

OREGON TRANSPORTATION COMMISSION

Minutes of the Regular Monthly Meeting September 19 – 20, 2006 Portland

On Tuesday, September 19, the Oregon Transportation Commission (OTC) and Oregon Department of Transportation (ODOT) staff, invited guests, and interested parties, met for a workshop in Public Meeting Rooms A and B of the ODOT Region 1 Headquarters, in Portland.

On Wednesday, September 20, at 8:00 a.m., the OTC and ODOT staff held a briefing session and reviewed the agenda in Conference Room 344 of the ODOT Region 1 Headquarters. The regular monthly meeting began at 9:45 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 Stuart Foster
Commissioner Randy Papé
Commissioner Mike Nelson
Commissioner Janice Wilson
Director Matthew Garrett
Chief of Staff Joan Plank
Deputy Director for Highways Doug Tindall
Deputy Director for Central Services Mike Marsh
Communications Administrator Patrick Cooney

Trans. Development Administrator Craig Greenleaf
Rail Division Administrator Kelly Taylor
Chief Engineer/Technical Serv. Mgr. Cathy Nelson
Region 1 Manager Jason Tell
Region 2 Manager Jeff Scheick
Region 3 Manager Paul Mather
Region 4 Manager Bob Bryant
Region 5 Manager Monte Grove
Commission Secretary Kim Jordan

September 19, 2006

The workshop began at 1:10 p.m.

Metro 2035 Regional Transportation Plan (RTP)

Metro representatives David Bragdon, Council President; Rex Burkholder, Councilor and JPACT Chair; Andy Cotugno, Planning Director; and Robin McArthur, Regional Planning Director; focused their comments on the historical perspective of changing transportation paradigms, transportation funding realities (learning to live within our means), the “new look”, and an overview of their Regional Transportation Plan. (*Background material and PowerPoint presentation in General Files, Salem.*)

ODOT Transportation Development Division Administrator Craig Greenleaf provided an overview of the Oregon Transportation Plan (OTP), as well as information about ODOT’s role in the Metro Regional Transportation Plan. Mr. Greenleaf briefly described

the OTP goals and associated policies that address the OTC and ODOT core interests, and the key initiatives that reflect the plan priorities.

Overall discussion focused on growth in new urban areas and neighboring communities; emphasis on centers; planning for outcomes and fiscal constraint; and finance strategies.

Commission comments covered a variety of areas:

- A strategy for achieving more compact development may be to get local trips off the interstate system.
- With regard to land use decisions creating a large urban growth boundary, a mechanism needs to be in place before land use decisions are made; specifically, to keep a portion of the money for new infrastructure needed as a result of the land use decision.
- Need to maintain capacity on critical freight routes.
- With the projected population growth in the Portland metropolitan area of 1 million people in the next 20 years, the RTP has to address what Metro is going to do to deal with the congestion issues on the state system. It is absolutely critical to the economy and future of this state.
- Need to balance how compact communities are developed while maintaining key routes through them, for the use for which they were designed.

In wrapping up the discussion, the Oregon Transportation Commission asked Metro to:

- Provide its view on how the OTC can continue to engage with Metro on these issues;
- How the OTC can align the OTP outcomes with RTP outcomes; and
- How the OTC can align its investment strategies with their investment strategies.

In response and also in wrapping up its discussion, Metro asked the Oregon Transportation Commission to:

- Clearly lay out what outcomes the OTC is looking for;
- In terms of how it gets through-traffic through, especially freight, it needs to start talking about the value of traffic movement;
- What can Metro do to make the system reliable? Unpredictability is really the problem. What are the strategies that will give them reliability? How does it translate that into action;
- Share with Metro what the OTC hears with regard to the statewide perspective;
- To communicate more. At Metro milestones, Metro offered to provide updates to the OTC.

Metro and the Commission believed the workshop session was productive and absolutely critical for Metro and ODOT to be successful in terms of Oregon's economy and future. Commission members agreed they would like to engage with Metro on a

continuing basis. Metro representatives concurred and noted two areas it would like to have further conversations with the Commission on:

- What can Metro do, mutually with the Commission, to preserve intercity capacity without inadvertently inducing long-distance commuting? It would be beneficial to try to figure that out together; and
- Looking at the billions of dollars invested in the transportation system, and looking at these investments as though they are everyone's dollars, without the "your" facility vs. "our" facility mentality – promotes productive conversations.

