak. He informed the committee that roughly 60% of people using the corridor have an origin or a destination within the corridor. A purpose and need statement was developed to guide the decision-making process for a wide range of solutions. He noted that committee members use the project goals to measure the effectiveness of a solution. He presented the seven project goals.

- **Goal 1 (Multi modal):** Ensure solution provides for safe alternative modes of transportation
- **Goal 2 (Environmental):** Protect and enhance the natural environment
- **Goal 3 (Economic):** Maintain economic vitality in the corridor

- **Goal 4 (Safety):** Ensure the solution is safe for all modes of transportation
- **Goal 5 (Transportation):** Provide a solution that addresses capacity and connectivity needs
- **Goal 6 (Planning):** Ensure the solution is compatible with existing land use and transportation plans
- **Goal 7 (Social):** Enhance community livability and quality of life

The goals and objectives were used to winnow out the alternatives and get down to a manageable number of solutions. He explained that within the corridor there are three important design constraints:

- Vernal Pools
- Airport-Runway Protection Zone
- Denman Wildlife Refuge

He reported that there were a series of meetings early on including workshops with the public where people were asked to send in their ideas for solutions on how to fix the corridor. He presented a series of solutions that were explored and using the purpose and need statement it was found that several of the solutions did not address the problem in the corridor.

He presented maps of corridor concepts and explained the wide range of alternatives the committees began with and explained how the range of alternatives was reduced to five. He presented maps and explained the final narrowing of the alternatives and reviewed the alternatives that were included in the Draft Environmental Impact Statement (DEIS). The total corridor project is estimated to be in excess of \$300 million and he noted that everyone recognized this is a big cost and would have to be done in phases. He said what is being presented tonight and in past meetings is what would be the next phase of this project. The committee has decided on how it would terminate on the south end and staff is trying to sort through and get input on how it will terminate on the north end. He referred to a briefing book distributed to members and said it was also available on the ODOT website. He added that the book was a chronology of decisions and things that were done in the past. A hard copy is available through ODOT or RVCOG.

4.0 Phase 2 (S. Terminus overview and N. Terminus options)

Art Anderson, ODOT

Art A. reviewed the decision for the Southern Terminus and said the next logical step would be to figure out what to do with the North Terminus area.

He gave a PowerPoint presentation of the different North Terminus options. He noted at the last meeting that ODOT was asked to look at several alternatives and come back with a matrix of information describing each North Terminus option. He asked that members refer to the high end money figure for discussion. He presented the matrix as part of the presentation.

Vilas Road Terminus

- Signal at Vilas Road
- Fly over at existing OR 62
- Cost: \$100-\$120M
- Vilas at Bypass: v/c = 0.76
- Vilas at OR 62: v/c = 0.82
- 30% Draw

- No Goal Exceptions needed
- Low environmental risk

Takes

- Property (3)
- Access (10)
- Partial (10)

Curt B. asked if the v/c ratio was at the time of opening or the end of the planning horizon and Art A. responded that it was at the end of the planning horizon, a 20-year projection.

Vicki G. asked what the v/c was now and Brian D. said 0.85 and in 20 years it will be about what it is now with the flyover.

Susan R. asked what the cost was for the section of throw away and Chris Z. said \$11-15 million for the flyover.

David E. asked why use a v/c for a build out 20 years from now and treat this as a separate segment when it is really segment 1 of 3 segments and Art A. responded that if a separate segment is built they have to show independent utility and one of the measures is v/c. David E. asked what the v/c ratio of all three segments would be at full build out and Art A. said that he did not have that information at this time. David E. commented that it would be helpful to see at full build out what the actual function of the intersection would be. David E. asked why they chose not to put the interchange in now and Art A. said if the interchange was put in now there would be no functionality and it would not serve a good purpose. Brian D. added that staff had looked at a lot of things at this signal and there was nothing they could do at-grade that would get enough traffic out of there.

Mike Malepsy said this was the first time he had heard there will not be an interchange at Vilas and Art A. responded that in the full build out there is a full interchange but in terms of Phase 2 and costs if we put the interchange in now there would ramps that basically would be doing nothing just a north/south connection and the idea is to first get us as far north as possible.

John V. asked if the southbound and northbound movements from Hwy 62 onto Vilas were both free movements where the only place to stop is Vilas and the new bypass and Chris Z. said that was correct.

North of Dillon Way

- Cost: \$108-130M
- v/c = 0.86
- 40% Draw
- Goal Exceptions needed
- Medium environmental risk

Impacts

- Property (6)
- Access (7)
- Partial (15)

Mike Malepsy asked how much of this was throwaway and Art A. said in the vicinity of about \$10 million.

