

**OREGON INTERNATIONAL PORT OF COOS BAY**  
**Coos Bay, Oregon**  
**REGULAR COMMISSION MEETING**  
**Thursday, May 15, 2008**  
**7:00 p.m.**  
**Port's Commission Chambers**

**ATTENDANCE**

**Commission:** David Kronsteiner, President; Caddy McKeown, Vice President; Jerry Hampel, Commissioner; Dan Smith and Brady Scott were excused.

**Staff:** Jeffrey Bishop, Executive Director; Mike Gaul, Deputy Executive Director; Martin Callery, Director of Communications and Freight Mobility; Donna Nichols, Director of Finance and Administration; Aaron Simons, Marina Facilities Manager; Andrea Wall, Executive Assistant

**Media & Guests:** Gordon Young, Channel 14; Ken Messerle, Coast Consulting, Bob Braddock, Jordan Cove Energy Partners; Victoria Folker, CAL; Ron Sadler, Glenn Dolphin, Oregon Marine Board; Chris Claflin, OECDD; Jan Dilly; Marvin Caldera, ILWU; Gena LaRoche; Ruby Starr; Mary Margaret Muenchrath; Steve Jones

1. The meeting was called to order at 7:00 p.m.
2. The President asked the guests to introduce themselves.
3. CONSENT ITEMS:
  - A. Minutes: April 17, 2008 Regular Commission Meeting
  - B. Approval of April/May 08 invoices totaling \$ 326,133.65
  - C. Ratification of Inner Basin CXT Contract

Upon a motion by Commissioner McKeown (second by Commissioner Hampel) the Board of Commissioners approved the April 17, 2008 Meeting minutes, the April/May 08 invoices and the Ratification of Inner Basin CXT contract.

At 7:04 pm, the President said that the Commission would recess to an Executive Session. The Regular open Commission Meeting was reconvened at 7:30pm.

4. MANAGEMENT REPORTS:

A. **Executive Director:**

Mr. Bishop said that last meeting he gave an update on the Oregon Gateway and this week he has an additional update.

There were three projects which comprised the Oregon Gateway. One was the Jordan Cove LNG facility; one was a general purpose cargo dock facility located adjacent to the LNG facility; and a proposed intermodal container terminal. Last month Mr. Bishop reported that the LNG facility was on course; Project Lofty, the general purpose cargo terminal had been moved to the unfeasible category due to regulatory hurdles and the closure of the rail line; the container terminal project was being

affected by market conditions. Some people perceived this project was dead which is not true. The market was described as having slowed and the project was expected to slow accordingly.

Early on, the developer had issued four contingencies; one was permits to dredge the bay, which was part of the Section 203, second was affordable and dependable rail capacity; third, permits to build the terminal; and fourth, Board approval of the business case. This is the one that has been most impacted by changes in the market in relation to our partner. The Port considered all of these in conjunction with our partner and there were three highlighted areas we were concerned about. One is our reputation, two is the financial risk of such a venture, and three is opportunity costs. Because of the delays which were necessitated by market conditions, the Port is very concerned about spending 10 plus years involved in a project that may or may not come together at the end of it.

HB 5036 provided \$60 million dollars in State Lottery Bonds as a local match in the Section 203 process. After opposition testimony, the bill was changed to add triggers and a repayment option in the event the project is not completed. The money from HB 5036 is spread over three biennium and for FY 2007-2009, \$5 million is available to provide funding for the Army COE sponsored Section 203 Study. To trigger HB 5036, the Port and the container developer are required to submit the following:

- Commercially reasonable agreement with a container terminal developer to build and operate a cargo terminal.
- Evidence of progress toward negotiation of a rail agreement with a rail service provider
- Evidence of authorization by the Assistant Secretary of the Army for the 203 Study.
- A project budget

Commercially Reasonable Agreement:

- The Port entered into an agreement of understanding with APM Terminals North America, a wholly owned subsidiary of A. P. Moller in August 2007.
- The agreement is regarded as proprietary by APM and contains a non-disclosure provision.
- The agreement has been accepted by the Director of the Oregon Economic and Community Development Department as commercially reasonable after they had it reviewed by outside consultants and the Attorney General's office.
- The Port and APM have negotiated a second agreement of understanding with a revised non-disclosure provision in light of the three goals discussed at the Port's last meeting.

