

**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**  
**Thursday, March 20, 2008**  
**7:00 p.m.**  
**Coos Bay City Hall**

**ATTENDANCE**

**Commission:** David Kronsteiner, President; Caddy McKeown, Vice President; Dan Smith, Secretary; Jerry Hampel: Commissioner Brady Scott absent (excused).

**Staff:** Jeffrey Bishop, Executive Director; Mike Gaul, Deputy Executive Director; Martin Callery, Director of Communications and Freight Mobility; Aaron Simons, Marina Facilities Manager; Andrea Wall, Executive Assistant; Mike Stebbins, Port Counsel; Donna Nichols absent - Vacation

**Media & Guests:** Elise Hamner, The World; Gordon Young, Channel 14; Bob Thomas, former Port Counsel; Camby Collier, Ken Messerle, Coast Consulting; Marvin Caldera, ILWU; Jody McCaffree; George Weles, Coos Bay Pilots; Drew Emmett, Coos Bay Towboat Co and Jan Torbec.

1. The meeting was called to order at 7 p.m.
2. The President asked the audience to introduce themselves and then he asked for a moment of silence for the passing of Jim Simpson who was a member of the Port's Budget Committee.

3. CONSENT ITEMS:

Upon a motion by Commissioner McKeown (second by Commissioner Smith) the Board of Commissioners approved the January Meeting minutes; the January/February/March 08 invoices totaling \$ 856,332.94; the ratification of roof replacement on Ocean Proteins Bldg; ratification of David Evans Change Order G; ratification of the end to the 2007 Salmon Fishermen Deferral Program; and ratification of new Port Counsel.

The President, David Kronsteiner, welcomed Mike Stebbins as the new Port Counsel. Mr. Kronsteiner went on to express appreciation for the help and work that Bob Thomas has given to the Port over the many years before his retirement. Mr. Kronsteiner, in speaking for the whole Board, also very much appreciated the time Bob gave to the new Commission Board when they came on board. He has been a tremendous support to this Commission.

4. MANAGEMENT REPORTS:

A. **Executive Director:**

Mr. Bishop said tonight was the last night in Coos Bay City Hall. Commission Meetings will be held in the new Port Commission Chambers starting with the next meeting. Notice will be sent out in the next couple of weeks.

Mr. Bishop continued his report saying staff will be traveling quite a bit during the upcoming month. Commissioner McKeown and Mr. Bishop will be attending the Association of American Port Authorities annual legislative conference in Washington D.C. at the end of March and beginning of

April. Mr. Bishop will be traveling on to Omaha to meet with representatives of the Union Pacific Railroad. He then plans on spending some time visiting his extended family before coming back home.

## **B. Deputy Executive Director:**

David Kronsteiner and Mike Gaul attended the PNWA in Washington D.C. on March 2<sup>nd</sup> - 6<sup>th</sup>. There were 66 participants representing 36 member organizations and they followed a very busy agenda. The comment they heard most often was “no money and no earmarks”. Mr. Gaul briefly shared their schedule through the agenda for the conference.

On Sunday, March 30<sup>th</sup>, there was a Mission Strategy Session and Monday morning started with speaker Kurt Nagle. Mr. Nagle is President of the American Association of Port Authorities. Later members heard from the House side of the Energy and Water Appropriations Subcommittee; followed by the Senate side of the Energy and Water Appropriations Subcommittee.

There was a presentation on the Reauthorization and Transportation bills before moving on to lunch where the speaker that day was Lt. General Robert Van Antwerp (General Van) Chief of Engineers and Commanding General, U.S. Army Corps of Engineers. Mr. Gaul said he is quite a character.

There were presentations on the Media’s Perspective on Navigation and that evening a twilight monument tour was arranged which was fun and informative.

On Tuesday, the conference started out with a Case Study on Grading versus Dredging, then a session on Climate Change and Northwest Energy Impacts. The day continued with The Lobbyist Perspective- Current Political Atmosphere in Washington D.C. Peter Friedmann was a part of that panel.

The COE spoke on their Perspective on FY2009 Energy & Water Appropriations; there was a four agency briefing on Permitting and some of the hurdles we are trying to get through in getting a permit to dredge.

The evening event was the annual “Taste of the Northwest” Reception which is a good opportunity to interact with Senior Staff members who are working on our projects.

