

WASHINGTON STATE TRANSPORTATION COMMISSION

Local Meeting Summary

Bellingham Washington

May 20, 2014

Chairman Dan O'Neal opened the meeting at 9:00 am. Members of the Commission and staff introduced themselves.

TRANSPORTATION 101 – A BRIEF OVERVIEW OF TRANSPORTATION IN WAHSINGTON

Staff presented the Commission's Transportation 101 Overview.

Transportation 101

CITY TRANSPORTATION ISSUES, CHALLENGES AND SUCCESSES

Bellingham Mayor Kelli Linville welcomed the Commission to Bellingham and noted its commitment to work with the state and federal government. Bellingham, Whatcom County's regional center, has over 81,000 residents, representing 45% of the County population. The two largest employers are St. Joseph's Hospital and Western Washington University.

Ted Carlson, Bellingham Public Works Director, described complex transportation issues, stemming from its regional role and its border proximity. He shared maps showing how traffic flow to and from Canada moves through Bellingham. The City has established several compact mixed-use urban villages. All are well-connected with high-frequency transit, marked arterial bike lanes, multi-use greenway trails, and multi-modal arterial streets.

Bellingham pursues regional partnerships, such as has partnering with WSDOT on several I-5 interchange and off-ramp improvements. The Bakerview interchange needs improvement; the ideal solution costs \$45-60 million. Value planning developed a lower-cost option involving minor widening and restriping that added about 70% capacity, at \$3.5 million, including funding from the Transportation Improvement Board and private sources. A next step would involve moving the northbound on ramp from the west side of I-5 to the east side of I-5, estimated to cost about \$12 million.

An Orchard Street connection, estimated at \$10-12 million, would relieve pressure on the existing 539 and 542 interchanges and improve access between the northeast area of the city and the hospital.

Bellingham is funding a Transportation Benefit District (TBD) by increasing the sales tax by .02% rather than increasing car tab fees. The revenue generated is estimated at \$4.5 million annually from this sales tax and currently is dedicated to 3 projects of their 6 year transportation plan. The projects include preserving the arterials, adding non-motorized transportation alternatives such as bike lanes and sidewalks, and providing funding for Whatcom Transportation Association (WTA) to maintain service and affordable rates for the community. The city needs to build arterial connections in and connecting the first portion of the downtown waterfront site. Bellingham received a federal high-priority projects grant to begin redevelopment. It also is a designated LIFT project.

Bellingham suggests that the 1% local fuel tax authorized for border cities in Whatcom be fully extended to all border counties.

City of Bellingham

Action/Follow-Up: None.

COUNTY TRANSPORTATION ISSUES, CHALLENGES AND SUCCESSES

Jack Louws, Whatcom County Executive, appreciates WSDOT work in the county. There are east and west transportation challenges and north-south traffic generated by Canadian travel. Local collaboration on Bakerview and Grandview can help alleviate WSDOT needs.

Frank Abart, Public Works Director, spoke to the Commission about the 161 bridges and 1000 centerline miles the county maintains. There are 5 border crossings in Whatcom County; the Point Roberts community is accessible only through Canada; eastern Whatcom County is accessible by car only through Skagit County. Lummi Island is accessed by a county passenger/auto ferry.

The top safety investment is shoulder improvement. The Rural Arterial Program provides flexibility in expenditure and accountability.

The Bakerview subarea improvements are a team effort, involving city, county, state and private sector. The largest population center north of San Francisco/Oakland is Vancouver, BC – it hugely impacts Whatcom County and Bellingham.

Whatcom County

Action/Follow-Up: None.

PORT ISSUES, CHALLENGES AND PRIORITIES

Rob Fix, Executive Director of the Port of Bellingham, said there are three main reasons Canadians choose to fly from Bellingham:

- tax savings on plane tickets
- other destinations in US are domestic rather than international travel

The emplanement charge is \$2.50, compared to \$32 in Vancouver and \$25 at SeaTac. Costs are kept down by not having jetways.

Allegiant is the largest airline provider for Bellingham Port. Allegiant is extremely costs driven.

In 2004, the Bellingham Airport had 80,000 emplanements, in 2013 there were 600,000. It is the third busiest airport in the state, after SeaTac and Spokane. Now, the terminal can handle 800,000 passengers.