(The Port is authorized to acknowledge that our customer is APM Terminals; however, the Port remains bound to non-disclosure of any thing regarded as proprietary by APM)

Staff is requesting authorization tonight for the Executive Director to execute the second agreement of understanding between the Oregon International Port of Coos Bay and APM Terminals.

Upon a motion by Commissioner McKeown (second by Commissioner Hampel) the Board of Commissioners authorized the Executive Director to execute the second Agreement of Understanding between the Oregon International Port of Coos Bay and APM Terminals.

Commissioner McKeown said that we have been waiting for this for a very long time; Mr. Bishop has spent hours on planes, hours with attorneys and hours just in his office working on this and it is nice to finally get to the place where we can finally disclose who the customer is. It is a very exciting time for us.

Mr. Bishop said he is very pleased with the performance of staff, it was a team effort and the Commission's leadership is critical to our success.

Mr. Bishop then introduced the new container layout. The container operation was enlarged from two berths to three. It absorbs the area that was made available through the discontinuation of Project Lofty and encompasses approximately 280 acres. It will have an intermodal rail facility in excess of 4,000 feet.

Progress toward rail service:

The next element of requirement of HB 5036 is progress in the rail service. The Union Pacific Railroad is interested in and has consented to accept container freight from the Oregon Gateway at its main line. The State of Oregon has accepted this as evidence of progress toward rail service to the terminal. The closure of the Central Oregon and Pacific Railroad was described by CORP, UP and the Port as not having an impact on the container project. However, it has become a complication to progress of the project. Accordingly, the Section 203 project will now include examination of alternative rail routes from the Bay Area. We don't have specifics but the new route would be somewhere through Klamath County.

Section 203 Authorization:

The Section 203 was authorized and commenced in 2007.

The Project Budget for the 203 process is as follows:

Section 203 with jetty analysis (EIS).....	\$3,625,000
Legal .....	350,000
Outreach and Public Involvement .....	50,000
Environmental Restoration/Planning .....	725,000
Administrative/Travel/Supplies.....	100,000
Alternative rail route analysis (NEPA).....	<u>150,000</u>
<u>Total .....</u>	<u>\$5,000,000</u>

The Oregon International Port of Coos Bay has certified the satisfaction of the requirements of HB 5036. The Director of the Oregon Economic and Community Development Department has requested the Department of Administrative Services issue Lottery backed revenue bonds for the Coos Bay Channel Project.

Mr. Bishop then presented the grant agreement from the State of Oregon to the Commission for their consideration. It provides \$5 million to the Port to complete the Section 203 study. It contains the normal State requirements and also contains a provision that if the Director of OECDD determines that the project is not substantially complete by 2019; the grant converts to a loan. The loan would be amortized for 25 years at the lowest rate allowed without jeopardizing the tax exempt status of the Lottery bonds.

Staff is requesting approval of the State Grant Agreement for the Section 203 project and authorization for the President of the Commission to execute the contract.

Upon a motion by Commissioner Hampel (second by Commissioner McKeown) the Board of Commissioners approved the State Grant Agreement for the Section 203 Project and authorization for the President of the Commission to execute the contract.

**B. Deputy Executive Director:**

Mr. Gaul reported that all projects were moving forward and he had no other management report tonight.

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

Mr. Callery said that he was mostly involved with rail issues and consulting firms in regard to the Feeder Line Application. He had no further report.

**D. Director of Finance and Administration:**

Ms. Nichols said that she had nothing to add to her report; however, she gave each of the Commissioners a copy of the CCD Business Development Annual Report for information.

**E. Marina Facilities Manager:**

Aaron Simons had nothing to add to his report. Commissioner Hampel asked what kind of a response the Marina had from potential customers about fishing issues. Aaron said that there were some cancellations in the Marina and RV Park but we have had some people fill in those voids. Some of the cancellations are because of the gill costs and some salmon or lack of.

President Kronsteiner told Aaron that he had talked to some people who said our RV Park was not showing up in Web searches. Donna said that she would do some research on that and see if she could help that.

Aaron said that the Shipyard was overly busy moving people around and trying to accommodate all of the fisherman that we can; some fishermen are changing gear over to black cod instead of salmon.

**5. PUBLIC COMMENT:**

Frank Williams retired ILWU: He wanted to commend the Port for all of their hard work. The retired longshoremen say thank you.

Marvin Caldera ILWU: He said that this port is getting known all over the world. Thank you for all of your hard work in our behalf.

