

OREGON TRANSPORTATION COMMISSION

**Minutes of the Regular Monthly Meeting
July 21, 2010
Portland**

On Wednesday, July 21, 2010, at 8:00 a.m., the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff held a briefing session and reviewed the agenda in Room 344, at Region 1 Headquarters, 123 NW Flanders, Portland, Oregon. The Commission then met in Executive Session to consult with legal counsel on pending litigation pursuant to ORS 192.660 (2)(h). The regular monthly meeting began at 9:00 a.m. in Public Meeting Rooms A and B.

Notice of these meetings was made by press release of local and statewide media circulation throughout the state. Those attending part or all of the meetings included:

Chair Gail Achterman
Vice Chair Michael Nelson
Commissioner David Lohman (phone-TIGER Grants)
Commissioner Alan Brown
Commissioner Mary Olson
Director Matthew Garrett
Chief of Staff Joan Plank

Int. Operations Deputy Director Jerri Bohard
Region 1 Manager Jason Tell
Int. Highway Division Administrator Paul Mather
Int. Trans. Development Admin. Barbara Fraser
Federal Affairs Advisor Travis Brouwer
DMV Program Services Int. Manager Lana Cully
Commission Assistant Amy Merckling

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Chair Achterman called the meeting to order at 9:08 a.m.

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Director's Report:

--The Union Street Railroad-Bridge Project received a 2010 Transportation Planning Excellence Award in the Livability/Sustainability category from the Federal Highway Administration and Federal Transit Administration. The Union Street Railroad-Bridge Project was chosen from the 90 nominations received. The award was presented at the Transportation Research Board's Joint Summer Meeting July 11, 2010, and highlights the collaborative and innovative efforts of the City of Salem, Oregon Department of Transportation, Oregon Parks and Recreation Department, and the Salem community.

-- Director Garrett congratulated Gregg Dal Ponte and the Motor Carrier Division, saying that truck crash totals for 2009 show that last year was the most remarkable in contemporary history in terms of decreased number of crashes. In Oregon, crashes involving trucks were down 28 percent and truck-at-fault crashes were down 26 percent. There were a total of only 906 truck crashes, 354 fewer than in 2008.

--Recent conversations in Washington, DC with our delegation and its staff covered many topics and were positive in terms of the direction of major projects, organizational change, and greenhouse gas reduction efforts. US DOT and federal officials were very enthusiastic about ODOT's "Green Step" Model.



Public Comments:

--City of Stayton Mayor Gerry Aboud thanked ODOT for the great work done on the recently completed interchange at Cascade Highway and Highway 22. In particular, Region 2 Manager Jane Lee, Jeff Scheick, and the ODOT design team.

--Tamara McLane expressed concerns that the Columbia River Crossing was not following the National Environmental Policy (NEPA) guidelines. Chair Achterman said staff would follow-up with Ms. McLane to explain the process of how we follow the requirements of NEPA through the scoping process.

--Sharon Nasset spoke in favor of a proposed Third Bridge study for the Columbia River Crossing.

--Ron Swaren spoke in opposition of the Columbia River Crossing project and in support of a third route.



Driver & Motor Vehicle Division Program Services Interim Manager Lana Cully presented the Commission a report on the implementation and collection of a vehicle registration fee for Multnomah County. (*Background materials in General Files, Salem*)

Lana Cully gave an overview of the program that resulted from House Bill 2001, which was passed during the 2009 Legislative Session. The bill authorized counties with a population over 350,000 (Clackamas, Multnomah and Washington) to adopt an ordinance for a local option vehicle registration fee. Funds would be used for the purpose of acquiring property, and to design, replace, engineer and construct a bridge that crosses the Willamette River in the City of Portland (i.e., Sellwood Bridge). The bill also requires the county or counties to enter into an intergovernmental agreement with the Oregon Department of Transportation (ODOT) to collect a county registration fee.



Federal Affairs Advisor Travis Brouwer requested approval of Oregon Department of Transportation's applications for federal TIGER II grants. (*Background materials in General Files, Salem*)

Travis Brouwer gave a brief history of TIGER grants and the review process used to select the application proposals brought for approval. Projects that rose to the top, in

terms of competitiveness for the very specific TIGER program criteria, as well as importance to the state's economy, fall into two tiers.