Nick F. asked for further explanation of environmental risk and Art A. said it was a combination of environmental concerns such as human factors, land use issues, and vernal pool impacts.

Wade S. asked when looking at access issues if that meant right in / right out and Art A. said it could be but could also be consolidation of accesses or a combination of access impacts.

Medco Haul Design

- Cost: \$117-141M
- v/c = 0.86
- 50% Draw
- Goal Exceptions needed
- Medium-High environmental risk

Impacts

- Property (7)
- Access (15)
- Partial (18)

Al D. asked if there were significant differences in property acquisition prices for the different alternatives and Debbie T. said that generally the more EFU / Open Space reserve the less cost per acre.

Mike Malepsy asked if there was any throwaway in this alternative and Art A. responded that there may be minor modifications but they would be very minor.

John V. asked if all accesses on the east side of the highway will be served by extending Crater Lake Ave. and Chris Z. responded yes. Art A. added that basically would need to build a frontage road for occupants on Corey Road.

Susan R. asked if there was a breakdown of residential versus business properties and Art A. said the data was shown on the maps.

Brian D. commented that the Vilas and Dillon options would be interim in the full build out.

Al D. asked what the difference was in the length of the bypass between the Vilas and the Haul Road design and Chris Z. said it was another two miles to Corey Road from Vilas.

Nick F. asked what the draw numbers meant in terms of operational impacts on Hwy 62 and Art A. said the draw numbers were just the through traffic and they could be converted to a v/c to calculate travel times.

John V. wondered why only 25% of the total trips were being pulled off, he thought if traveling through this area more people would use the bypass. Brian D. said that people would get on the bypass if they were going through from the point that was joining, best case scenario 50% of the

through traffic will be pulled. He added that the percentages could be tricky depending on where they are, volumes are much higher on the south end.

Wade S. asked if volume to capacity increased at Vilas and Hwy 62 the further out it is taken and Brian D. responded that actually there would be better capacity at Hwy 62 and the v/c at Vilas would actually go down and be about half of what it is today.

Mike Malepsy asked if the ROW will be purchased for the interchange at Vilas in the Medco Haul design and Art A. said the plan is to purchase ROW in all the alternatives.

Bill B. asked why the alignment does not stay on the Medco Haul Road line instead of going into the EFU land and Chris Z. said the curve could be pulled back but the alignment could not follow the Haul Road exactly because the turn would be too sharp.

David E. asked if there was a free flow termination at this intersection and Art A. said it would be a signalized intersection and a free flow from White City.

DEIS Option 2A

- Cost: \$118-141M
- v/c = 0.86
- 50% Draw
- Goal Exceptions needed
- Medium-High environmental risk

Impacts

- Property: (6)
- Access: (13)
- Partial: (22)

Art A. said this option did not follow Medco Haul Road all the way out, it would drop down to avoid environmental issues in terms of splitting the EFU land and vernal pool issues.

DEIS Option 2B

- Cost: \$132-158M
- v/c = 0.86
- 50% Draw
- Goal Exceptions needed
- Medium-High environmental risk

Impacts

- Property (6)
- Access (13)
- Partial (25)

Art A. informed the committee that this was the most costly because the alignment avoids vernal pools and EFU but has major impacts to the human environment.

Mike Montero commented that the Medco Haul Road alignment would reduce ROW costs and reserve the existing utility to property owners.

Mike Malepsy thought that vernal pools would carry more weight in mitigation than wetlands and Art A. said they do and explained that a few years ago ODOT bought a vernal pool bank in White City, about 100 AC, in anticipation for mitigation of highway projects. Art A. said vernal pools are at a ratio of 1AC disturbed = 8AC need to be mitigated.

John V. commented that the difference in the DEIS options was the alignment would either hit all businesses or avoid resources. Art A. noted that it was essential to balance different agency concerns and emphasized that Federal Highway Administration (FHWA) always makes the final call and the resource effects of the Medco Haul Road were thought to be too many and not worth pursuing.

Art A. presented an evaluation considerations matrix and asked members to consider the highest amount as the cost. He added that whatever is done north of Vilas will require a goal exception through the county.

Curt B. asked where the additional \$20 million would come from and Art A. said it would be necessary to get a firm commitment from the greater Rogue Valley area including the county, cities, legislative and congressional delegations. He added that there will be discussion at the next meeting about what will happen if the region cannot come up with funding. He noted that as ODOT designs the south portion they will get a much better feel for the costs.