The port has made \$67 million capital improvements over the last four years to quadruple the size of its parking and expand the terminal. The expansion is paid from Passenger Service Fee (PSF) Bonds and some federal funds. The airport terminal expansion was a \$38 million project, bonds to be repaid

from passenger fees and parking revenue. The runway was repaved in 2010, \$29 million project, 95% paid by FAA.

Bellingham Airport is planning to conclude its Master Plan later this year. The runway length is limited and there is no room for a second runway.

Waterfront development requires:

- rail relocation to base of the bluff
- rail spur to the port; lowers cost of Bellingham Bay cleanup

Port has 2100 slips in Bellingham, and Blaine. Most are Whatcom residents, including commercial fisherman and charter boat operations. There are four boatyards. All-American Marine, located on port property, builds high-speed passenger ferries with low wake due to an adjustable carbon fiber hydrofoil. All-American just contracted to build two ferries for King County.

Bellingham also is the terminus for the Alaskan Marine Highway system. It is a big economic benefit for the community; it is not a profit center for the port.

Action/Follow-Up: None.

PUBLIC TRANSPORTATION ISSUES, CHALLENGES AND SUCCESSES

Pete Stark, General Manager of Whatcom Transit (WTA), gave an overview of the transit system. It provides:

- fixed route
- paratransit
- vanpool

Only 3% of the boardings are paratransit, but it requires 29% of the budget. The cost per paratransit ride is 12 times that of fixed route service. WTA has a small vanpool component because there is not a lot of out-of-county travel for work.

I-5 is a tremendous barrier and the interchanges slow WTA trips. Everything from the city core north is a bottleneck.

WTA is taking a lot of vehicles off the road on state highways; people have moved to Kendall and Sumas for lower-cost housing and use transit to get to jobs and school in the city.

Service to Mt. Vernon, via the County Connector, carries hundreds of people a day. The 52,000 annual passenger boardings cut 1,300,000 passenger miles from state roads. Most of the passengers on that route say that without it they would drive alone. Route 72X, from Bellingham to Kendall removed over a million passenger miles a year from SR 542.

There is legislative support for transit from the 40th district, but between the 40th and 42nd districts, highways have the most support.

WTA makes several multi-modal connections, from Skagit Station in Mt. Vernon to the Canadian border, to the Lummi Island Ferry. WTA also serves the cruise terminal and Amtrak. Missing connections are:

- Bellingham Airport from Cordata Station
- Bellingham Airport from downtown

Emerging issues are:

- Aging baby boomers
- Pedestrian connections for 8 to 80
- Congestion. Possible solutions:
 - queue jump lanes
 - transit signal priority
 - improved pedestrian infrastructure

WTA partners include WWU, Lummi Nation, Nooksack tribe, Skagit Transit and Smart Trips. WTA ridership is 5 million annually. Of that, 2 million are WWU students. WWU ridership has doubled since 2007. The state provides about 2% of WTA budget.

Melissa Fanucci, Whatcom Council of Governments, reported that the North Sound Connecting Communities Project, aka The Farmhouse Gang, was established in 2001 to improve the regional transportation network. The Farmhouse Gang's goals are:

- improving connections and sustaining and expanding services
- providing public information about transportation services in the region to enhance awareness of the regional transportation network
- being innovative in the pursuit of funding from a variety of sources
- collecting travel and system data to identify areas of possible improvement
- enhancing mobility through sustainable innovative transportation solutions

Completed and ongoing initiatives include:

- regional Transportation Governance Study
- intermodal Connections and Commuter Study
- inter-County Transit Service
- traveler Information Kiosk System
- business case study of passenger-only ferry service between Bellingham and Friday Harbor

The 2014 workplan for the Farmhouse Gang includes:

- inter-county transportation connections
- connecting regional trails
- Amtrak Cascades mid-day service to Seattle
- Improving intermodal connectivity between ferries, trains and bicycles

[Whatcom County Transportation Authority](#)

Action/Follow-Up: None.

TRIBAL TRANSPORTATION ISSUES, CHALLENGES AND SUCCESSES

Kirk Vinish informed the Commission that the Lummi Nation is the County's fourth largest employer. One of 33 workers in the county get a paycheck from the Lummi Nation.

Rural highways account for 55% of fatalities, although only 19% of population lives in rural areas. Whatcom Transit Authority has been a great partner.