The recommendations brought to the Commission were to approve ODOT's seeking legislative approval to apply for these grants, and direction to focus staff resources on the three ODOT projects that scored in the top two tiers, while letting the other applications proceed as well. In terms of co-applications, a number of local governments have asked ODOT to sign on to projects that are on or adjacent to the state highway system and are considered local priorities. The recommendation is that ODOT be allowed to sign on as co-applicants only for projects on the ODOT system.

Public comment was received by:

- o Rogue Valley Area Commission on Transportation Co-Chair Mike Montero spoke on the Stout Stage Overpass application submitted by the City of Medford. The project is a critical component of the region's sustainability strategy. The overpass project connects the largest employment base on the west side of I-5, to a planned 1000-acre transit-orientated development on the east side of I-5. He asked the Commission to recognize that, while the requested ODOT commitment is modest, the project has incredible importance to the region. He requests designation of this project as one that would have state wide priority.
- o Clackamas County Commissioner Lynn Peterson spoke in support of the Sellwood Bridge Replacement application. This grant application might be an opportunity to facilitate faster movement of the jurisdictional transfer of Highway 43, which might potentially result in cost savings that would allow a match for projects along the corridor. Commissioner Peterson also spoke to the Clackamas County Vehicle Registration Fee issue for the Sellwood Bridge.

Commissioner Nelson moved to authorize ODOT to go to the E-Board and request approval to apply for TIGER II funding from the federal government. Commission members unanimously approved the motion.

The Commission agreed that ODOT should be a co-applicant to all projects that are directly involved with the state system, and that regions have the discretion to sign on as co-applicants. Travis Brouwer will provide guidance to region managers about the expectation of local government partners/co-applicants. The Commission noted that, if we want to send a message to USDOT and be more successful in this highly competitive proceeding, we need to tighten-up and be co-applicant only on projects that are on the state system.

The Commission asked how projects would be prioritized to show its support and call out those projects most beneficial for the state. Travis Brouwer said one of the more important things would be to include, in the letter of support for the project, a statement that the project has been recognized as a statewide priority because of its benefits to the transportation system, the economy, and the livability of communities. An ODOT consulting team could also look at the whole range of TIGER grant applications, and

provide input to help strengthen the applications competitiveness through the technical assistance side, as well as provide support from region staff.

Martin Callery, Port of Coos Bay, answered questions about funding on the Coos Bay Rehabilitation project.

The five highest scored applications were: 1) Coos Bay Rail Line Rehabilitation, 2) Franklin Boulevard Redevelopment, 3) Sellwood Bridge Replacement, 4) Prineville Junction Intermodal Facility, and, 5) I-5 Woodburn Multi-Modal Interchange. The Commission discussed the number of projects to prioritize with a "gold star" paragraph of support. Director Garrett will put the final touches on the projects, and will communicate with the Commission on the final number projects to get a "gold star" paragraph, three or five.



The Commission received a PowerPoint presentation and participated in a discussion on the Least Cost Planning Discussion Paper: "History and Application of Least Cost Planning for Transportation from the mid-1990s." (*Background materials in General Files, Salem*)

Interim Deputy Director for Operations Jerri Bohard introduced presenters, and ODOT consultants, CH2M Hill Transportation Planning Director Sam Seskin, and HDR Inc. Senior Vice President David Lewis. Highlights of the presentation on least cost planning (LCP):

- The study's objective was to provide an overview of the history and applications of LCP; describe and compare different conceptions and applications of LCP, and to discuss the strengths and weaknesses of the different applications through case studies and lessons learned.
- The origins of least cost planning.
- The principals of least cost planning.
- Technical attributes of least cost planning.
- Methods of least cost planning versus principals and attributes.
- Findings of four case studies, chosen nationally and internationally for their close proximity to what Oregon is doing.

The study showed that Oregon has clear statewide policies that inform transportation decision-making, and commitment from its leaders to consider the broader impacts and benefits of transportation on communities, in terms of economics, land use, and environmentally. Oregon has a robust and meaningful collaborative stakeholder involvement process, and robust analysis tools.

Commissioner Lohman asked if the consultants had a recommendation on what characteristics, if adopted, would give ODOT the greatest value planning. Jerri Bohard explained this study was to lay the foundation to bring the knowledge base up to the

STIP stakeholder committee. ODOT is in the process of hiring a consultant team with the goal of asking those questions with the stakeholder committee in September.

