

OREGON INTERNATIONAL PORT OF COOS BAY
Coos Bay, Oregon

REGULAR COMMISSION MEETING

Thursday, May 17, 2007

7:00 p.m.

Coos Bay City Hall

ATTENDANCE:

Commission: David Kronsteiner, President; Caddy McKeown, Vice President; Brady Scott, Treasurer; Jerry Hampel, Commissioner; Dan Smith, Secretary absent

Staff: Jeffrey Bishop, Executive Director; Donna Nichols, Director of Finance and Administration; Bob Thomas, Port Counsel; Andrea Wall, Executive Assistant; Mike Gaul, Absent; Martin Callery, Absent

Media and Guests: Elise Hamner and Susan Chalmers, *The World*; Gordon Young, Channel 14; Tim Rodenkirk and Russ Namitz, Cape Arago Audubon; Genevieve Bailey, Fisherman; Kathleen Wilson; Lewis Whitley; Mildred Whitley; Lee Wright; Robert A. Kilmer; Ken Messerle, Coast Consulting; Kevin Banister; Finavera Renewables; Onno Husing, OCZMA; Renee Garrett; Jim Garrett; Marvin Caldera; Joseph Adams; Al Schaefer, Charleston Advisory Committee; Jeff Hill, Sause Bros.; Drew Emmett, Coos Bay Towboat Co; Stephanie Kilmer, K-Dock; Jody McCaffree; Camby Collier; Richard Eichmann; Jack Hawtin; Clint Trout

The President called the meeting to order at 7:03pm and asked the audience to introduce themselves.

CONSENT ITEMS:

- A. Minutes: April 11, 2007 Regular Commission Meeting Minutes
- B. Approval of April/May 07 Invoices Totaling \$371,608.26

Upon a motion by Commissioner McKeown (second by Commissioner Scott) the Board of Commissioners approved the April 11, 2007 minutes of the Regular Commission Meeting and the April/May invoices totaling \$371,608.26.

MANAGEMENT REPORTS:

- A. Executive Director:

Jeff said that most of the Port's activities have been centered around Senate Bill 21. There was a hearing before the Transportation and Economic Development sub-committee of the Ways and Means Committee. Mr. Husing testified in favor of the bill and Ms. Mc McCaffree also testified. There was a good exchange of information; a good meeting with the Governor's office earlier; and a telephone conference call with our client that went well. Jeff will elaborate on that later when the Commission discusses some of the business matters. The bill seems to be moving well; however, we are getting some resistance from some of the elected officials from other regions throughout the State. We will keep you posted as it is difficult to give a prognosis at this time. Jeff inserted that Marvin Caldera also testified. Jeff continued saying that he sent the Commission an e-mail regarding a development that recently occurred at Prince Rupert. Traditionally the old paradigm was that in order to build a container

terminal, you had to do it in a major metropolitan area because a certain mixture of the cargo had to be destined for a local market and then a percentage was destined for other markets. That is beginning to shift; in places like LA, Long Beach, the split is 60/40 – 60% staying in the area, 40% going out; in Tacoma, 30% is staying and 70% is going out through the gateway. Prince Rupert was the first port proposed on the west coast that was almost exclusively intermodal cargo. Yesterday, it was announced that Cosco (the large Chinese shipping line) had signed on as the first customer to use the Prince Rupert facilities. That is the first major shipping line to commit to pure gateway concept. What is different between it and normal operations is that when cargo is put on the vessel, this cargo is identified for unitrain – a trainload on a vessel or multiple trains depending on the volume of the vessel. When it comes off – it goes directly on the train so you do not need as big of footprint. It makes less of an impact and you don't need as much area; whereas in the major areas there is lots of storage. This is a major development and a lot of people will be watching to see how this progresses.

At the end of his report, Jeff added that staff would like to table item D – live-aboard fees of the action items. He said there are some questions regarding definitions and how they apply to the fee. We do however have a number of people in the audience who want to speak regarding live-aboards, and Jeff encouraged the Commission to continue to take comments. This item will be brought back in June.