Washington County Commuter Rail, I-205/Portland Mall MAX Light Rail, and TriMet Ridership Information and Trends

TriMet General Manager Fred Hansen and Neil McFarlane, Executive Director of Capital Projects, provided an update on the status of the Washington County Commuter Rail Line and the Interstate 205/Portland Mall MAX Light Rail projects, and TriMet ridership information and trends. (*Background and handout material in General Files, Salem.*)

Mr. Hansen provided history and statistical ridership, bus, and route information, as well as information about the services it provides. Neil McFarlane focused his comments on the Washington County Commuter Rail line and the Interstate 205/Portland Mall MAX Light Rail projects. A video simulation illustrated the I-205/Portland Mall MAX Light Rail project for both the downtown and I-205 segments.

In response to the Commission's inquiry about areas it could jointly work with TriMet on, Fred Hansen noted the following areas:

- One of the greatest challenges is serving the elderly and disabled community with limited budget funding;
- Intercity connections are very important; and
- Providing more collaborative technical assistance, particularly to the smaller systems.

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Chair Foster called the meeting to order at 9:45 a.m.



Director's report highlights:

- Bend will hold a ribbon cutting ceremony for the start of its new transit services on September 26, at 4:00 p.m. outside Bend City Hall. The transit system will include seven new routes that will run throughout the city. This service will provide alternative means of transportation to many community members, both for work and personal transportation needs. ODOT Public Transit Division representatives,

including Interim Administrator Troy Costales, will be on hand with many local and regional advocates to celebrate this long-requested service.

- Director Garrett attended the Western Association of State Highway and Transportation Officials (WASHTO) annual meeting in Honolulu, Hawaii, August 27 through 31. WASHTO is composed of nineteen western state Departments of Transportation. From the numerous presentations and conversations, Director Garrett noted there is a striking similarity among the states – they all are talking about the same challenges and issues, from public-private partnership, innovative financing, tolling, safety, or just the struggle with regard to needs and revenues. Director Garrett was one of three Directors who had the opportunity to spend time with Richard Capka, the new Administrator for the Federal Highway Administration (FHWA). All-in-all, the Columbia River Crossing – the bi-state initiative – was of significant interest to Mr. Capka.
- On September 5, Director Garrett had the privilege of sharing agency successes with the House Interim Transportation Committee; specifically commenting on the Oregon Transportation Investment Act (OTIA) Program delivery and *ConnectOregon* Program.

Deputy Director for Highways Doug Tindall provided a more in-depth look at the OTIA III Bridge Delivery Program, as well as how we are trying to grow our design-build program, and wrapped up with a conversation about a Highway 26 Safety Corridor.

Jim Whitty, Office of Innovative Partnerships Manager, updated the committee on the Road User Task Force – an alternative approach to the gas tax.

John Osborn, Columbia River Crossing Project Co-Director, testified about the project. This was the first time a briefing had been given to an entire legislative committee, and will likely be the first of many.

Director Garrett thanked all the presenters for the great job they did. He also recognized Robin Freeman, ODOT Government Affairs Manager, for her outstanding efforts in coordinating the testimony.

- The Director gave deserved kudos to Monte Grove and his Region 5 staff. Reports are coming back from the 2006 Cycle Oregon organizers. Although compromised by weather, it was a success. Director Garrett shared our folks were out there, making it safe for the bikers, and alerting motorists of the cyclists.



Commission member reports:

Commissioner Papé did not have a report this month.

Commissioner Nelson had a very beneficial meeting with 1000 Friends of Oregon Executive Director Bob Stacey. Commissioner Nelson thanked Director Garrett and Deputy Director Doug Tindall for outlining potential items for the annual October

workshop. Commissioner Nelson also presented Director Garrett with a fairly old Oregon Highway map for safekeeping.

Commissioner Wilson advised she attended a Joint Policy Advisory Committee on Transportation (JPACT) meeting, as well as meeting with ODOT Audits Manager Marlene Hartinger to learn more about the department's audit function.

Chair Foster did not have a report for this month.



ODOT Chief Financial Officer Dennis Strachota and Senior Economist Dr. David Kavanaugh presented the agency's current forecast for revenues and the State Highway Fund. (*Background material and PowerPoint presentation in General Files, Salem.*)

Dr. Kavanaugh provided a revenue forecast overview, which included an economic backdrop; employment trends; overall gross revenue forecast; gross revenue composition; and net revenues to the State Highway Fund. The following topics were also briefly covered: longer-run outlook for fuel tax revenues – 2030; alternative fuel technologies; expected market penetration; expected mix of light vehicle fleet; fuel efficiency of the fleet; long-range fuel tax revenues; inflation impacts; short-run forecast reliability; and reasons for a revenue forecast model.