On Wednesday, it was an all-day session at the House where each Congressman from the Pacific Northwest spent a half hour with the attendees. President Kronsteiner and Mr. Gaul missed some of that session as they were attending a Transportation/Rail and Pipeline Subcommittee where they watched Congressman DeFazio have some meaningful discussion with the CEO of RailAmerica.

On Thursday the day was similar to Wednesday, except with the Northwest Senators. In addition, they met with several people, senior COE staff and Peter Friedmann talking about channel modification, the COE budget, and funding. Meetings were set up with Congressman DeFazio and his assistant Alison Dane; staff of Senator Wyden and staff of Senator Smith. Mr. Kronsteiner and Mr. Gaul also had the opportunity to meet the Chairman of the STB, Mr. Knottingham. It was a very busy schedule and probably one the best trips ever made to D.C.

Specific projects that are on PNWA's priority support list includes the increase in the Coos Bay funding for FY2009 which went from \$4.7 million to just over \$10 million. The district says that their capabilities for Coos Bay will be an uphill battle but there are folks in D.C. fighting for us. Some of our other projects on their priority list are: Coos Bay Channel modifications, funding for rehabilitation of the rail between Coos Bay and I-5; and expansion of the Port of Coos Bay managed Business Center.

Mr. Gaul said he wants to try next year to take the harbor maintenance trust fund off budget which will be a challenge. The first part of the referendum to find funding for jetties will be a priority also.

Ocean Power Technology: 52 days after OPT stood in front of the Commission and gave them a report on their attempt to site a 20-buoy test wave Energy Park on the North Spit, OPT filed with FERC, on March 7, 2008, to site a 200 buoy park off the North Spit. This preemptive action by OPT was taken with no advance notice to the Port of Coos Bay except for a brief e-mail message saying that they had filed.

The Working Group representing the Fishing Industry has started to work on a settlement agreement which is typical during these filings. The group met Monday to start forming and will meet Friday with Steve Kopf of OPT. OPT has not shown that they can work in partnership with the commercial fishermen. Mr. Kopf will probably be back before the Commission in April or May with an update and to explain how he inadvertently misled the Commission in January.

OPT requested a letter of support from the Port of Umpqua Commission to help them seek Federal grant money for their projects. That is why Mr. Gaul testified at the Port of Umpqua meeting along with Nick Furman and Jeff Reeves, not as a Port employee but as a representative of the Oregon Public Ports Association (OPPA). The OPPA supports Federal grant funding but they do not support the money going to a private business. The suggestion was that the funding go through neutral party like the University to do the science that is needed to see what impacts the buoy park would have.

Mr. Gaul committed to the Port of Umpqua and OPT to work with them. After their presentation, Mr. Kopf stood up and withdrew his request from the Port of Umpqua. The Port of Umpqua tabled the subject so they could explore grant funding through a neutral party.

Mr. Gaul said one thing they heard very loud and clear from the Port of Umpqua staff was how frustrated they were with the lack of media coverage regarding OPT's treatment of the Reedsport fishing community.

Charleston Ice: The Port had some money this year to do some structural repair at Charleston Ice. Those repairs are on-going and staff is finding more dry rot than expected; however, more money was budgeted than originally thought was needed and by doing the work in-house, there is enough to complete it. Next year staff hopes to budget more money to put into equipment upgrades.

Giddings Ways was budgeted for \$15,000 this year for rehabilitation of the ways; the work has been completed. The full cost of the project was \$38,000, so it is \$23,000 over budget. There was discussion to split it 50/50 with the contractor; with a split the Port is looking at \$11,500. Staff is looking through cost centers to see if any money is there, if it is, good; if not, Mr. Gaul may be back before the Commission in April for permission to move \$11,500 from the Depreciation Fund.

The Draft Biological Assessment for the slip access channel went to FERC on March 10, 2008. The revised 404 permit will go to COE next week.

Before Mr. Callery made his report, Mr. Bishop said he forgot to notify the Commission that Steve Marks, one of our legislative relations people, has left the employment of the Port. He chose to file and run for Congress for the seat being vacated by Darlene Hooley of the Salem area. At this time, Mr. Bishop does not feel a need to replace him.

### **C. Director of Communications and Freight Mobility:**

Mr. Callery has been spending a lot of time in Portland and Salem on rail issues; some specific to the Port and some statewide issues.