The Commission President asked if Prince Rupert was built without a customer. Jeff said yes, it was built on speculation. Commissioner McKeown asked Jeff to clarify the Chinese shipping line name; she did not want any confusion. It is not Costco. It is the shipping line owned by the government in China, COSCO.

- B. Deputy Executive Director was absent.
- C. Director of Communications and Freight Mobility was absent.
- D. Director of Finance and Administration:

Donna did not have anything to add to her written report. However she did say that the Port Budget and the Urban Renewal Budget had both been reviewed and approved. Donna further commented that we are close in several items in the budget and overall it will be tight this year but so far OK. Both budgets will be brought up for Public Hearing in June at their respective board meetings. In other news, Donna said that she had hired Helen Goudeau to work part time in the RV Park for the summer. Donna and Mike Gaul continue to split their time between the Port's Administration office and the Marina.

5. PUBLIC COMMENT: President Kronsteiner said that there were several people and he reminded everyone that there was a 5-minute limit per person; he would remind people if they went over.

Genevieve Bailey: She represents the commercial fisherman. She has fished ports from Ketchikan to Eureka, California and she said that Charleston was one of the best managed ports that she has ever been in; Port staff are friendly, they get things done and keep things clean. Genevieve wanted to convey that before she started on her other topics. She appreciates your hard work.

Genevieve wanted to comment about the \$50 surcharge for live-aboards. She said some of the fishermen have had to sell their homes or give up their rentals in order to live on their boats to save their boats because that is their work. They are quite concerned because a lot of them have not had a chance to make any money yet or very little. The weather has not been very conducive to fishing this year. She would like the Commission to take a second look at the proposed fees and maybe postpone them for a while. The fishermen should have a chance to get caught up and she wonders if the fees are really justified. The live-aboards in the fishing part of the community help to prevent vandalism and theft. Please consider the commercial fishermen as you look at these fees.

Genevieve went on to say that she had a concern about wave energy because it is going to occupy between 25 and 35 fathoms and at certain times of the year, that is the main salmon fishing and crab fishing areas. She would like the Commission to take another look at wind energy. Wind energy has been successful at some places; it wasn't successful in Bandon for a lot of reasons. It wasn't the right location and it didn't have the right generators, but there is Weyco, there is Cape Arago. These are places where wind energy would be excellent. She would like to see it pursued.

Genevieve continued saying soon another thing will be hitting this port besides wave energy and getting rid of some of the fishing. Marine Reserves are being considered and she would like the Port to have a close look at that also. She wants to keep the ocean open for sport and commercial fishermen.

The last thing Genevieve commented on was aquaculture. She said someone wants to put fish farms here and then fishing would not be allowed. She also said that in some places where there are farms, some of the wild fish have picked up disease which is related to mad cow because farm fish are fed beef pellets. These are all things where the Port is going to have to help the fishermen.

In closing, Genevieve commented that she has a Masters in Biology but she loves to fish.

Tim Rodenkirk: He is representing Cape Arago Audubon Society. His talk was about birding economics at the old Weyerhaeuser settling pond site. He recently found out from Jeff Bishop that the site was going to be designated a disposal area for both the LNG project and the Gateway project. He said that he had been at a couple of other Commission meetings where he talked about the site for birds and bird watching. Tim said that in his experience it is the most diverse birding area on the south coast.

Tim went on to give some of his background in birding and the Weyerhaeuser site before giving his powerpoint presentation.

Birding is big business in Oregon and Tim said there were more birders than hunters and fishermen combined. There are more than 505 different species of birds recorded here. Oregon is on the Pacific Flyway, a major migratory route. He had statistics saying that there were 435,000 out-of-state visitors who birded in Oregon. These people spent approximately \$215.3 million in this state. 35% of Oregonians also participated in birding. Tim's presentation went on to describe who came to the site for birding, what festivals and private organizations were involved.