Al D. suggested the committee should begin to focus on the net positive benefit for dollars.

Mike Montero discussed having a backup to the preferred alternative as a fallback position if the funding would not be available. Art A. said that staff will be asking for this discussion at the next meeting and they want this committee to help make those decisions.

5.0 Public Comment

Pat Foley, RVCOG

Pat F. asked that comments be limited to three minutes.

Morris Saltekoff: He said the Haul Road option will affect a lot of people and what is needed is to get the traffic from the north side of town to the south side of town and taking all traffic and putting it on Hwy 62 down to the freeway is not the answer. Vilas Road needs to be extended out to Coker Butte down to Foothill and down to North Phoenix. He added that currently there is a viaduct in town with two lanes going both ways and if anything happens it will put traffic right through town. He thought a place was needed to get traffic off the freeway and that would be Vilas Road or Pine Street. The real bypass needed would be putting traffic out Vilas Road back behind Coker Butte onto Foothill and out to North Phoenix Road and back on the freeway. He commented that money keeps being put into Hwy 62 and it doesn't work.

Marty Bauer, owns property occupied by Floyd Boyd Company, John Deere dealership: He said he would like to give his place in line and his time to Joe Strahl who represented a number of property owners along Hwy 62.

Joe Strahl, Public Works Management: He said he was representing a group of property owners that were from Water World and north of there on Hwy 62 and he was asked to look at options with fewer impacts to businesses. He added that he had asked the group what their goals were: minimize disruption to businesses on Hwy 62 north of Vilas Road and to promote the best transportation solution for the funds available. The group feels strongly that maximizing the use of the Haul Road would accomplish these goals. He felt there was not a lot of support for the alignments 2A and 2B that and when the Haul Road and the Corey Road alignment was presented tonight the group thought it was a big improvement over other ideas at previous meetings. He noted that it begged the question of why not go further and tie into Hwy 140, he showed an alternative developed by his staff and acknowledged that there were Section 4f issues through Denman but they could be minimized because the Haul Road through Denman is still private property and will not create a 4f impact. He asked ODOT to consider more evaluation of this idea. He thought tying Hwy 140 into the project would be beneficial and discussed the pulling of truck traffic off of other roads and thought the consolidation might be less costly in the long run. He asked ODOT for their consideration and discussion of the option he presented. He said that Phil Scoles from Terra Science was here and he asked that his thoughts on the environmental issues be heard today.

Ron Brion: He asked if anyone from ODOT has talked to FEMA about the flooding in Section 1 and 2. He said he keeps asking the question and never gets an answer. He discussed previous flooding issues and effects from culvert replacement by the county. He would like to have an answer.

Bruce Fjarli: He thanked the committee for all their hard work and said he was in support of the Haul Road option because it is an already natural split in the landscape out there with very little impact to the farmers and very little throw away. He would like to see the proposal that Joe spoke of this evening to be considered as it would be a natural place to have the intersection out at Hwy140. He said that Denman was privately owned and they are excited to mitigate the situation. He would like to have Phil Scoles take the remainder of his time to speak about the wetlands issues.

Phil Scoles: He said he was hired to look at some of the wetland issues and the previous ODOT work had not looked real closely at the Haul Road in terms of wetland impacts. What he came up with was there will be the least wetland impact with the DEIS 2A and the Medco Haul Road alternative will have more wetland impacts. He added that the alternative from Joe Strahl that goes out to Hwy 140 has even more impact. He emphasized that it was important to understand that when the regulatory and environmental process is gone through the goal is not necessarily to come up with the least wetland impact, the goal is to come up with the least wetland impact that has the most, best environmental benefits to it. One of the big issues is trying to avoid sensitive wetlands and in this particular case the vernal pools are the most sensitive and difficult to replace. He noted there value in having the Haul Road alternative as the bypass because it will be down gradient of the hydrology of sensitive wetlands and would not be impacted. He suggested that it would really be worth the effort to look more closely at the Haul Road alternative which could have less impact on the sensitive wetlands and could be mitigated fairly easily. He said he will be available for questions throughout the meeting.

Jay Harland: He had the following questions:

- When considering the alternatives that move north of Vilas what is the configuration for Vilas, is it grade-separated and how does that relate to Lear Way and the existing Hwy 62 intersections? He thought the process would benefit by explaining and looking at this.
- There was discussion in regard to the interchange at Vilas and it was not clear to him if ROW is being bought for the interchange even though it will not be built now or is ROW only being bought for what will be built.
- Goal exceptions are a step-wise process and the first part of the criteria needs to establish that the goal exception is needed. He said once you are into a goal exception and it is required to be taken, the particular alternatives and choices among different exception alternatives are a little more flexible. He thinks, in this instance, all the work that has gone into this the chances of establishing that a goal exception is needed is fairly likely.