**6. ACTION ITEMS/REPORTS:**

**A. Jordan Cove Energy Project Update – Bob Braddock, Project Manager**

Mr. Braddock presented a video simulation regarding tanker entry into the bay. The simulations are run by Marine Safety International (MSI) in Rhode Island. MSI runs simulations similar to what airlines do to train pilots. These simulations are used to train helmsmen to various new ships and to navigate in unfamiliar waters. Coos Bay is an area that has not been modeled because of its lack of use. Most of the major ports around the world are modeled with computer models and incorporated into the program at MSI. MSI runs these also for cruise ship captains, large tanker captains and the Navy, primarily for aircraft carriers; the Captain of an aircraft carrier is actually a pilot and has never manned a ship. MSI teaches these folks to become mariners very quickly. It is a well established program and was initiated about 45 years ago and it continues to expand.

Two years ago, Jordan Cove, ran preliminary studies based on conceptual layouts for both the terminal and information on the bay to chart feasibility of moving vessels in. What they determined was that they could do it. LNG tankers are larger than wood chip ships and as a result moving them into Coos Bay will be different for the pilots than what they have been used to. Two years ago, JC constructed a model of Coos Bay with their marine engineers. It included data gathered by the COE such as current and tide data gathered from surveys; wind data from NOAA and they basically built an artificial environment inside a computer that simulates the geometry and characteristics of Coos Bay. Then you plug in models of particular ships and it will provide the basic handling characteristics of these vessels including the horse power, the rudder size, the wind sail in force when navigating the channel. When you finish, you have a video game that a pilot can run just as he would maneuver a ship. It is done at MSI in a full bridge all fully instrumented, 360 degree visibility, but with all the computer navigation gear that you would have on a commercial vessel. One of the reasons for the new simulation is they wanted to familiarize a third pilot for Coos Bay; two pilots went to MSI two years ago to familiarize themselves with LNG vessels and the use of tractor tugs. The program was also used to verify changes in the proposed navigational aids. There were changes to the slip and access channel and JC wanted to verify the changes and answer some questions for the Coast Guard based on those changes JC incorporated in the initial program two years ago. JC determined that to use a Moss Spherical Tanker, primarily because it has the largest sail effect in the fleet - most impacted by wind. The model was the LNG Rivers which fits into the 148,000 cubic meter class of LNG vessels. This is the largest vessel that the US Coast Guard currently authorizes to call on U.S. ports.

From an earlier study, JC determined that they needed to use tugs and it was best to use three. Mr. Braddock showed some pictures of the stern driven tugs which have 6500 horse power. They are very maneuverable and they cost about \$10 million a piece. JC will provide three of these tugs each with a four man crew, to move vessels in and out of the Coos Bay channel. The vessels could move in and out without this kind of tug, but these will make it much easier. The benefit of using this type of tug is that you can run the vessel at a slower speed. You don't need to run water across the rudder to gain stability because you have two tugs at the bow and one at the stern to provide the nudging to move it safely through the channel.

From the K Buoy which sits off-shore approximately 2 nautical miles, the transit distance from the K Buoy into the berth is approximately 7.5 nautical miles. The ship comes in at 8-10 knots to begin and gradually breaks the speed down to 4 knots while it positions itself in the berth. When the channel was modeled, they modeled the existing channel as it is currently maintained by the COE. Mr. Braddock said, this is about a minus 37' channel depth with approximately 6' depth gain at high slack

tide. All movements that were done in the simulation were done under existing conditions; the only change was the construction of the berth and the access channel to connect the berth to the channel.

Mr. Braddock showed the video simulation. He said that from K Buoy to berth would take 90 minutes; from K Buoy to the entry turn was 26 minutes. Mr. Braddock said that with a vessel coming in or going out, there would probably be an 8 minute window when it would interfere with Charleston traffic.

After the presentation, Mr. Braddock added that one of the proposed tugs was powerful enough that if a ship lost its power or rudder, one tug could drag the ship out to sea by itself and there will be three of them. Another thing is that each tug has two completely independent engines so if they lose one engine; they have a whole drive train, power train, engine and a fuel system to operate the other one. These vessels are all fire fighting tugs as well.

The 16 simulations done over a four day period proved to work very well and demonstrated what they wanted it to and gave JC the information needed to provide to the various stakeholders who are approving the Water Suitability report.