The Oregon Coast Birding Trail was initiated in the fall of 2006. The old Weyerhaeuser Settling Pond site was nominated but not included because Weyerhaeuser closed the site. Tim feels that the Port

should help to get this site included, stating that it would not cost the Port anything. Visitors would increase and as a result revenues in the community would increase dramatically.

In conclusion, Tim said that other sites should be considered for debris disposal. He said that rather than thinking of it as a worthless, stinky old effluent lagoon, it should be thought of as a multi-million dollar tourist attraction that would not cost the Port anything.

Richard Eichman: Live-aboard fees: He said the reason for the fees that he heard was that the trash and water were being used more. He said that as far as trash, he has seen a lot of outsiders driving up and putting their household garbage in the containers – live-aboards generate very little trash. They don't use as much water as the commercial people. He also said that he has fixed many leaky faucets himself. As far as security, the live-aboards are there all the time, they know who belongs and who doesn't and the Port's security guard can't be in all places at all times. If a boat breaks lose, or something like that, the live-aboards are there to take care of it.

Marvin Caldera: Again he thanked the Commissioners, Jeff Bishop and port staff for their hard work. Marvin went on to say that he testified in support of SB-21 last week. Taxes pay the salaries of State, County and City people and people need to work to pay taxes; this project is important to Coos Bay.

Marvin continued his talk by saying that this is not a good time for the Port to access the live-aboard fee. The fishermen have not had a chance to earn any money yet. These people also are good at watching the boats – extra security. Marvin feels that a Dock Watch should be started, similar to a Neighborhood Watch.

Joseph Adams: Mr. Adams has been in Coos Bay for 6 years. The live-aboard fee should be postponed. He said that he personally has saved six boats from sinking. He has notified security of problems or other boat owners because he has their phone numbers. He knows when someone does not belong on the dock and he can call security. He thinks there are better ways to get money for the Marina. He said that personally he is looking at a 90% increase in moorage and he is not getting anything for it.

Lee Wright: Mr. Wright said he was concerned about the short notice of the fee, but his understanding is that the Commission is not going to make a decision tonight. He would like to see more time and more information collected.

Jeff said that the issue would come back to the Commission on June 21st. That will give them time to look at it in more detail. Jeff also said that there would be communication to all the live-aboards and it would be brought back to the Commission in June if it was ready. If not then it would be brought back when it was.

Donna said that a letter went out to all the annuals and it had a phone number listed so that anyone could call and talk to Mike Gaul or Donna Nichols. Jeff also said that he has received a lot of calls. Commissioner Hampel said that you could comment on-line also.

Mr. Wright asked if there was going to be a change in the moorage agreement also. Jeff said that that item was on the Agenda tonight but his understanding was that there is no change to moorage fees.

He said there was a proposed change to the Shipyard, but not commercial/recreational fishing moorage.

Clint Trout: Mr. Trout said that he is a six month resident on a sport boat. He said that the fees represent an over 100% increase. He works for Bandon Pacific Seafood and the work is sporadic. It is a challenge to pay the fees. He did say the group at the harbor was very helpful and good people.

Jack Hawtin: He has lived at the Marina for 17 years; he is an avid birder and conservationist. He wants a postponement of the live-aboard fee. He thinks it is unfounded and unjustified. With regard to water usage, garbage, security, maintenance, there is nothing to substantiate the claims. This is an extremely impacting decision on the part of the Commissioners for the live-aboards, the community and the citizenship of Charleston. There are many issues and he would like the Port to substantiate their criteria. The live-aboard has provided a useful purpose at the Marina, the security, safety and control in the Marina; it is vital you reconsider what is happening in regard to this proposal. As far as impacting the Community, there are homeless issues to address, security issues to address and he hopes you consider it deeply.