The most recent forecast is included in the background material and posted on the agency website at www.oregon.gov/ODOT/CS/EA/reports.shtml.



Chief Audit Services Manager Marlene Hartinger provided an audit services update including information about recent internal audit reports, and ongoing audit work. Ms. Hartinger also provided information about AASHTO's most recent peer review of their office, where it received the highest possible rating on its work. (*Background material in General Files, Salem.*)

Oregon Law requires the department's internal auditor to conduct audits and report findings to the Director. Since Audit Services provided its last audit update briefing to the Commission, it has completed and issued 14 audit reports to the Audit Committee. Five audits were routine in nature, such as the reviews of DMV security and cash handling practices, and compliance with state regulations for SPOTS Card transactions. Many of the remaining nine audits were requested by ODOT management and involved more complex review of topics such as the Access Management Bond Fund Program, Intergovernmental Agreements, and the Fanno Creek Project. Detailed information on the 14 audit reports is available in General Files, Salem.



Doug Tindall and Tom Lauer, Office of Project Delivery Interim Manager, provided a combined monthly status report on the Statewide Transportation Improvement Program (STIP), Oregon Transportation Investment Acts of 2001, 2002 and 2003, and the OTIA III State Bridge Delivery Program. *(Background material and PowerPoint presentation in General Files, Salem.)*

Mr. Tindall pointed out that a number of bridges in the OTIA III Bridge Program have moved from design-build to design-bid-build. This is a reflection of the agreements made with the American Council of Engineering Companies and Associated General Contractors in terms of packaging projects so that Oregon firms can continue to compete.



Bob Bryant, Redmond Mayor Alan Unger, and Chris Doty, Redmond Public Works Director, gave an informational update on the US 97 Redmond Reroute Project, Interchange Area Management Plan (IAMP) and Refinement Plan. *(Background material and PowerPoint presentation in General Files, Salem.)*

Mr. Bryant advised that ODOT Region staff is working closely with the City of Redmond on a variety of access and design issues associated with the pending construction of the reroute project, as well as provisions in the draft IAMP and Refinement Plan. Mr. Bryant stated agreement has been reached on a variety of operational and design issues associated with the reroute project, including the related draft IAMP and draft Refinement Plan.

A PowerPoint presentation provided additional information on the Redmond Reroute and future extension options, reroute intersection management options; future southerly extension; reroute considerations in an urban area; Central Oregon transportation dynamics; Redmond big picture; issues and notes.

Mayor Unger shared the city's perspective of the reroute and work being done. The City is working collaboratively with ODOT Region staff to improve transportation in their area; it is developing 50- and 20-year plans; and it is focused on the big picture. Their Westside Corridor concept will provide north-south local movements and reduce its dependence of the state highway. The reroute is ready to go, and Redmond looks forward to the continued support of ODOT and the Commission.

The Commission expressed its appreciation to the Mayor and to the City of Redmond in working with ODOT staff on the complex reroute issues and applauded their efforts on its grid plan development.

Additional Commission comments included:

- The commuter aspect of the Redmond community is a concern.
- Affordable housing is an issue throughout the state, not unique to Redmond.

- Highway 97 is important to Central Oregon – need to preserve and improve Highway 97 mobility.
- Need to continue to take a hard look at the Bend Parkway. In the long run, that facility needs to become an expressway/bypass facility. Accesses will need to be eliminated.
- Given the huge investment in the Redmond Reroute, the Commission must ensure it is protected. It requested an Expressway designation on it, and additionally, the amended Intergovernmental Agreement needs to have a commitment that at an appropriate time, the access points at Larch, Hemlock and Antler will be removed. This needs to be done before the Commission can consider approval of the amended Intergovernmental Agreement in November 2006.
- In dealing with the north end of the reroute, the Commission will defer that. The Commission is comfortable with the current strategy to put in the southbound off ramp and the interchange area management plan will be worked on.
- The Commission cautioned it was problematic to have a connection at O'Neil Road because of distance requirements, and the need to provide an adequate, protected access to the short line railroad. A connection at O'Neal Junction is pretty remote.