Commissioner Lohman asked if there were any themes the consultants would highlight for the next stage of analysis. Sam Seskin responded that climate change, multi-modal investment balancing, and quality of life issues are important points for stakeholders.

Chair Achterman said this foundation is critical as we move forward, and thanked the consultants for taking the time to present the study findings.



The Commission received a presentation on the Oregon Coastal Zone Management Association's (OCZMA) draft Tillamook Case Study on coastal transportation. *(Background materials in General Files, Salem)*

OCZMA Director Onno Husing introduced Port of Coos Bay Chief Commercial Officer Martin Callery, and City of Nehalem Mayor Shirley Kalkhoven. He gave a brief overview of OCZMA's contract with ODOT to review major transportation issues impacting the entire Oregon Coast. He highlighted the Tillamook Case Study, and gave the OTC an update on the rehabilitation work currently being done on the McCullough Bridge in Coos Bay.

Mayor Kalkhoven stated that costal issues are all about connectivity, and talked about the impact to connectivity should a coastal bridge be lost.

Martin Callery said the recent slide in North Bend, covering all four lanes of Highway 101, demonstrated the disruption and problems that occur if there is a loss of a bridge, such as the McCullough Bridge.

Commissioner Brown thanked the OCZMA representatives for their advocacy and their work that helps protect transportation on the coast.

Chair Achterman thanked the association members for their time and input.



The Commission participated in a Governance Panel discussion on the challenges and opportunities of delivering an integrated transportation system across jurisdictions, and to consider ways to align interests better. *(Background materials in General Files, Salem)*

Deputy Director for Operations Jerri Bohard introduced the panel members:

- Richard Ross, AICP, and Oregon American Planning Association
- Steve Clark, President Community Newspapers
- Dennis Luke, Deschutes County Commissioner (also serves on COACT)

- Mike McCauley, Executive Director, League of Oregon Cities
- Kitty Piercy, Mayor of the City of Eugene and Chair of the Oregon Metropolitan Planning Organization Consortium

As an introduction to the discussion, Jerri Bohard highlighted:

- A chart listing all groups involved in transportation planning: ODOT, cities, counties, etc.
- Background and history of existing agency policy contracts
- Legislative Intent
- Successes
- What other states are doing
- Next steps

Richard Ross discussed the 21st Century Regional Planning Project, the American Planning Association's national policies, and Oregon policies/actions for regional planning. Oregon's Metropolitan Planning Organizations (MPO) are following a national trend in transitioning to more integrated planning roles, and the Area Transportation Commissions (ACTs) are Oregon's most widespread form of regional planning. He compared Oregon's planning system to that of Vermont, Georgia, and California. The next step of the study will be to form statewide focus groups in August, with the goal of completing and distributing the final report to interested parties by October.

Steve Clark gave a business perspective on planning and spoke about the Governor's Vision Committee. He called upon the OTC and local leaders to immediately and aggressively continue to pursue the recommendations called for in the Transportation Vision effort, and to recognize that the focus of the next governor and the legislature will be on the economy, on the budget, and on the shortfalls that face our state. The next legislative session is seven months away, and there are elements of the Vision report that have not been attended to. The question as we approach session is: who is going to carry forward the recommendations of the Vision Committee? He encouraged the OTC to lead, to invest, and to engage partners to carry this forward.

Dennis Luke spoke on local government perspective from a county's view. He said a lot of what the ACTs do is local and regional. *ConnectOregon III* brings all the regions together from across the state, something that does not happen enough. He suggested that creation of a statewide advisory group or ACT could help break down individual silos, and give local governments a better perspective on how their region or their project fits into the overall state plan.

Mike McCauley from the League of Oregon Cities said there are limits to centralized planning. Cities and counties have not outlived their usefulness. While there is a lot of good cooperation occurring, and the ACT program has been successful, the Transportation Planning Rule tries to balance statewide objectives against local economic development, creating more centralized planning. Oregon has three basic road systems that overlap; state, county, and city. While it's important to coordinate between the three systems so work being done in one location doesn't jeopardize the

investment of work being done in another location, there are kinks in the Transportation Planning Rule that need to be smoothed out to coordinate better the approach to land use issues and transportation issues.