Al Schaefer, Charleston Advisory Board: He agrees with a lot has been said. To him the security is one of the most important things that the Port has overlooked because the security guard, who is a good man, can only do so much. The vandals know his schedule and manage to be where he isn't; there is no way one man can watch it all. Al went on to site some examples of theft and drug use that had happened in the past. He feels that the people on the docks are the best security you have. He thinks the live-aboard fee should be thrown out. Al said that a person with a 20' or 21' boat would have their fees doubled. He also thinks that the moorage fees are fouled up because of the \$155 base rate. That fee is charged the same for small and large boats; and everyone with boats under 60' is subsidizing everyone else. The big boats are the ones doing the damage and wear and tear. These fees hurt those who can least afford it and the live-aboards are not getting anything more for it. The fees are not fair. The Port should do away with the base fee covering the water and garbage so everyone is paying the same. Al went on saying that most of the garbage is from outside people; there needs to be signs saying that the "trash containers are for vessel trash only". He asked that you put up a camera for security. In regard to water, there is tremendous waste on the fish cleaning tables. He has reported leaks on a Friday afternoon and it wasn't fixed until Monday, so the water ran all weekend. That is not because of the live-aboards. Al went on to specify some of the other problems at the Marina that don't get fixed in a timely manner.

Commissioner McKeown commented and said thank you to everyone for making the effort to attend the meeting. She also would like to see a chart of the moorage comparisons as well as the live-aboard fees when staff brings this issue back to the Commission.

6. ACTION ITEMS/REPORTS:

A. Wave Energy Presentation

Jeff Bishop introduced Kevin Bannister and Onno Husing for their presentation on Wave Energy. Kevin Bannister, who is with Finavera Renewables, spoke first. He gave some background on his

company which is a wind and wave energy developer and why there is so much excitement around wave energy in Oregon.

Kevin said that wave energy is not a form of solar energy. He showed some charts which demonstrate the concentrations of solar power around the world. Even in the sunny areas, the most amount of solar power you can expect to get is about 300 watts per sq meter of horizontal area. Another chart showed wind strengths that produce 5,000 watts per sq. meter of vertical area. The next chart showed wave power generation. Some of the energy produced in this chart is listed at 50-60 kilowatts per meter on the crest line of the wave. Kevin said we have gone from 300 watts per sq. meter to 60,000 watts per meter. This is why people are excited about wave energy. The density of water is about 1,000 times as much as it is from air so you should be able to extract energy from waves more easily. Waves are coming out of the ocean 24/7, 365 days a year; it is more stable and more predictable. Kevin then showed some pictures of various buoy devices and talked about how they work. Another reason for wave energy is due to the transmission constraints from other power sources, east to west and north to south.

There are seven sites in Oregon which would be good sites for wave energy demonstrations using the criteria of wave profile - how strong are the waves of the coast; distance to depth - between 20 and 30 fathoms; adequacy of port facilities - be able to support a wave energy facility; and existing substation capacity - to tie into existing infrastructure.

Finavera has received permits for off the coast of Bandon. It gives them exclusive rights to study the area to see if building a wave facility is feasible. The permits do not give them the right to build - just study. It would probably be 5 years before any building could go on after going through the FERC process, which is very vigorous, and there are still many unknowns.

Kevin said that the State has actively been trying to promote wave energy.

There were some questions about how many buoys would be involved; how does the transmission get to land, are they suspended or ground level. The transmission would take place at ground level however the number of buoys was not estimated at this time. It will be too long before something is started and technology is changing constantly.

Commissioner Hampel asked about how the fishermen would be compensated. They just keep getting pushed aside. Kevin said that they need to engage the fishermen and fishing issues up front and those were issues yet to be studied fully. Conversations need to start early in the process.

Jeff Bishop asked about the quality of the power produced by wave energy. Is it reliable? Kevin said the resource reliability is pretty high and the wave routine changes slowly; it is not like the wind. The wave energy will increase and decrease but not start and stop.

Jeff asked more questions about a thermal buoy, but Kevin said he did not know anything about that type of buoy and could not answer his questions. He did say that wave energy could reasonably fill a 10-15% niche.

Jeff asked one more question. In order to produce 160 megawatts, how large of an area would you need? Kevin said maybe two to three square miles.