He serves as the chair of the project subcommittee of the Oregon Trade Advisory Committee and they just finished the prioritization of the ConnectOregon II projects. There are only two projects in Region III, the Southwest Oregon Regional Airport and the Rogue Valley Airport. These projects do not total the \$10 million as called for in the Legislation for each of the ODOT regions and Mr. Callery is not sure at this point how ODOT will handle that. The Port's two projects in regard to the rehabilitation and possible acquisition of the CORP Coos Bay Line were determined to be ineligible for the ConnectOregon II projects.

Mr. Callery had an opportunity to be a part of a panel in Roseburg discussing rail service in Southwest Oregon. The panel included representatives of ODOT, RFP, Carman Fore from Rep. DeFazio's office, and Mr. Callery. There was a lot of feedback from many of the timber industry folks from the coastal area and from the Siskiyou Line service area. There is still interest in restoring the line. Mr. Bishop and Mr. Callery continue talking about and talking with various consultants that were working the rail service issues.

The Freight Advisory Committee is working on another piece of Legislation that came out of the 2007 session, Senate Bill 566, which calls for the itemization of major transportation projects throughout the state. The state is trying to figure out where one could go in trying to fund some of the major projects that, given the status of the budget, the State can't deal with. Freight Advisory is giving us consideration as we look at major freight issues and freight corridors. We are working with ODOT rail and hopefully we are going to be working with the aviation division on air cargo issues; and OECDD who now has a marine component, all of these groups will be working together to find the greater need for a 20 year planning cycle.

Mr. Callery had an opportunity to attend some conferences for the Pacific Northwest Association of rail shippers. There was a lot of discussion about continuing constraints on rail such as slides on the Union Pacific line in these meetings. The constraints are severely limiting Union Pacific's ability to move cargo north and south because they are sharing a right-of-way with the BNSF-Line in the Hwy 97 corridor. BNSF already had capacity usage of the corridor so are only allowing Union Pacific to run a few trains a day; that is causing a lot of problems for shippers served by CORP and other short lines. Shipping costs are escalating.

David Kronsteiner: Are these projects that they are considering outside of STIF and outside of what could come from the Transportation Equity Act and OTEA III? Mr. Callery said yes they are because it goes back to a project that Freight Advisory did about 5 years ago. At that time, the committee came up with a master list of 250 projects statewide. The focus was on freight mobility but they looked at all modes. The price tag there was at \$5.2 billion. The committee has been using that list but it is 5 years old. ODOT wants to go back and use the list but on a regional basis; to see what is changed in the regions; what new projects have come up; or if some have been solved by other applications. It is really a rehash of something that Freight Advisory got involved in a couple of years back.

Mr. Callery commented that the Steering Committee which the Mr. Kronsteiner was asked to serve on, for the State Freight Plan was pushed back a year because the State lost the Freight Mobility Director. Mr. Callery said that Mr. Kronsteiner should be receiving some communication from Matt Garrett at ODOT soon. Mr. Callery's committee is doing a lot of the work now that will be used in the State Freight Plan. It is a multi-modal plan, it's not just highways or marine or rail; it's all modes.

**D. Director of Finance and Administration:** Donna was absent and there were no questions regarding her written report.

**E. Interim Marina Facilities Manager:** There were no questions for Aaron Simons regarding his written report.

5. **PUBLIC COMMENT:**

**Camby Collier:** Ms. Collier was at the meeting to comment on the possibility of the LNG Terminal. She has been following this industry and trying to learn as much as she can. She came with copies of several articles which she gave to the Commissioners to read regarding why we should not build a LNG facility here.

6. **ACTION ITEMS/REPORTS:**

**A. Auditor Selection**

At the Regular Commission meeting in January 2002, the Board approved a two year contract with three one year renewals to Scoville & Reiber CPAs as the Port's Auditor-of-Record. That contract expired with FY 2006/2007. Requests-for-Proposals (RFP) were advertised in January and February of 2008 with submittals to be received by February 29<sup>th</sup>. Five proposals were received and reviewed. The evaluation criteria included 50% technical, 50% price with the following considerations:

- The ability to understand the Port's auditing needs
- Availability of audit staff for assistance during the fiscal year and
- The firm's municipal auditing experience and expertise.