Mayor Unger promised to work toward satisfying the Commission's concerns. The Commission reiterated these were difficult issues and very much appreciated the City's hard work in trying to resolve them.



Jason Tell requested approval for a \$250,000, Type B, Immediate Opportunity Fund (IOF) grant to fund proposed transportation improvements to aid economic revitalization within the Central Eastside Business District of Portland, a.k.a. the "Eastside Burnside/Couch Couplet." Total estimated improvement cost is \$22 million. (*Background material in General Files, Salem.*)

The Oregon Economic and Community Development Department (OECD) is working with the City of Portland to revitalize its Central Eastside Business District. In the city's efforts to redevelop the area, Portland has taken a number of steps, including the adoption of the Burnside Transportation and Urban Design Plan and market analysis to confirm economic potential. Part of the city's strategy calls for an "Eastside Burnside/Couch Couplet."

In addition to the \$250,000 requested from the IOF program, the city is working to secure the following funding: \$3 million, Local Improvement District; \$1 million, Transportation System Development Charges; \$500,000 Federal Earmark; and \$8.45 million, Tax Increment from CES URA Extension. For the record, the city has successfully identified the following funding commitments: \$4.8 million, Federal Earmark funding and \$2 million, Tax Increment Revenue.

This request meets the eligibility requirements of the IOF program. Transportation modifications have been identified as being critical for business development in this

segment of the city. OECDD recommends approval of the IOF request and Region 1 supports it, contingent upon local government securing all other sources of funding necessary for the project. If approved, the IOF program balance will be \$4,000,476.

Commissioner Wilson moved to approve the grant request. The motion passed unanimously.



Jeff Scheick requested approval of a \$160,568, Type A, Immediate Opportunity Fund grant to develop a new street within the Silverton Industrial Park to allow three businesses to construct new facilities within the Industrial Park. Total estimated cost for transportation and infrastructure improvements is \$441,108. (*Background material in General Files, Salem.*)

The City of Silverton needs assistance to develop a new roadway with the Silverton Industrial Park to allow Heritage Woodcraft Inc., Wedge Components Inc., and Kuenzie Electric Inc. to construct three new buildings to locate or expand their businesses in Silverton. The companies plan to invest \$2.25 million collectively in the Industrial Park. The collective employment commitment from the three companies is to retain 15 full-time jobs and create 20-25 additional jobs. OECDD reports the average annual wage for these jobs exceeds the average per capita wage for Marion County and meets the average per capita wage for the City of Silverton and the State of Oregon.

The new roadway and related infrastructure improvements are estimated to cost \$441,108. The City requests \$160,568 in IOF funds to assist with the roadway project. The City will be responsible for the required match and for the non-roadway related infrastructure improvements. This IOF proposal is supported by OECDD, the City of Silverton, and Region 2. If approved, the IOF program balance will be \$3,839,908.

Chair Foster declared a conflict of interest, stating he did not believe he represented any of the three business owners, but does represent a client (Timothy Root, Root Family LLC) that owns property on Eska Way, which is in the vicinity of the project request.

Commissioner Wilson moved to approve the IOF grant request. Chair Foster abstained from voting. The motion passed unanimously by the remaining commission members.



Doug Tindall reported on the Project Eligibility Criteria and Prioritization Factors for the 2008 – 2011 STIP approved by the Commission on September 15, 2005, and the Draft 2008 – 2011 STIP document. (*Background material in General Files, Salem.*)

Mr. Tindall advised that, as requested by the OTC, the document includes a Development STIP, in addition to a Construction STIP. This addition recognizes the

need to include projects where construction funding is currently unknown, and getting the development process started is necessary.

Mr. Tindall also noted that past Commission discussions indicated a need to re-evaluate major projects that have been in the STIP for a period of time. Due to the timing of the criteria development, that re-evaluation need was not included in the criteria. However, Mr. Tindall assured the Commission that ODOT Region Managers will be instructed to run re-evaluation criteria against those projects that have been in the STIP for a long time. As the re-evaluation takes place, the Area Commissions on Transportation and the OTC will be kept informed as it moves forward to adopt the STIP next year.

All projects in the draft 2008 – 2011 STIP (background material, attachment D), including those subject to the criteria, will continue to undergo review and project data updating, especially in the area of scoping and refinement of project costs. The Draft 2008-2011 STIP document is scheduled to be available for distribution and public review in October 2006.