Lummi Transit does not charge for its transit system, which carries 60,000 people annually. When SAFETEA-LU created the tribal transit program, WA tribes collected 33% of the assistance. MAP-21 created a formula distribution that has dramatically reduced the funds to WA tribes.

The tribe is paying for an interchange study at Exit 270, the access to the Silver Reef Casino. It is working with WSDOT, Whatcom County and the legislature to improve the off ramps.

Keri Shepherd, Nooksack Tribe, emphasized the loss of tribal transit funds and impacts. Three roundabouts on the Mt. Baker Highway will help slow traffic and improve safety.

Action/Follow-Up: None.

MAJOR EMPLOYERS' TRANSPORTATION ISSUES, CHALLENGES AND SUCCESSES

Steve Swan, VP for University Relations and Community Development, WWU, shared the comments of the Chamber of Commerce. The Chamber, like other presenters, emphasized the impact of Canadian traffic. The Chamber also noted the need for better freight and passenger rail service.

Mr. Swan then talked about the needs and challenges of WWU. Fall enrollment is 14,930 students, 90% of whom are Washington residents. Sustainability is a key value of WWU. Carol Berry leads a team of WWU staff and students that work to reduce transportation impacts. WWU also places its graduates, such as Keri Shepherd with the Nooksack Tribe, in transportation programs around the state, including. The WWU Vehicle Research Institute builds solar powered cars.

Students pay a mandatory fee to enhance sustainable transportation and educate students on getting to and from WWU. Smart Trips needs state funding to continue.

One of WWU's biggest transportation assets is the Lincoln Creek Transportation Center, which WWU opens to all community users. It has a capacity of 500 vehicles, and is used to 75% capacity daily. Stormwater retention and surface improvements totaling \$5 million are needed.

WWU plans to expand into the waterfront area. It wants to lease space in Phase I and move some existing operations there; it also plans to purchase property in Phase II for WWU facilities.

WWU Transportation

Action/Follow-Up: None.

REGIONAL TRANSPORTATION ISSUES, CHALLENGES AND SUCCESSES

WSDOT priorities are:

- Fix it first.
- Keep it safe.
- Finish what we started.

Many maintenance projects in Whatcom County are in design. Over 50% of the design work is for fish passage. Only one Whatcom County job is funded for construction: Anderson Creek Culvert on SR 542. Also, nine miles of SR 9 will be chip sealed.

MAP-21 does not include funding for border needs. WSDOT is using Coordinated Border Infrastructure (CBI) funds for:

- SR 539/ Lynden-Aldergrove Port of Entry Improvements (Border)
- SR 539/SR 9 Advanced Traveler Information Systems (ATIS)

WSDOT also has acquired a Federal Lands Access Program (FLAP) grant for a roundabout:

- SR 542/SR 547 – Intersection Improvements (Kendall)

Bob Wilson, Director of Whatcom Council of Governments, provided an overview of Whatcom COG and its committees. Whatcom COG focuses on:

- metropolitan and regional transportation planning
- analyzing needs, building consensus and facilitating improvements to the Cascade Gateway port-of-entry (IMTC)
- facilitating sustainable modes of transportation such as walking, bicycling, bus transit and ridesharing (Whatcom Smart Trips)

Continued growth in traffic volume on the regional network is induced and/or exacerbated by:

- Population growth (38% projected increase to 2040)
- Canadian travel into and through the Region:
 - Shopping trips
 - Use of Bellingham International Airport
 - Travel to points south
- Commercial and residential development pressure
- Inadequate capacity
- Aging infrastructure that must be taken out of service for repair or replacement
- Potential funding decline for transit
- Potential elimination of TDM programs

2012 Whatcom Transportation Plan Strategies:

1. Public Information and Education
2. Safety, including border security
3. Access
4. Environmental Justice
5. Connectivity
6. Freight Mobility
7. Congestion and Mobility
8. Transportation Demand Management

9. Multi-modal Transportation
10. Intelligent Transportation Systems
11. Land Use
12. Health
13. Public Participation

WCOG uses a Regional Travel Demand Model that simulates automobile and truck flows on regional highways and forecasts future demand using a four-step process:

- trip generation
- trip distribution
- mode choice
- route assignment

The model develops travel-demand scenarios reflecting differing transportation networks and/or land-use patterns that compare factors such as VMT, VHT, traffic volumes and travel times. Outputs from the model can be combined with other tools such as air quality models or to inform traffic operations

WCOG and WSDOT are the lead agencies for the multi-jurisdictional/agency regional transportation study to identify system needs in the rapidly-growing I-5 corridor from north Bellingham to Ferndale.