The following agencies submitted proposals and costs for the first year's audit:

- Scoville & Reiber, Coos Bay \$25,800
- Wall & Wall, Coos Bay \$19,865
- Pauly Rodgers & Company, Tigard \$25,300
- Steve Tuchscherer, CPA, Roseburg \$15,500
- Hough, MacAdam & Wartnik, LLC, North Bend Sent letter-declined to bid

Steve Tuchscherer's bid was defective and incomplete. Shirley MacAdam, CPA provided a letter regretfully declining to bid at this time.

The other three proposals all met the criteria of the RFP. After further review of the proposals, the review committee concluded that the proposal submitted by Scoville & Reiber best met the needs of the Port of Coos Bay for audit services during the next contract period.

Even though the Port will not be required to have a Single Audit, (based on Federal funds expensed and received) for FY 2007/2008, the not-to-exceed costs listed above include the potential for a Single Audit. The price quoted assumes the cooperation of Port staff with balanced and reconciled books as well as the printing of 20 copies of the report. Communication with the audit firm during the year is also included in each proposal.

Staff recommends staying with Scoville and Reiber in the best interest of the Port. It takes time for an auditor and agency to learn each others methods and with the multi-year projects the Port is involved in, the continuity with the same auditor provides a huge time savings in the learning curve. Because this is a personal services contract, the Port is not required to accept the low bid.

Before the vote, Commissioner Hampel declared a conflict of interest as Scoville and Reiber was his personal accountant.

Discussion: It was pointed out that the cost for the audit is based on hours.

Upon a motion by Commissioner Smith (second by Commissioner McKeown) the Board of Commissioners approved staff selection of Scoville and Reiber CPAs as the Port's Auditor-of-Record for the next contract period.

## **B. Budget Officer Appointment & Approval of Budget Calendar**

A requirement of the budget process is Commission Appointment of a Budget Officer for the next year's fiscal year budget process. In the past, the Port's Executive Director has served in this capacity because of his experience. The Budget Officer presents the budget message and the draft budget document for consideration and discussion by the Budget Committee.

The Budget Calendar must also be approved for scheduling and publishing the legal notices.

Upon a motion by Commissioner McKeown (second by Commissioner Smith) the Board of Commissioners appointed the Executive Director as Budget Officer for FY2008/2009 and approved the Budget Calendar.

## **C. Marina Best Management Practices – Draft – Information only**

The Port's Board of Commissioner adopted the Best Management Practices (BMPs) for the Shipyard in October of 2004. Last year Port staff, along with Mr. Glenn Dolphin from the Oregon State Marine Board, started putting together BMPs for the Marina by gathering information from other marina. The first draft of the Marina BMPs have been completed and approved by Mr. Dolphin and are now ready

for Commissioner review. These BMPs will also be brought in front of the Charleston Advisory Committee for review and comment. When the BMPs are eventually approved, the Port will be one step closer to receiving the Clean Marina Certification.

There was no motion; this was for information only.

#### **D. Charleston Marina Phase I Improvements**

The approved FY 2007/2008 Port Budget included Phase One of the Charleston Marina upgrade plan. The work consists of traffic flow, pedestrian and parking improvements in the outer basin, overlay and parking improvements to Eel Avenue and paving and drainage improvements behind Seahawk Seafood.

At the December 2007, Port Commission Meeting, a contract with Dyer Engineering was authorized in the amount of \$47,400 to provide engineering, bid services and project quality control management.

Project bids were opened Tuesday, March 11, 2008 at 2pm in the Port conference room. They were:

- Laskey-Clifton \$238,932
- LTM \$278,000
- Johnson Rock \$267,356

The engineering construction estimate was \$267,600.

Although the bid submitted by Laskey-Clifton is within the project construction budget, when the engineering contract costs are added, the total project funding is \$23,332 above available project funding. Staff is requesting additional spending authority from the Depreciation Fund in the amount of \$23,332.

Upon a motion by Commission McKeown (second by Commissioner Smith) the Board of Commissioners accepted all three bids and awarded the contract to Laskey-Clifton in the amount of \$238,932. Additional spending authority was also approved from the Depreciation Fund in the amount of \$23,332.