Pat F. said the questions will be addressed at the next meeting.

Dean Evans from Trailer and RV Parts Warehouse: He said he would be affected by the Dillon Way alternative. He asked if the Corey Road terminus on the Medco Haul Road alignment would be a permanent part of the plan. Chris Z. explained that it depended on which alignment the A or B, Corey Road either becomes completely blocked off or becomes a right in / right out. Dean E. thought it would be the best deal for the money to extend the two miles down to Corey Road.

Kent Gutches: He asked Art A. that when he was explaining the options between the Haul Road and option A and B he said there was more cutting through EFU land on the Haul Road he would like that explained. Art A. said this could be answered at a later time. Kent G. further explained the EFU location on the different options and he would disagree that going down the Haul Road has more impact to the EFU. He asked how he would get to the other side of his property with alternative A or B. He hoped in the different options that they will go down further because if it ends at Vilas he thinks a lot of people will not use it and people from White City will go down Table Rock Road. He added that he also hoped it would not come out at Water World with the massive impacts to the people there. He asked that ODOT take a good look at the Haul Road, best option with the least impacts.

Ted Dole from Water World: He would like the committee to take a hard look at the Medco Haul Road alternative with virtually no throw away and looks like it could be part of the final build out also. He hoped the right decision for all could be made and he felt this was the best option.

John Winters: He asked why the Haul Road alignment drops to the east, open the Haul Road up to Gregory will put a through road by him which he does not want. He wanted the road on the Haul Road.

Carl Humphries: He has property definitely impacted by the Dillon Way alignment and he also has a business on the upper end. He hoped that the Dillon Way will not be considered at all, not much bang for the buck. He said he feels frustration at how the numbers change from one meeting to the next. He thought the alternative of stopping at Vilas should be seriously looked at because eventually there will be an intersection there and there will be a need to improve Vilas

and Crater Lake Hwy. He added that the Haul Road looked to be the best road, not sure if this was the best alternative for the valley as a whole but thinks there are some real presumptions made that everyone will get on this road and take it down to the freeway. He said if you look at Medford now a lot of the traffic on Crater Lake Hwy that ODOT is proposing to pull is going down Foothill and getting off at Crater Lake Ave and Poplar. There are no beltlines around the area, and he did not like the idea of taking the traffic back to the same bad point and presuming that people will now take this trying to get to the east side of town. He did not think they will see the numbers hoped for and in the future will be looking for some different north south access. He added that if ODOT had to do this he thought the Haul Road looked the best with the least impact on businesses.

David Young: He asked Phil Scoles to verify that there is a higher impact on the Haul Road of lesser significant wetlands with the higher value of the vernal pools in the 2A and 2B options. Phil Scoles said that is correct, the vernal pools being the least able to be mitigated. David Y. said at the last meeting he understood that there was \$120 million and he wondered if there was another \$20 million from a state source that would get us to the \$140 million. Art A. said they don't have that extra \$20 million and if we make a commitment to get it we will need everyone on board.

6.0 CAC / PDT Comfort Check

Pat Foley, RVCOG

Pat F. said for the comfort check tonight, staff would like to ask which alternative committee members are leaning toward and why.

Curt Burrill said he felt pretty much aligned with the Haul Road option as the one to look at. He asked to get on record his disappointment that not any county commissioners are in attendance tonight. He added with this being such an issue that they were feeling like they were not being kept in the loop through this process, to not see them tonight really disappointed him.

Vicki Guarino said she was interested in extending the bypass as far north as possible and the Haul Road at this point seemed to be the better option. She would like more details on impacts in terms of comparison of EFU lands impacted, amount of acres of wetlands, in terms of properties businesses versus homes. She thought it would be helpful to segment Hwy 62 (maybe 3 sections) to see traffic draw impacts in different locations.

Anna Henson said she had listened to everyone about the Medco Haul Road and she thought they have some very good points. From a traffic standpoint she lives in Eagle Point and she would rather take the bypass at Corey as opposed to Vilas. She felt it worth studying and looking at the Medco Haul Road alignment ending at Corey and not at Hwy 140 and that is because of the 4f impacts and business impacts in White City at the Hwy 140 intersection.

Chris Zelmer said he was in favor of ending at Corey and also preferred the Haul Road with lesser impacts as well as a straighter alignment.