Kitty Piercy said the Oregon Metropolitan Planning Organization Consortium (OMPOC) has had discussions on how to switch gears in terms of long-term transportation planning, and how to find an objective way to reassess if a plan started twenty years ago is still viable. State mandates, financial situations, climate change, and other factors call for a reassessment of whether the limited dollars available are being spent in the best way possible, given what we know now. OMPOC feels it would be very helpful if there was more flexibility to consider reassessment, even if a large investment is involved.

OTC comments/questions to the panel:

- The comments received underscore the importance of bottom-up decision making, starting with the stakeholders and grassroots efforts to bring issues forward.
- Do you think the ACTs work? Are they worth having?
 - Yes, ACTs are beneficial. They perform two important functions; providing feedback to ODOT region managers, and subsequently ODOT's director, and they are also an educational tool from the top down.
 - The American Planning Association feels ACTs are very valuable because they decentralize decision making to the regional level, but make it in a collaborative way with the state and local governments.
 - ACTS help build trust and collaboration within a region.
 - ACTs are an opportunity for representatives to get together and discuss, collaborate, share, sometimes disagree, and provide for outcome-focused, and outcome-based decision making.
- ACTs are very important for building trust and communication.
- Discussions like the one conducted today bring things together in a transparent and organized way that develops a path to a good decision that everyone can understand.
- Shared goals and outcomes are necessary for least cost planning to work, but there is no system to invest consistently in helping communities get there.
- The challenge is how to take all the different modes of transportation, and all the different regions, and all the different government entities, and be nimble enough to collaborate on the various issues and get the right people at the table, at the right time, for the particular problem being addressed. To this end, the Second Annual Oregon Transportation Summit has been planned, and many top national transportation experts will attend. The Commission

suggested ACT members from around the state participate and hear a statewide perspective.

- Commissioner Luke, Executive Director McCauley, and Mayor Piercy agreed with the suggestion because an effective vision needs engagement and communication to keep people moving forward with you. In addition, it might give local jurisdictions better perspective to understand why one project is chosen over another.



The Commission received a presentation on the project selection results from the *ConnectOregon III* Final Review Committee. (*Background materials in General Files, Salem*)

Jerri Bohard introduced Freight Mobility Planner Michael Bufalino and Alison Kelley from Conflict Management Strategies, LLC. She gave a brief background on *ConnectOregon III* and the process for project selection.

Alison Kelley discussed the review process used to arrive at the committee's recommendations for the final projects.

Oregon Department of Aviation Interim Director Doug Hedlund talked about the selection results for rural airport projects.

A public hearing was opened to receive testimony on the recommendations from the *ConnectOregon III* Final Review Committee, and on the *ConnectOregon III*, Board of Aviation's final recommendations for the Rural Airport Program.

Public comments (* - with supporting written comments) were received from:

- Bill Goodman from Georgia-Pacific West, spoke in support of the Port of Coos Bay's application. The funds for this program would be used to rehabilitate railroad bridges, tunnels, track, and ballast with the objective of restoring rail service on the line embargoed by the Central Oregon & Pacific Railroad. Restoration of this rail service would allow the GP Coos Bay mill operation to be considered by the company as a platform for growth and could lead to capital investment, production expansion, and additional jobs for the region.*
- Fred Jacquot from American Bridge Manufacturing spoke in support of the Port of Coos Bay's application which will restore a critical part of the local rail infrastructure American Bridge Manufacturing relies on for its long-term viability. The rail line is important not only to Southwest Oregon, but to the whole state in terms of economic well being.*