Commissioner Scott asked when you say regionally, what areas specifically are you talking about. Kevin said he was thinking of Oregon, but it was probably true of San Francisco. The Commissioner asked if he was anticipating using the power locally on the south coast or moving it out to the rest of the state. Kevin said it would depend on the relationships they developed, but using it locally would be more economical.

There were some questions from the audience. How far off of the coast of Bandon were they proposing to do their testing. Kevin said about 2 or 3 ½ miles on a sandy bottom. The audience said that was right where the crab and salmon fishing was. Another person asked how close the units would be; how do you keep the boats out of the area. You need to make notice to the mariners both written and with lights, etc at the site. These are all questions that will have to be worked out; many of the answers will be requirements from the Coast Guard. There was concern about people that only go out once in a while and don't really know the entire goings on in an area. Kevin commented that all these issues still need to be addressed.

Jim Garrett spoke up about a wave energy program shown on the History channel about Alaska and Washington. This program talked about the corrosion of the equipment and how bad it was. He said that in this area, if you dropped a ½ inch rope in the water (like on a crab pot), in two days the rope would be 1 ½ inches in diameter with barnacles and corrosion.

Camby Collier asked how the general populace would benefit - will we not have to pay for power? Does it lower the price? Do we get a wave power bill? Does it go into the power grid?

Kevin said that his company could not sell you power. It would have to go through the junction. Depending on where you live - the intention is to keep it local. It would go to a local utility. Right now wave power is more expensive than hydroelectric power. But over time that will change.

There were more questions for Kevin, but the gist of the presentation was that this is all in the very early stages and there are many years of study and engineering ahead for this industry.

Onno Husing is the Director of the Oregon Coastal Zone Management Association (OCZMA), a non profit organization. They have been around for about 30 years and they work very closely with the fishing industry and the ports. Mike Gaul asked him to come to address some concerns of fishermen and the community in Charleston about wave energy and what it means. The outcome of the meeting was to plant the idea that what needs to be done is have a Coos Bay/Charleston fishing committee that will deal with the wave energy information. These groups would be started up and down the Oregon coast. Some of them are up and running at this time. OCZMA will help establish these local committees so they can interact with the wave energy industry. We need to know and understand what the fishing industry's rights are and then hopefully have a constructive dialog with the wave energy industry to reconcile as many conflicts as possible and understand what is going on.

Mr. Husing knows that the fishing industry is tired of being pushed around and they want to know what is in it for them. These are valid concerns. It is good to get all of it out in the open. The meeting was covered extensively by the media. There is a lot of interest.

OCZMA is trying to stay neutral in this process. They are going to learn as much as they can and to share that information and get the local groups established and do their best to bring the leaders of both industries together.

His own personal bias is that he loves the fishing industry – it is a very important part of our economy and culture. He wants to make sure there is quality dialog and that the fishermen have as much information as they need; how much ocean ground are we talking about; is there going to be compensation? Safety issues; how many parks? That is one of the toughest questions – how many of these are there going to be? What are the criteria? Onno says that he has been making the argument that the State of Oregon should have some curbs on wave energy. Oregon should signal FERC that we will support a certain number of these parks so we can define what we are talking about for the next 10-15 years.

The fourteen buoy project in Reedsport is the first trial. Fourteen of these buoys lashed together will mimic what a wave park will look like. We will find out whether it attracts whales or whatever. That is why the fishing industry must be involved. Mr. Husing has figured out to his satisfaction that the wave industry will not be able to shove aside the fishermen until they demonstrate to FERC that they have bent over backwards to reconcile the problems with the fishing industry. He has come to this conclusion by talking to lawyers and to FERC. He is feeling optimistic that there is enough leverage in the fishing industry will not be shoved aside.

There has been a letter sent to the fishermen at Reedsport, and the four seafood commodity fishers on the Oregon coast. The fourteen buoys site in Reedsport, if it happens, will be a testing ground for Ocean Power Technology's Coos Bay site. It is a good opportunity for the fleet here to get involved. They should not wait, they need to be involved in this Reedsport site and have representation attending the meetings.