Mr. Bishop asked Mr. Braddock if he was planning on screening the ballast water. JC has presented to the National Marine Fisheries, U.S. Fish & Wildlife and all the Oregon State agencies a screening methodology that JC has employed elsewhere. These agencies have basically accepted it. 100 % of the vessels will be screened. The difference with what JC is proposing and what the Bradwood facility is proposing was that Bradwood was counting on the LNG ship owners to make vessel modifications to accommodate this. JC said theirs is called a short base facility which JC provides for the ships. JC is also committed in their air permit to cold-ironing the vessels which means when the vessels come into port, they plug into JC's power source so they are using JC's power to run all their hotel services. The Coast Guard requires vessels to maintain hot boilers so in an emergency, they can be underway immediately. As a result, the vessel's engines remain idling when they are docked.

Commissioner McKeown asked if the security around the ship had been determined yet. Mr. Braddock said that the Water Suitability report was close to complete - maybe by the end of the month - and that would determine the security.

## **B. Glenn Dolphin, Oregon State Marine Board - Clean Marina Program**

Aaron Simons introduced Glenn Dolphin of the State Marine Board. He gave the Commission some background information about the Clean Marina Program and how he has been working with Aaron over the last six months to get the Port's part of the certification program completed. The BMPs which were approved at the last Commission meeting were the last piece to be completed.

Mr. Dolphin said that 27 marinas in Oregon have completed the certification program and 25 more were working on the process.

Commissioner McKeown asked what the on-going compliance would entail. Mr. Dolphin said that there were Compliance inspections and annual paperwork to complete. Then every three years the State Marine Board would perform another walk through to make sure you were still in compliance.

Mr. Dolphin dropped an oil spill response kit off at the Marina earlier. Tonight, he presented Aaron Simons with a plaque signed by the State Marine Board director for Aaron to hang over his desk. He also presented a flag with the program logo on it to fly at the Marina showing that the Charleston Marina was a part of the Clean Marina Program.

Mike Gaul then came up and commended Aaron for his work and said that this was Aaron's first project as Harbormaster.

### **C. Port Internal Emergency Plan – Mike Gaul**

One of the goals this year for staff was the establishment of an Emergency Response Management Plan. It is to be a living document with upgrades and additions as needed. The Port intends to complete recurring training and drills to assist in maintaining readiness. The requirement of this plan will be incorporated into the Port's Annual Training schedule.

The purpose of the plan is to provide guidance to staff regarding procedures during an emergency. The intent of the plan is to protect life and property in the event of an emergency or natural disaster. It may be modified at any time dependant upon the type or location of the specific emergency. It is designed for staff and customers and will augment what the fire department does and also allows for cross training with the fire department.

A joint table-top exercise of the Emergency Plan will be held next week with the personnel from the Charleston Fire District.

Upon a motion by Commissioner McKeown (second by Commissioner Hampel) the Board of Commissioners approved the Emergency Response Management Plan.

Mike Gaul added that the Port is not required to have an Emergency Response Plan, but staff feels it is best to do so. He also said that if there was a major disaster, the Coos County Emergency Plan would take over. The Port is required to complete some paperwork for that plan also.

### **D. IGA for the Oregon Solutions Project – Mike Gaul**

The Port of Coos Bay is a partner in the Oregon Solutions Team's Charleston Coastal and Ocean Life Complex Project". The Oregon Solutions Team process is conducted through PSU's Oregon Solutions program of National Policy Consensus Center. Senator Verger and Representative Roblan were co-conveners of the project.

The IGA in the Commission packet describes the purpose, statement of work and agency responsibilities for the project. Port Counsel has reviewed the documents and found it acceptable for recommendation to the Port Commission.

Discussion: What exactly does this commit us to?

Mr. Bishop said that there were three phases. The first was a remodel of the existing facility which Craig Young has the funds for at this time. The second is an office complex to house resource agencies adjacent to OIMB and a public meeting space which is greatly needed in Charleston. The third phase is the most exciting and is along the scale of what is in Newport – not necessarily an aquarium – but an interpretive/educational center.

Mr. Bishop said that one of the things that struck him during preliminary discussions was that we didn't really have a good quantitative analysis of the economic impact of OIMB to the community. It is remarkable what experiments and research is going on there. From an economic standpoint, they have 50 visiting professors from all over the world who stay there for a period of time during the year. They are buying groceries and eating out and contributing to our community. Mr. Bishop has encouraged the University to explore exactly what their economic impact is. It is an education facility and he thinks there might be some Port opportunities to leverage that and to partner with OIMB more.

Mr. Bishop said that one of the things he wants to do is spend some time and energy defining the intent (not regulatory) of the project so it does not create a disharmonious situation between our customers and all the others using the area.