#### **E. Reappoint Caddy McKeown to the URA Board, expiration 12/31/2010 and correct Dan Smith's term expiration to 12/31/2009.**

Coos County assigns two representatives from the City of Coos Bay, the City of North Bend, the County, the Port of Coos Bay and two at-large members to serve on the Coos County Urban Renewal Agency Board (CCURA). The terms of the CCURA Board are two years; all terms expire 12/31; and the years between two representatives of each agency making up the Board should be staggered. Over the years, the term expiration dates have moved away from the 12/31 dates and terms of the representatives from a single agency have ended up expiring at the same time.

To correct this situation, Port staff and the County have reviewed all terms and returned everyone's expiration date to 12/31; the years between single agencies representatives have been staggered. From

now on, if a member of the Board is replaced for any reason, their term will continue to expire at the assigned time, even if for a few months.

The terms were corrected with ORDER 08-02-021C, signed by Coos County Commissioners on February 17, 2008.

Previously, Caddy McKeown's term was to expire on 3/1/2008; her term will now expire on 12/31/2010. Dan Smith's term will expire on 12/31/2009.

Upon a motion by Commissioner Hampel (second by Commissioner Smith) the Board of Commissioners approved assignment to the Coos County Urban Renewal Agency Board another two-year term for Commissioner McKeown ending 12/31/2010 and a correction of Commissioner Smith's term to expire 12/31/2009

#### **F. Update on Federal Navigation Operations and Maintenance of Coos Bay program**

Mr. John Craig had planned to give an update on the Coos Bay Federal Dredging O & M program at the February Regular Commission Meeting. The February meeting was cancelled and Mr. Craig was unable to come to the March Commissioner meeting, so Mike Gaul gave the update.

For the current Federal fiscal year, Congressman DeFazio was able to appropriate an additional \$1,642,000 to the Coos Bay Federal Navigation project above the President's recommended budget. Those funds were originally earmarked to address maintenance dredging between river miles 12 and 15 at the upper end of the Federal Navigation channel.

Since then, a number of factors have occurred which requires the sponsor, the Port of Coos Bay, to re-prioritize the use of those funds. In addressing issues, staff ranked the needs in relation to the effect on the overall program. Needs most notable are the need for additional dredging on the entrance channel, the need for additional interim repairs on the North Jetty, and the need to maintain maintenance dredging in the Charleston channel.

When the river mile 12 to 15 area was looked at, it was taken into consideration that there has been no deep draft traffic in a number of years, and factoring in the fact that there are three upper bay docks which are not intending to dredge to the channel depth, staff came to the conclusion that there are other more pressing priorities for those funds.

The advice from Congressman DeFazio's office was to use the additional funds to address the priority issues.

The Corps of Engineers has already reprogrammed \$200,000 to complete plans and specifications for an interim repair to the North Jetty. The North Jetty was breached four years ago and the temporary repair that was done will not last another hard winter; storms this past winter were very bad.

Starting in September, a \$2 million dollar repair job is scheduled to begin; this will be a temporary heavy duty fix. It will actually take \$26 to \$34 million to do a proper repair. Staff is looking for funding for a study.

Executive Director, Jeff Bishop, inserted that the Port has commissioned the Maritime Historical Museum to do a history of the jetties in anticipation of our launching an effort this summer to educate the public on how important the jetties are for safe operations from the navigation standpoint. We will be embarking upon what will probably be a multi-year effort to try to secure funding for some long term fixes on the jetties and we will keep you posted.

**G. Appointment of Nick Nylander to Bob Laird's position on the Charleston Advisory Committee.**

In February 2007, Mr. Robert Laird was appointed to a three-year term representing Sport Fishermen on the Charleston Advisory Committee. With the unexpected passing of Mr. Laird recently, the position became vacant and Mr. Nylander has volunteered to serve the remainder of the term which expires in 2010.

Mr. Nylander is a local attorney, avid sport fisherman and was a fishing partner and friend of Mr. Laird. He brings to this committee the same knowledge, commitment and willingness to serve that was a trademark of Mr. Laird.

Upon a motion from Commissioner Hampel (second by Commissioner McKeown), the Board of Commissioners appointed Mr. Nick Nylander to the Charleston Advisory Committee to complete the term of Mr. Bob Laird.

**H. Request to join membership in the Northwest Marine Terminal Association (NWMTA)**

Each year through the Budget process, staff proposes a list of associations for membership. The Northwest Marine Terminal Association was not considered in the past. However, based on the progress being made with the Oregon Gateway Project, it would be appropriate and beneficial for the Port to join the Association at this time.