- Robert Noble, Executive Director of the Oregon Airport Management Association, said OAMA recommends adoption of the project list, but requested that the City of Burns project be held in abeyance until 'round two' applications have been considered. The application from the City of Burns does not leverage as much FAA funding as other projects. In addition, if all rural airport funds are allocated in one round, instead of two rounds, all the projects applying for FAA funds might not be included.*
- Senator Betsy Johnson said Northwest Oregon has six very solid projects she advocates. She called particular attention to the City of Astoria's 17th Street Pier Reconstruction project, which is the only project that has a military partnership in that the pier is berth for two Coast Guard cutters that play a pivotal role in the maintenance of commerce in the Columbia River. Senator Johnson noted two lessons learned in the *ConnectOregon III* process: the need for a mechanism to assure the 'little guys' have a fair shake at the process, and the need to re-examine policy on where money can be spend as it appears \$40,000 of *ConnectOregon III* funding is being spent in California.
- City of Nehalem Mayor and NWACT Chair Shirley Kalkhoven, as a member of the final review committee for *ConnectOregon III*, said the review process went well overall, but noted that different viewpoints are still an issue. For example, the Freight Advisory Committee reviewed projects with a much different eye than modal committees did. She spoke in favor of the City of Astoria's 17th Street Pier project, and the need for reconstruction.
- Gilliam County Judge Pat Shaw requested support for the Gilliam County Shutler Station Rail Spur project.*
- Gilliam County Economic Development Officer Jessica Bates also spoke in support of the Gilliam County Shutler Station Rail Spur project, which is a comparatively small dollar amount, but has a huge long-term economic benefit for the community.*
- Friends of French Prairie President Ben Williams spoke in opposition of the Aurora Airport Control Tower project. While he fully supports enhanced aviation safety of the sort promised by an air traffic control tower, he does not support a process that gives funding prior to a completed and comprehensive Master Plan update that addresses noise, land use, traffic, and infrastructure matters which will heavily impact the area.*
- Clackamas County Commissioner Jim Bernard mirrored Ben Williams comments and requested that the OTC condition approval of funding for the tower on the completion of revisions to the 2000 Aurora Airport Master Plan, including a thorough and coordinated evaluation of the impacts to surface transportation facilities and land use in Clackamas County, including the cities of Canby, Barlow, and Wilsonville.*

- City of Wilsonville Public and Government Affairs Director Mark Ottenad spoke on behalf of Mayor Tim Knapp, and the Wilsonville City Council. The city requests approval of the Aurora Airport Control Tower application, with the condition that funds not be released until a thorough study is jointly conducted with participation of ALL neighboring jurisdictions. The study should include a thorough analysis of potential land-use and surface transportation impacts, and mitigation strategies to deal with the impacts that increased activity around the airport would bring. An additional condition of approval is that the study comes back to the Oregon Transportation Commission for final approval before release of funds.*
- Willamette Valley Advocate for 1000 Friends of Oregon Mia Nelson said 1000 Friends supports airport safety and is not opposed to the tower project. However, it is opposed to the timing of the project as it is essentially putting the funding cart before the planning horse. The project will trigger major changes in the way the airport is used, resulting in increased passenger and freight ground traffic, as well as potential land use changes due to expansion of the airport. This is happening outside urban growth boundary and normal land use processes.
- Tarr Acquisition LLC Owner/President Skip Tarr urged the Commission to support the Tarr Liquid Bulk Facility project. Tarr is recognized as the West Coast's dominant privately held distributor of organic solvents of its particular product line. The project involves improvement to existing rail spur adjacent to Tarr's property, will facilitate relocation of the Tarr operation, and will provide Oregon many environmental and economical benefits. The project was ranked #49 by the review committee, and Mr. Tarr suggested the project should be in the top 41 projects to be funded, for the reasons listed above.*
- Portland Business Alliance External Relations Executive Mirabai Vogt expressed the Alliance's support of the Tarr Acquisition project. The Alliance believes this type of project will streamline and reduce freight congestion in the Portland region. In addition, the state funding will directly leverage private sector investment and job creation.*
- Burns City Manager Don Munkers clarified a misunderstanding about application submission deadlines for the Fire Suppression System project and requested the OTC grant the city's application for funding.*
- The Dalles City Manager Nolan Young clarified that The Dalles Municipal Airport *is* an Oregon airport in response to some questions that had been raised earlier in the day. The airport is part of the Oregon aviation system, and in 2003 entered into a regional partnership agreement with Klickitat County in Washington to share ownership of the airport. All aircraft based at the airport are registered Oregon aircraft. He asked for the Commission's support for the

Columbia Gorge Regional Airport Runway Rehabilitation Project because without the funding to make the improvements to the runway, the airport will have to downgrade the size of crafts that can land at the airport. Many businesses will no longer be able to land their airplanes, resulting with the business moving elsewhere.