Upon a motion from Commissioner Hampel (second by Commissioner McKeown) the Board of Commissioners approved the Oregon Solutions Intergovernmental Agreement between Portland State University and the Oregon International Port of Coos Bay.

#### **E. Charleston Marina Phase One Construction, Change Order #1 – Aaron Simons**

The bid award and construction contract with Laskey-Clifton was approved at the March 20, 2008 Port Commission Meeting for Phase One of the Charleston Marina Improvement project. At the April 17, 2008 Port Commission meeting staff reported that due to anticipated cost increases for asphalt, they might come back to the Commission to add an additional piece to the project.

The additional work consists of raising a catch basin, improving curbing and drainage, pavement overlay and parking striping in the area between the Port's Outer Basin Restrooms and the Basin Café. Aaron said that there was a small oversight which will cost about \$500. It is an approach for vendors to the Basin Café and at this time is a tripping hazard. The proposed cost of this change order was \$15,460 at current asphalt prices and Aaron would like to bring it up to \$16,000 to cover the oversight area. Funding for the change order would be through the Depreciation Fund.

Upon a motion by Commissioner McKeown (second by Commissioner Hampel) the Board of Commissioners approved the Charleston Marina Phase One Construction, Change order # 1 in the amount of \$16,000.

#### **F. Charleston Marina Master Plan – Financial Plan – Donna Nichols**

The Charleston Marina Complex Vision and Master Plan was completed and approved by the Port's Board of Commissioners in April 2007. It describes the current condition of the Marina Complex

including the economic base, amenities, configuration and infrastructure of the Marina, RV Park and Shipyard facilities.

A five-year plan was recommended for improvement projects as well as more long-term planning for future potential reconfigurations and expansions. One of the FY07/08 Port wide goals was to create a capital improvement financial plan that will work with the Master Plan. The Capital Improvement Financial Plan supports the objectives and goals for the vision of the Master Plan. It demonstrates how the Port will afford to achieve the strategic goals and objectives of the Plan.

The Port will work in partnership whenever possible with community-based organizations, educational institutions and governmental agencies to attain financial support for the projects. The plan is intended to be a “living document”, meaning the plan will evolve with changes and needs that arise.

Upon a motion by Commissioner McKeown (second by Commissioner Hampel) the Board of Commissioners approved the Vision and Master Plan for the Charleston Marina Complex Phase II – Capital Improvements Financial Plan.

#### **G. Port Policy – Chapter 8, Safety & Loss Prevention Amendment – Donna Nichols**

The Port’s Policy Manual has been reviewed and updated. It took from April 21, 2005 through March 9, 2007 to get through 14 chapters. In accordance with ORS 198.510 to 198.600, the Board of Commissioners can enact, amend or repeal any policy or other regulation.

Port staff is requesting an amendment to Chapter 8: Safety & Loss Preventions: Policy 8.3, Employees Personal Protective Equipment Policy. This policy lists the personal protective equipment that is provided by the Port and is required to be used by employees in their general work environment. The policy states that the “Port will reimburse each employee for one pair of leather work boots during *odd numbered years* (every two years) up to \$100.00 with receipt”. It also states that the “Port will provide up to \$100.00 for rain gear for maintenance employees during *even numbered years* (every two years)”. Employees are responsible for maintaining their own rain gear.

Staff would like to remove the italicized portions of these two statements. As long as there are two years between each reimbursement request, it doesn’t matter if it’s an odd or even year. Changing the policy to read “every two years’ will be easier to track and be less confusing.

Upon a motion by Commissioner McKeown (second by Commissioner Hampel) the Board of Commissioners approved an amendment to Port Policy 8.3, Employee’s Personal Protective Equipment Policy.

#### **H. Resolution FY07/008-9 SDAO Volunteers – Donna Nichols**

Special Districts Association of Oregon (SDAO) requests a resolution for extending Worker’s Compensation for all volunteers of the Port of Coos Bay.

With changes to the Oregon Revised Statute 656.031, Workers' Compensation coverage will be provided to classes of volunteer workers including Board Members, Public Safety Volunteers and other volunteers.

The Port's Board Members are currently covered under the existing Workers' Compensation policy. Other volunteers, who include the Port's Budget Committee, the Charleston Advisory Committee and the Port's Technical Advisory Committee, are not. A roster of active board members and volunteers will be kept monthly for reporting purposes and submitted to SDAO quarterly or more upon request.