Mike Montero concurred with the Haul Road alternative with terminus at Corey Road. He said that making the greatest utility of existing ROW will reduce costs and by staying on the Haul

Road alignment it will maintain utility of the EFU properties which would otherwise be severed. He thought the ODOT disclosure about the vernal pool bank was an important part of the decision, having that option reduces the threshold for potential appeal that could be rendered because of those environmental impacts.

Wade Six strongly agreed with the terminus at Corey Road and strongly agreed with trying to align closer to the existing path of Medco Haul Road. He agreed with Vicki G. for the community as a whole to show some v/c numbers at varying points along Hwy 62. He said he would encourage the community as a whole to consider a fallback position, pretty obvious what the best solution is, the question is can we afford it. He thought at the earliest stage possible discussion will be needed of how that shortfall will be made up and what it will look like as expenses to the community as a whole. He would really like to see someone answer the gentleman's question on flooding he felt someone needed to give him some kind of an answer. He too expressed his disappointment not to see any county commissioners at the meeting, he thought this was important.

Mike Malepsy also supported the Medco Haul Road alignment ending at Corey Road, less business impact, no throwaway, ROW less expensive, and does not cut properties in half. He did think the Joe Strahl group had some merit to their proposal and it should be looked at and explored also.

Al Densmore thought following the Medco Haul Road design as much as possible does yield the benefits discussed with the value of as little throwaway as possible. He reminded the committee that when they dealt with the south terminus they talked about the importance of integrating other forms of transportation and he did not want that to get lost. He said if the bypass is expanded by a couple miles it appeared to him that the region will begin to see the benefit of other types of transportation integration in the project.

Suzanne Myers said she was definitely leaning against the Vilas Road option due to throw away costs and possible impacts to Medford's street system and she was leaning towards the Haul Road or DEIS options. She did have concerns about going through the wildlife refuge.

John Vial said he clearly favored the Haul Road option but he did think Joe Strahl raised an interesting question regarding termini at Hwy 140 and asked that ODOT take a look at that. He added that if going through Denman was problematic he thought there would be an alternative of going up Agate Road and terminating at Hwy 140 on Agate. He would like staff to look at the effects and costs of a Hwy 140 connection.

Dale Lininger preferred the Medco Haul Road design and thought it would be beneficial to look again at terminating at Hwy 140. He thought it would enhance the ultimate impact of the whole design.

Becky Brooks said she leans toward the Haul Road option and would like to see it continue as far north as possible. She does not want taxpayers to see their money spent on an interim solution that would be discarded in the near future. She also did not want to see property owners displaced for an interim solution.

Brian Dunn thought the Haul Road option carried as far north as they could go to Corey was the way to go.

Susan Rachor was in agreement with the Haul Road. She said if costs were looked at near the low end there is a possibility that there will be enough funding for the project. She thought it very interesting what the gentleman said about the majority of Denman being privately owned and felt that should definitely be looked at.

David Elliott said he leaned towards the Medco Haul design as well, very little to no throw away and most efficient regarding cost and percent of draw. He had significant doubts that the budget would be within the means of this type of project. He added that if there was not the funding he would favor something like the Vilas alternative with the condition that the rest of the ROW is bought out to support this type of design.

Nick Fortey thought the briefing book and the history of how the whole process works was very beneficial and helped people to understand the way in which decisions were reached. Originally he liked the Vilas Road option because of funding limitations but now he thought the Haul Road might be better but still concerned about the funding. He thought it very beneficial to split the meetings in finding where the region wants to go.

Richard Moorman felt since the last meeting that both the public and the committee questions and suggestions have been addressed and in most cases the results have been favorable especially to many property owners. He was in favor of proceeding to further refine the project using the Haul Road as the basic route. He also supported Curt's statement and hoped the progressive moves the group has made since the last meeting have been a result of the public and the committee members rather than the county commissioner's request.

Bill Blair was in favor of the Haul Road and maybe the Agate and Hwy 140 if possible.

7.0 Next Steps

Art Anderson, ODOT

Art A. said that staff will get answers to the questions presented tonight and it sounded like the Haul Road out to Corey or that vicinity was where most were leaning. He proposed that staff work on more details on how to work out the difference in cost and if that cannot be achieved what would be the fallback position.

Mike Montero thought it very important for the public to understand the fiscal constraints in this project and asked staff to be aware of that with regard to amenities that could surface. He felt the ODOT needed to keep this in front of the public.

8.0. Adjournment

Art Anderson, ODOT

The meeting was adjourned at 8:20 p.m.