ODOT public review policy follows the federal requirement of a 45-day public review period and, in addition, requires a minimum of two public hearings be conducted in each ODOT Region. This process will take place during October and November 2006. Hearings are coordinated with the ACTs and information about them will be available on the STIP and ACT websites.

The agency will continue to review the draft STIP for consistency with existing state and local plans, financial constraint, and air quality conformity. The 2008 – 2011 STIP will also need to be consistent with SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users) legislation and associated planning regulations. ODOT has met with FHWA to determine what measures can be taken to comply with the new law and likely regulations by the July 1, 2007 deadline.

At the culmination of all these steps, the Final 2008 – 2011 STIP will be presented to the Commission for approval. This is anticipated to take place in August 2007. Federal approval of the Final 2008 – 2011 STIP is expected in September 2007.



Jeff Scheick requested approval to modify an OTIA condition of approval on the US 20/OR 34 Philomath Couplet project. Because the City of Philomath adopted its Transportation System Plan and amended its comprehensive plan and development code, the Commission was asked to allow the Philomath Couplet project to advance to construction using an access management strategy instead of an access management plan. (*Background material in General Files, Salem.*)

In 2002, OTIA I funding approval for this project called for preparation of an access management plan. At the time, ODOT staff did not differentiate between a plan and a strategy. ODOT staff evaluated the changes to the City of Philomath's comprehensive

plan and development code that have occurred since the OTIA I funding decision. It believes these changes, when combined with ODOT's authority to regulate access, provide appropriate protection for US 20/OR 34 in Philomath. A formal access management plan would not add additional value or protections to ODOT's ability to regulate and manage access within the project limits.

Commissioner Papé moved to approve the request, allowing the Philomath Couplet project to advance to construction using an access management strategy instead of an access management plan. The motion passed unanimously.



Craig Greenleaf recommended Commission approval of the Oregon Transportation Plan dated September 20, 2006, and the OTP Findings of Compliance with Oregon's Statewide Planning Goals. This 2006 OTP update replaces the 1992 plan. (Note: An overview of the OTP, goals and associated policies addressing core interests, and key initiatives that reflect plan priorities, was provided at yesterday's workshop.) *(Background material in General Files, Salem.)*

Although the public record was closed, the Commission allowed Mr. Zako to explain his previously-provided letter.

- Rob Zako, Transportation Advocate for 1000 Friends of Oregon, handed out another copy of the August 14, 2006 letter, which was already a part of the record. Mr. Zako reiterated 1000 Friends of Oregon does not support the OTP in its current form. They believe it does not adequately advance the interests of Oregon. They support the vision in the plan, but their main concern is the plan is too open-ended, too vague, and does not provide clear direction. Mr. Zako urged the Commission to reconsider their August 14 comments. *(Copy of letter in General Files, Salem.)*

Chair Foster advised that Commissioner Achterman planned to be here; however, her flight from Montana was rescheduled and she was unable to arrive in time for the Commission meeting. She expressed her desire that Commission members consider OTP adoption in her absence.

Mr. Greenleaf and the Commission acknowledged the tremendous contributions of Commissioner Gail Achterman, as well as the important assistance of Jerri Bohard, Barbara Fraser, Michael Rock, Gail Curtis, Carolyn Gassaway, and the numerous citizens who helped create a plan that is durable and responsive to the issues and circumstances of the State of Oregon. The Commission also recognized Craig Greenleaf for his superb leadership throughout the OTP update process.

Commissioner Wilson moved to adopt the September 20, 2006, Final Draft version of the Oregon Transportation Plan, Volumes I and II, including the Findings of Compliance with Oregon's Statewide Planning Goals. This includes the changes described in the September Commission packet item titled "Oregon Transportation Plan, Summary of

Public Comments and Proposed Changes Resulting from the 45-day review reflected in the September 20, 2006 Final Draft.” This recognizes that the final version of the plan will be modified to include:

- List of figures and tables will be added to the table of contents;
- Charts and diagrams may be improved for readability, and grammatical and formatting changes made to the text, if necessary; and
- Photographs will be added to reflect plan content.

The motion passed unanimously.

Although she was unable to attend the meeting, Commissioner Achterman was recognized with a standing ovation, led by Chair Foster, for her outstanding contributions to the Oregon Transportation Plan update process.



The Commission approved the next two meeting dates as:

- Tuesday and Wednesday, October 10 and 11, 2006, in Prineville (Annual Workshop and Meeting).
- Wednesday, November 15, 2006, in Salem.