Upon a motion by Commissioner McKeown (second by Commissioner Hampel) the Board of Commissioners approved Resolution FY07/08-9, extending Workers' Compensation Coverage to all volunteers of the Oregon International Port of Coos Bay.

**OREGON INTERNATIONAL PORT OF COOS BAY  
RESOLUTION NO. FY07/08-9**

**A RESOLUTION EXTENDING WORKERS' COMPENSATION COVERAGE TO ALL  
VOLUNTEERS OF THE OREGON INTERNATIONAL  
PORT OF COOS BAY**

WHEREAS, the Oregon International Port of Coos Bay elects the following:

Pursuant to ORS 656.031, workers' compensation coverage will be provided to the classes of volunteer workers as indicated below and listed on the attached Volunteer Election Form.

**Board Members – Applicable**

Public Officials on unpaid boards will be covered only for administrative and clerical functions while performing their authorized duties as elected officials.

**Public Safety Volunteers – Not Applicable**

Public Safety Volunteers are covered at the assumed monthly wage indicated on the attached Volunteer Election Form.

**Other Volunteers – Applicable**

Non-public safety volunteers and board members volunteering for duties will be covered only for administrative and clerical functions. For duties other than administration and clerical functions members will use the volunteer Election Form to keep track of their hours and have their assumed payroll reported in the correct Class Code for all their types of work using Oregon minimum wage.

A roster of active board members and volunteers will be kept monthly for reporting purposes and submitted to Special Districts Association of Oregon quarterly or more frequently upon request.

IT IS HEREBY RESOLVED by the Board of Commissioners of the Oregon International Port of Coos Bay to provide workers' compensation coverage as indicated above.

Approved and adopted by the Board of Commissioners at its Regular Meeting on May 15, 2008.

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David Kronsteiner, President

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Daniel Smith, Secretary

### Board and Volunteer Roster

**Special Districts Association of Oregon  
Policy Year: July 1, 2008 to July 1, 2009**

#### Oregon International Port of Coos Bay

##### Board Member Roster

<b>Class Code</b>	<b>Name of Board Member</b>	<b>Job Duty</b>
8742B	David Kronsteiner	Commissioner
8742B	Catherine "Caddy" McKeown	Commissioner
8742B	Daniel Smith	Commissioner
8742B	Brady Scott	Commissioner
8742B	Jerry Hampel	Commissioner

If Board Members are to be covered for activities other than administrative or clerical functions at board/committee meetings, they must also be included on the Volunteer Roster with the appropriate Class Code.

Since the Board Member Roster and the Volunteer Roster are covered under the same Class Code and all volunteers are covered for clerical functions only, Board Members who serve on volunteer committee will not be listed.

<b>Volunteer Roster</b>	<b>Name of Volunteer</b>	<b>Job Duty</b>
8742V	Johanna Dillard	Budget Committee
8742V	Louis Leberti	Budget Committee
8742V	John Craig	Budget Committee
8742V	Grant Walding	Budget Committee
8742V	Mike Helfrich	Budget Committee
8742V	Michael Armstrong	Charleston Advisory Committee
8742V	Mike Graybill	Charleston Advisory Committee
8742V	Mike Helfrich	Charleston Advisory Committee
8742V	Al Schaefer	Charleston Advisory Committee
8742V	Dan Morris	Charleston Advisory Committee
8742V	Rayburn Guerin	Charleston Advisory Committee
8742V	J.D. Evanow	Charleston Advisory Committee
8742V	Nick Nylander	Charleston Advisory Committee
8742V	Steve Rumrill	Technical Advisory Committee
8742V	Jon Souder	Technical Advisory Committee
8742V	Pat Cross	Technical Advisory Committee

8742V  
8742V

Jon Richards  
Timm Slater

Technical Advisory Committee  
Technical Advisory Committee

7. OTHER:

8. INFORMATION ITEMS:

- A. Letter from Rep. Arnie Roblan to Aaron Simons regarding a grant
- B. Clam Clinic information

9. COMMISSION COMMENTS:

Commissioner McKeown: This is a landmark meeting - a momentous occasion (regarding Jeff Bishop's report)

President Kronsteiner: It is great, but we still have a long way to go.

10. NEXT MEETING DATE -Thursday, June 19, 2008

11. ADJOURN: The meeting was adjourned at 8:45 p.m.

By: \_\_\_\_\_  
David Kronsteiner, President

By: \_\_\_\_\_  
Dan Smith, Secretary