Commissioner McKeown said this is a very important issue. One of the driving factors is that Washington and California have passed renewable portfolio standards. Oregon is considering it, which would dictate, of the energy consumed in the state, how much of it would have to come from a renewable resource. If Oregon adopts one, it will have to come from wind, bio-mass, wave or something that is renewable. There is a debate going on as to whether hydro power is considered renewable or not and that is not yet decided. There are a lot of political driving forces and a lot of political influence in renewables. It is not going to go away.

Donna Nichols inserted that there will be two public hearings concerning the rules of wave energy, on Wednesday, June 17, 2007 in Salem and one on Thursday, June 28, 2007 in Newport. Copies of the rules are not yet available. Onno said that those meetings were from the Division of State Lands who owns the seabed from zero miles to three miles. They need to be sure that they can lease chunks of the ocean for the research and development and other purposes.

B. Resolution 06/07-10 Updating Special Reserve Funds

The Dredge Reserve Fund, the Property Reserve Fund and the Depreciation Reserve Fund were established by the Port for the purpose of depositing monies, as budgeted, each year for specific purposes. Reserve funds may be established and continued by Resolution or Ordinance per ORS 294.525. Every 10th anniversary or before of when the reserve funds were established, the governing body shall review the funds and determine whether they will be continued or abolished. The Dredge Reserve Fund was first established by resolution on June 9, 1989 for dredging, dredging services and site maintenance. The Property Reserve Fund was established on February 14, 1990 to purchase or improve land and buildings. The Depreciation Reserve Fund was established on June 16, 1993 for the replacement and/or major repairs of port equipment and facilities. Each of the funds have been previously reviewed and continued for an additional ten year period by resolution on April 15, 1998. A resolution is required to renew them again. Port staff recommends that these funds be continued for the purposes outlined.

Upon a motion by Commissioner McKeown (second by Commissioner Scott) the Board of Commissioners approved Resolution FY06/07-10 updating the Reserve Funds for another ten years.

OREGON INTERNATIONAL PORT OF COOS BAY

RESOLUTION FY06/07 - 10

RESOLUTION UPDATING SPECIAL RESERVE FUNDS FOR ANOTHER 10 YEARS TO 2018

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE OREGON INTERNATIONAL PORT OF COOS BAY AS FOLLOWS:

(1) Property Reserve Fund, Dredge Reserve Fund, and Depreciation Reserve Fund.

The Reserve Funds have been established for the purpose of depositing monies as budgeted each year, providing that sufficient funds are available. Amounts deposited into the Funds that are not expended will be carried over from year to year and shall revert to the General Fund only when the Fund is closed.

The initial dates that each Reserve Fund was created by resolution are as follows:

Resolution 88/89-16 - Dredge Reserve Fund
Resolution 89/90-05 - Property Reserve Fund
Resolution 92/93-12 - Depreciation Reserve Fund

(2) Budgeting Receipts and Expenditures.

The Port budget shall provide separately for receipts and expenditures in the Reserve Funds under the local budget laws of the State of Oregon, as such funds shall be kept separate from the other funds of the Port.

(3) Local Budget Law FY98/99.

Reserve Funds must be reviewed at least every 10 years to determine whether or not the fund will be continued or abolished. The determination of the review shall be made in the form of a resolution or

ordinance per ORS Chapter 294.525 and Local Budget Law. The last resolution to update these funds was made on the 15th day of April 1998 by Resolution 97/98-06.

This review and resolution will update all above Reserve Funds for an additional 10 years.

ADOPTED BY THE Board of Commissioners of the Oregon International Port of Coos Bay this 17th day of May, 2007.