The Commission considered approval of the following Consent Calendar items. *(Background material in General Files, Salem.)*

1. Minutes of the August 23 and 24, 2006, Commission meeting in Grants Pass.
2. Resolution for authority to acquire real property by purchase, condemnation, agreement or donation.
3. Oregon Administrative Rule (OAR) actions:

a.	Amendment of OAR 735-070-0010 relating to reinstatement following cancellation or suspension.
b.	Amendment of OAR 735-102-0030 relating to standards for protective headgear.
c.	Amendment of OAR 740-100-0010 and 0060 relating to adoption of federal motor carrier regulations. <i>(Note: This amendment was deleted.)</i>

4. \$270,000 in Transportation Enhancement discretionary funds to supplement local and federal funds for rehabilitation of Ritner Creek Covered Bridge in Polk County. This would also amend the 2006 – 2009 Statewide Transportation Improvement Program.

5. Establishment of a 50 mile-per-hour speed zone on Pacific Highway West (Oregon 99W), from Milepoint 24.16 to Milepoint 25.09, between Newberg and Dundee, in Yamhill County.
6. Amendment to add the Oregon 126 Business: Washington Street-Walnut Street (Eugene) jurisdictional transfer funding to the 2006 – 2009 STIP. The jurisdictional transfer is being documented under Agreement 777. This request establishes the funding to support the terms of the agreement. ODOT will contribute \$1,611,188 toward a pavement overlay project on the roadway that will be transferred to the City of Eugene.
7. Amendment to the 2006 – 2009 STIP to add the US 26: West Fork Dairy Creek project in Washington County. This State Bridge project is made possible through the addition of \$40 million to the State Bridge Program in 2006 – 2009 SAFETEA-LU Bridge Set-Aside Funds. Total cost of this project is estimated at \$3,425,000.
8. Amendment to the 2006 – 2009 STIP to add the Silvies River (West Loop Road) Bridge project in Harney County. Project savings generated from completed projects within the OTIA I/II program will allow this bridge to be funded and proceed to construction. Total cost of this project is estimated at \$711,000.
9. Amendment to the 2006 – 2009 STIP to cancel the Oregon 99W: Luckiamute River Bridge project in Polk County. The project is funded with State Bridge Program funds. It is currently programmed at a total cost of \$6,515,000. The savings will be used to help offset increased costs for the current Spencer Creek Bridge replacement estimate.

Chair Foster noted a conflict of interest on Consent Calendar Item #2 above, regarding the US 101: McCullough Bridge Rehab project in North Bend and the US 199 @ Laurel Road (Cave Junction) project.

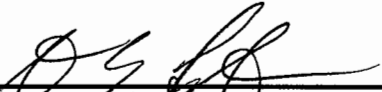
Commissioner Papé moved to approve all items except the two items noted above in Consent Calendar Item #2, and noted deletion of amendment “c” in Consent Calendar Item #3 above, relating to the adoption of federal motor carrier regulations. The motion passed unanimously.

Commissioner Wilson moved to approve the US 101: McCullough Bridge Rehab project in North Bend and the US 199 @ Laurel Road (Cave Junction) project, which were part of Consent Calendar Item #2. Chair Foster abstained from voting. The motion was unanimously approved by the remaining members.

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Chair Foster adjourned the meeting at 1:35 p.m.

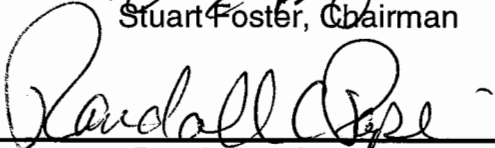
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Stuart Foster, Chairman

Not present at meeting.

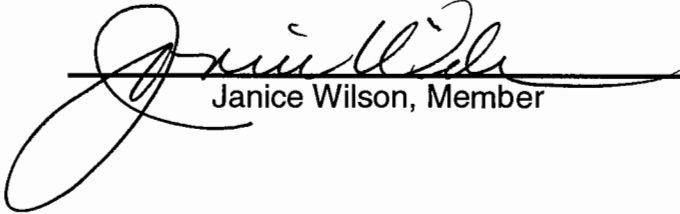
Gail Achterman, Member



Randy Papé, Member



Mike Nelson, Member



Janice Wilson, Member



Karen Elliott, Commission Support