The dues are \$989 annually and would be pro-rated for this year.

The NWMTA is a voluntary association of deepwater ports and marine terminal operators in Oregon and Washington. Current members include the Ports of Anacortes, Astoria, Bellingham, Everett, Grays Harbor, Kalama, Longview, Olympia, Port Angeles, Portland, Seattle, Tacoma and Vancouver (WA).

NWMTA has operated continuously since 1939, under an agreement approved by the Federal Maritime Commission subject to provisions of Section 15 of the Shipping Act of 1916, the Shipping Act of 1984 and more recently the Ocean Shipping Reform Act of 1998.

The Ocean Shipping Reform Act continues the basic principles of Anti-trust immunity for certain rate setting and other collective practices. The provisions of the NWMTA agreement provides ample authority for the member ports to set uniform rates, establish consistent rules and practices, exchange relevant information, and pursue cooperative ventures.

The purpose of this agreement is to discuss and agree concerning terminal rates and or charges for cargoes handled at facilities owned or operated by members and to discuss and agree concerning all rules and regulations related to receiving, handling, storing and or delivery of property at terminal facilities. The members can also collect, compile and exchange credit experience information, and exchange information to facilitate long range industry planning concerning environmental concerns, intermodal development and regulations, technological developments, fuel and energy requirements, mitigate operating costs, labor issues, port development and governmental programs and actions which affect terminal and other maritime activities.

The members of NWMTA must approve the Port of Coos Bay's membership; the members have voted and the Port has received unanimous approval. Once approved, a filing of the Port's membership will be made with the Federal Maritime Commission.

Upon a motion by Commissioner Smith (second by Commissioner McKeown) the Board of Commissioners approved membership in the Northwest Marine Terminal Association.

#### **I. New Lease for Basin Tackle**

This is a ground lease only, the lessee owns the building. This building has been a mainstay in the Charleston Marina for both commercial and recreational customers for many years. The lease is in its final 5-year renewal option which ends March 31, 2008.

The business owners, Dan and Donna Morris are requesting an additional ten year lease for the property. Because the current lease is ending and because the Port has a new legal counsel, we asked our attorney to draft a new lease. The new lease will be for a period of five years and include one additional five-year renewal option. All terms and conditions of the expiring lease are included in the new lease agreement.

Upon a motion by Commissioner Hampel (second by Commissioner McKeown) the Board of Commissioners approved the new lease agreement between the Oregon International Port of Coos Bay and Dan and Donna Morris, dba Basin Tackle.

7. **OTHER: Nothing**

8. **INFORMATION ITEMS: No Comments**

A. Letter from SDAO regarding Safety & Security Matching Grant

B. March 2008 Newsletter from the Business Center

C. PNWA information

9. **COMMISSION COMMENTS:**

**President Kronsteiner:** He wanted to publicly acknowledge the Safety Award the Port received for the 2007 year.

**Martin Callery added:** The Laird family and friends want to provide a Memorial bench in the name of Bob Laird. It will be sited on the sidewalk along the clam beds in Charleston next to an existing Memorial bench. Aaron's crew will be pouring the cement soon and the family would like to have a small ceremony sometime around Memorial Day.

10. **NEXT MEETING DATE** -Thursday, April 17, 2008 in new Port Commission Chambers

11. **ADJOURN:** The meeting was recessed to Executive Session at 8:05 pm.

12. **Return to Open Session:** 9 pm

There was a motion made regarding the Executive Director's evaluation.

**Motion:** Commission McKeown moved, (second by Commissioner Smith), that the Commission Board, based on a comprehensive 360 degree review of the performance of the Port's Executive Director, offer Mr. Bishop a 5% Cost of Living increase for the year 2008 based on recent specifics.

Comment from Commissioner McKeown - Mr. Bishop's service is exemplary; he is doing a tremendous job for us. We appreciate his leadership and his expertise. We appreciate some of the difficult circumstances that have come before this organization lately and the way Mr. Bishop has handled them. It is not always a smooth ride but he is guiding us well and we appreciate it.

Commissioner Smith, "Well said"

The motion passed unanimously.

13. **Meeting Adjourned** at 9:05 pm