David Kronsteiner, President

Dan Smith, Secretary

C. Charleston Marina Complex Vision and Master Plan

The Port budgeted this year to develop a Charleston Marina Complex Vision and Master Plan to replace the 14 year old outdated plan. This process was kept local following public recommendations. The Port contracted with Shoji Planning and the Dyer Partnership for professional services in the plan development. After personal interviews, Town Hall Meetings, a working steering committee and final review and recommendations from the Charleston Advisory Committee a draft plan was written. This plan was distributed to the Commission and the Advisory Committee for review. Suggested changes were to be received in the Port office by April 30, 2007. After meeting with the Charleston Advisory Committee again on May 7th, a recommendation for the Port Commission was developed. A memo was included in the Commission packet with bullet points which would be incorporated into the final draft of the plan. Also included was a reference to a long term strategy to identify the appropriate place to construct a fishing pier. This Master Plan is intended to be a living document. It will continue to evolve with changes and needs that arise over the coming years. Each year the plan will be reviewed by the Port's Charleston Advisory Committee, Port management staff and the budget committee to determine if amendments are needed. Staff has included \$200,000 in the proposed FY07/08 Budget to fund Phase One improvements identified in the Plan. In conjunction with the plan, a financial plan will be proposed as one of the coming year's goals and will be completed by Port staff.

Upon a motion by Commissioner Scott (second by Commissioner Hampel) the Board of Commissioners approved the Charleston Marina Complex Vision and Master Plan as recommended by the Charleston Advisory Committee and Port management staff.

Commissioner McKeown extended her thanks to the Charleston Advisory Committee for all of their hard work.

D. Live-aboard Fee: This item was tabled.

E. Resolution FY-06/07-11 Marina Complex Revised Fee Schedule

As part of the annual budget process, the Marina Complex rates are reviewed and adjusted by the Consumer Price Index (CPI) or by market analysis and economy of scale. The staff surveys like entities for comparisons. The proposed new rates are used in the budget process. The new rate sheets are included in the Commission packet. The fee schedule may be modified by resolution of the Port Commission and become effective immediately for new moorages. The attached revised fee schedule will become effective July 1, 2007 which will give the Port staff time to notify and mail the schedule to all existing customers. Donna pointed out a change in the fee schedule: live-aboard fees should be lined out.

Upon a motion by Commissioner Scott (second by Commissioner McKeown) the Board of Commissions approved Resolution FY06/07-11- Marina Complex Revised Fee Schedule with the noted correction of removing the live-aboard fees.

**OREGON INTERNATIONAL PORT OF COOS BAY
RESOLUTION - 11
FISCAL YEAR 2006/2007**

BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE OREGON INTERNATIONAL PORT OF COOS BAY that, as authorized by Ordinance No. 143, there is hereby adopted for the Charleston Marina the attached schedule of fees and charges to be effective June 1, 2006.

APPROVED and ADOPTED by the Board of Commissioners of the Oregon International Port of Coos Bay this 17th day of May, 2007.

David Kronsteiner, President

Daniel Smith, Secretary

7. OTHER:

8. INFORMATION ITEMS:

President Kronsteiner made mention of the letters of Kudos which were included in the packet. It was nice to see.

Donna said that with the leaving of the Harbormaster, people wanted to acknowledge the work of port staff and she said she has been receiving more letters than normal complimenting the staff. Donna also said that she hired someone to do some landscaping around the RV Park and the customers are very happy. It has never looked so clean.

9. COMMISSION COMMENTS:

Jerry Hampel commented that he was disappointed that the individual from the Department of State Lands (DSL) has not shown up to explain to us why they are wasting \$20 million by removing the New Carissa. He was in hopes he would come down here and Jerry is not going to give up on that issue until it is thoroughly explained. In light of the cut backs in the fishing industry and everywhere else in the community, he just doesn't get why they are wasting \$20 million.

10. NEXT MEETING DATE -Thursday, June21, 2007

11. ADJOURN: The meeting was adjourned at 9:10 p.m. The Commission then went to an Executive Session.

By: _____
Caddy McKeown, Vice-President

By: _____
Dan Smith, Secretary