Whatcom Smart Trips is a program that encourages and helps people to walk, bicycle, share rides or ride the bus, instead of driving alone. It helps teach proper bike riding rules and promotes local businesses, including over 120 merchant partners and 182 employer partners. It is primarily an urban effort. Susan Horst, WCOG Mobility Director, agreed with Commissioners that bicycling can be very dangerous on rural roads.

Whatcom Smart Trips includes online trip diaries, incentives, emergency ride home, Smart Trips employer partners, targeted outreach, school Smart Trips, EverybodyBIKE, and a public awareness campaign.

Smart Trips provides training to enable 12-14 year-olds to travel on their own It helps train seniors how to use the bus. Smart Trips organizes social rides. Nearly 10,000 people biked to work last Friday.

[WSDOT Regional Transportation Issues](#)
[Whatcom Council of Governments](#)
[Smart Trips](#)

Action/Follow-Up: None.

TRANSPORTATION AND THE BORDER

Melissa Fanucci, WCOG, briefed the Commission on border issues. Peace Arch and Pacific Highway combined is the second busiest U.S.-Canada border crossing. BC residents visiting Whatcom County account for 20% of Bellingham's daytime population.

Truck volume has declined somewhat, but value of goods has increased in both directions.

Since 1997, the International Mobility and Trade Coalition (IMTC), developed a vision to plan the Cascade Gateway as a system. IMTC is a forum and platform for coordination. It develops border data and information. About 30 agencies participate, along with business and trade groups. There is no funding for IMTC.

Recent projects at the border include:

- Lynden-Aldergrove assessment
- Border circulation study (east-west connections)
- 2013/2014 Passenger Intercept Survey

Collaborative Efforts include:

- Border traveler information
- Communication Protocol – Highway and Border Incidents that close border
- FAST Pilot Study for freight improvements
- Coordinated Planning

From 2006-2012, WA/BC Joint Transportation Executive Council (co-chaired by WSDOT Secretary and BC Minister of Transportation) met and established ways to reduce border impacts. A new challenge is the loss of dedicated FHWA funding for border infrastructure.

[WSDOT and the Border](#)
[Lynden Border Crossing Improvements](#)

Action/Follow-Up: None.

TRANSPORTATION ISSUES WITH UNIT TRAIN SHIPMENTS

Paul Roberts, Boarder Secretary, Association of Washington Cities (AWC) reported that AWC has created a committee to seek assistance and funding to address the transportation challenges from unit trains. It is an issue of statewide concern. The projected volume and frequency of unit trains, and the transport of oil, accentuate the challenge. He will co-chair the AWC Committee along with Spokane Mayor David Condon and focus on five issues:

- rail safety and the content of the rail cars;
- rail freight mobility and funding for grade separations;
- impacts of growing numbers of extremely long trains;
- process costs; and
- competition of coal and oil trains with other products and activities.

MAP-21 provides money to study grade crossing issues, but no significant funding to address public safety.

The rail industry has not made safety improvements a priority. Typically they limit investment to 5% of the cost; the transaction costs alone with the railroad are extremely challenging. It is not a functional model. Grade separation projects may cost \$15-\$30 million and exceed many local budgets.

Cities also are hugely concerned with the safety issues of oil transport.

Dave Byers, Department of Ecology, Spill Prevention, Preparedness and Response Program, talked about emerging energy transportation risks. More oil was spilled in US in 2013 than spilled in the previous four decades. The Coast Guard reports that Washington has the lowest spill rate on water of any state.

Emerging risks are:

- Heavy Type V Oils
- Crude by Rail

If all Crude by rail facilities proposed are developed, it will generate 21.8 trains a day. There are three facilities now receiving crude by rail: BP (Cherry Point), Tesoro (Anacortes) and US Oil (Tacoma).