- Columbia Gorge Regional Airport Manager Chuck Colvert spoke about the numerous businesses in the State of Oregon that rely on The Dalles Municipal Airport: Jeld Wen; Home Depot; Life Flight; American Aerospace Engineering; Situ; Bonneville Power; Century Link Phone Company; Hillsboro Aviation; and numerous other airports use it for training purposes.
- Columbia Gorge Regional Airport Manager Jim Broehl noted that any *ConnectOregon* III funds received will be used to get matching funds from Washington.

Chair Achterman summarized questions or concerns that were raised on four projects:

- The Burns Airport – received testimony clarifying what happened on the Rural Airport process versus the *ConnectOregon* III process, and the airport's need for a fire suppression system.
- The Brookings/Del Norte Airport – the improvements are actually going to be made in California, raising the question of where we are spending our funds.

A related question on the Brookings and Burns projects is the notion of phased funding, and whether the legislative intent and/or prudent practice would be to do the rural airport funding allocation in two rounds rather than one round in order to match better and maximize the opportunity to leverage FAA funds.

- The Aurora Tower – should approval of the project be conditioned upon either delivery of the 2010 Master Plan, and/or a traffic impact assessment, and/or an intergovernmental agreement that includes all jurisdictions impacted by the development of the airport?
- The Tarr Rail Spur Facility – testimony to change ranking from #49 to within the 41 projects to be funded.

Director Garrett will address these issues and bring that information back to the Commission on/or before the August OTC meeting for final decision-making.

Chair Achterman asked what happens if one of the top 41 projects is taken off the list? What is the process to allocate funds that are freed up? If the decision is made to fund a project not currently in the top 41, what kind of process considerations do we need to think about?

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The Commission considered approval of items on the consent calendar. (*Background materials in General Files, Salem*)

1. Approve minutes of the April 20-21, 2010, meeting in Florence, May 13, 2010, meeting in Wilsonville, May 27, 2010, Special Telephone Meeting in Salem, and the June 10, 2010, meeting in Jacksonville.
2. Confirm the next two Commission meeting dates:
 - Tuesday and Wednesday, August 24-25, 2010, in Hermiston
 - Wednesday, September 22, 2010, in Salem
3. Adopt a resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
4. Approve the following Oregon Administrative Rules:
 - a. Amendment of 731-035-0020 through 0080 relating to ConnectOregon III, rural airports.
 - b. Amendment of 734-020-0070 relating to Sno-Park permit fee increase.
 - c. Amendment of 735-062-0016 relating to DMV photo requirements.
 - d. Amendment of 737-015-0020 through 0110 relating to driver education program tuition reimbursement.
 - e. Adoption of 740-035-0142 relating to declared weight for solo commercial vehicles.
 - f. Amendment of 740-100-0015 relating to commercial vehicle inspectors.
5. Temporary amendment of 734-051-0020 through 0355 relating to access management.
6. Approve a request for retroactive approval to appear before the Legislative Ways and Means Committee for permission to apply for a federal grant through the Federal Highway Administration Interstate Maintenance Discretionary program. The Oregon Department of Transportation will request \$1 million for the Interstate 5 Elkhead Road to Sutherlin paving and climbing lanes project.
7. Approve a request to adopt an amendment to the Oregon Highway Plan designating a Special Transportation Area on Oregon 211 in Molalla.
8. Approve a request to redistribute \$204,084 Industrial Rail Spur funds to Mid Columbia Lumber Products, LLC, for a project located in Culver, Oregon (Jefferson County).
9. Approve a request for an increase in construction authorization in the amount of \$1,644,851 for additional work on the Interstate 405: Fremont Bridge – Marquam Bridge project in Multnomah County. The total estimated project cost is \$13,292,099.
10. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program to add the Oregon 99: Roosevelt – Garfield preservation project in Eugene. The total estimated project cost is \$5,000,000.
11. Approve a request to amend the 2008-2011 Statewide Transportation Improvement Program to add the Interstate 5 Coburg Interchange Protective Purchase project in Lane County. The total estimated project cost is \$1,250,000.

Commissioner Brown moved to approve the Consent Calendar. Commission members unanimously approved the motions.

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Public comments continued. None

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Chair Achterman adjourned the meeting at 3:30 PM.

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Call Achterman, Chairman



Michael Nelson, Vice Chair



Mary Olson, Member



Alan Brown, Member



Participated by phone for morning discussions

David Lohman, Member

Not Present 

Roxanne Van Hess, Commission Support