Ecology regulates oil transfer facilities, but not rail transportation. It is the state's lead agency on spill prevention, preparedness, and response plans. Identified gaps:

- lack of prevention and preparedness planning
- oil property characteristics, community and responder safety and current response cleanup technology
- Potential decline in revenue to support spills program work
 - crude coming into refineries by ship is taxed
 - crude coming into refineries by rail and pipeline is not taxed

UTC Jurisdiction:

- Rail Crossing safety
- Grade Crossing Protective Fund
- Support the Federal Railroad Administration
- Railroad employee safety
- Respond to citizen complaints
- Promote public awareness of railroad safety

Ecology received funding in the 2014 session for five temporary positions:

- Vessel Traffic Risk Assessment Recommendations:
 - Puget Sound Partnership & Makah Tribe
 - Puget Sound Marine Exchange & US Coast Guard
 - Steering Committee w/ broad representation
- Inland and Marine Risk Assessment
 - Gap Analysis
- Geographic Response Planning
- Marine Rail Oil Transportation Study
 - Puget Sound, Grays Harbor, and Columbia River.
 - Entire oil transportation corridor

Study Outline:

- Current Oil Transportation Picture
- Anticipated Changes to Transportation Picture
- Current Safety Picture
- Anticipated Changes to Safety Picture
- Gap Analysis
- Recommendations

- Risk Communications Strategy

Deliverables:

- September 1 – Preliminary Findings
- September & October – Stakeholder Meetings
- October 15 – Draft Interim Report to Governor
- November 1 – 2nd Draft of Interim Report
- December 1 – Interim Report to Legislature
- March 1, 2015 – Final Report to Legislature

Johan Hellman, Executive Director, State Government Affairs, BNSF, explained that rail traffic growth is much different today than before the recession. Domestic intermodal and crude oil growth are game-changers. Since 2006 there has been about a 209% increase in petroleum products. Petroleum shipments have increased from 141,000 in 2006 to 463,000 in 2013. However, petroleum only represents about 5% of the commodity mix of the rail traffic. Each unit train displaces about 300 semi trucks.

BNSF is spending \$5.0 billion nationally on capital improvements. In WA alone, BNSF expects to spend approximately \$250 million, including staging tracks near Bellingham, sidings along the Columbia River and the Pasco-Spokane segments and double tracking in the Pasco-Spokane segment.

Comprehensive inspection process ensures safety by identifying potential problems before they can lead to unsafe conditions, including bridge and track inspections more frequent than required by FRA. Most key routes are inspected 4 times weekly and the busiest main lines are inspected daily. Proactive detection improves safety and extends equipment service life.

BNSF also is purchasing 5,000 new oil tank cars:

- package steel heads on both cases of the tank car
- made of 9/16th steel cage so its twice strong as other tank cars

The railroad is prohibited by the Federal government to provide a rail schedule for safety reasons. If a local government enters into an interlocal disclosure agreement then they can talk more freely about schedule.

The challenge with grade separation is that every community has a grade crossing. There are about 2500 grade separations on Great Northern Corridor. BNSF says that it would be more productive to address grade separation collaboratively within a corridor and prioritize which need attention, rather than have local communities pitted against each other. BNSF may pay more than 5% of the cost if it closes a grade crossing.

[Emerging Energy Transportation Risks](#)
[Freight Rail Safety in our Communities](#)

Action/Follow-Up: Invite Ecology back after it completes its study.

PUBLIC COMMENT

Paul W. Locke told the Commission that the City of Seattle is taxing people out of their homes.

Property taxes are more than peoples' income; they have paid off their homes but the value is high. The ferry system needs to be shrunk in size.

Terry Wechsler, Protectwhatcom.org, has researched all the terminal applications. His concern is the increase in trains and coal to Whatcom County. The proposed crude and coal terminals could total 37 unit trains per day. We have not seen a decrease in coal shipments because Canada is exporting more coal to China. BNSF's Permit applications estimate 1 unit train at 1.6 miles long.

Ginny Wolfe, lives in Burlington, and asks that unit trains carrying Bakken crude be slowed. Fire responders need additional training, funds and will need to choose between fighting fires and saving lives and fish. We are not prepared to deal with the accidents associated with moving Bakken crude. How do small communities recover from disasters like Lac Megantic faced?

Sandra Spargo, from Anacortes, sees long trains backed up alongside SR 20. Is the Bakken crude too dangerous to transport? She made several points:

1. Department of Transportation singled out Bakken crude as extremely dangerous
2. Bakken crude oil contains various gases and oil refineries are adjusting pressure heads to reduce gases
3. energy companies are not sharing testing data as required

She asks the Commission to lobby for the people.

Jeff Margolis has worked on rail issues since 2002 and has chaired the bicycle-pedestrian committee in Bellingham. The rail capacity issues are invisible; he is concerned that the rail route from Bellingham to Sumas, the South Fork Valley is part of the potential network that could go to Gateway Pacific Terminal (GPT).

James Ellis, speaking for Jill Witt with 350.org, talked about the dangers of fossil fuels after combustion. Coal export through the GPT will impose health and environmental costs on the public of \$4 billion/yr. materials of fossil fuels are dangerous on the trains and additionally once they leave the trains and are burned. The estimated cost of burning fossil fuel is \$38/ton. By 2025, the social costs of carbon are estimated at \$45/ ton. If focusing on exports, please focus on exports that also include the social cost (climate change). No agency should accommodate large capital projects that assure fossil fuels will remain in effect into the future.

Bill Bullock, Assistant Public Works Director of Blaine, a city of 5000, said that the border is a real issue for the City of Blaine. They have 5 times the number of mailboxes than the number of population in the city because of Canadians using a US address. Blaine depends on Canada for economic activities. Exit 274 only has a single lane interchange which is planned to be a multiple lane interchange. For the same reason that people fly out of Bellingham, Canadians would use a Blaine Amtrak stop.

Charlotte Gisvold, lives above the main line tracks near a beautiful park. The trains are extremely loud; some are 168 cars long. She heard 21 train blasts walking to City Hall from the Senior Center. The noise of the trains are too loud and a nuisance. The trains do not whistle, they blow, honk, and blast extremely loud. It is wrong to send coal to another country to continue polluting.

Joe Knight, lives near Nooksack, by a lightly used rail line. He wants to know if this line will be used in the future to accommodate some of the rail increase in traffic. The issue is that this track line runs by

schools, rivers, bridges, streams, creeks and will be disruptive to the community. There are only volunteer fire departments and no capacity to address an emergency.

Eileen Kadesh recently moved to Bellingham with her husband because of its reputation of being environmentally friendly. The economy needs to be based on jobs that don't sacrifice environmental quality.

Cynthia Zaferatos said that the concerns expressed by others are real.

Jim Leppaca said that trains have bad bearings. A dual track doesn't matter if the trains have bad wheel bearings. It's not the oil itself it is the train equipment which is not maintained. Canada is changing every grade crossing to a bridge. Why are we not doing that here? Why is BNSF only paying 5% of the cost of a grade crossing? Why does Amtrak pay for all the track improvements and BNSF not pay?

Dr. Frank James, said that since 2011 there have been 66 derailments in the PNW. Unit trains create significant problems by delaying police, fire and medical response. Pollution from diesel particulates is significant causing in \$190 million/yr damage. New cars and trucks are required to have zero diesel emissions, but locomotives are exempt.

Noise impacts human health and worker productivity. Noise is a medical concern to elderly and children have a decreased ability to concentrate in schools, workers are more likely to have accidents on the job due to loss of sleep. It is important to consider cumulative impacts. Require a formal health impact assessment.

Jane Freudenberger, League of Women Voters, noted a contradiction between the Ecology statement that railroads will be required to notify communities of shipments and BNSF saying that they cannot release that information. The public has the responsibility to clean up a spill but doesn't have the authority to regulate the oil/coal trains.

Kate Blystone, Sustainable Communities, said that Bellingham is very concerned about derailments because so much track is adjacent to water. She also is very concerned about Best Management Practices by BNSF on facility maintenance, dropping old creosote pilings into water and leaving new creosote pilings in a water-filled ditch.

The 2007 Rail Capacity Study contains nothing about the challenges discussed today. Unit trains at grade crossings reduce access to other communities. The WSTC 2007 Rail Study needs updating to address today's issues.

Matt Petrini, Resources for Sustainable Communities, asked that the 2007 Rail Study be updated. He noted that WSDOT has invested substantial money in the rail system to benefit passengers and Washington products. Petroleum doesn't benefit the state as agriculture and transit does. He recommends policy tools to provide oversight to the rail system assessment and that the legislature address public health impacts and safety concerns from rail.

TRANSPORTATION COMMISSION

DAN O'NEAL, Chairman

TOM COWAN, Vice-Chairman

ANNE HALEY, Member

Vacant

JERRY LITT, Member

CHARLES ROYER, Member

JOE TORTORELLI, Member

ATTEST:

REEMA GRIFFITH, Executive Director

DATE OF APPROVAL