

PORT DISTRICT OF SOUTH WHIDBEY ISLAND

Minutes of the Regular Meeting

June 13, 2007

Freeland, Washington

Present at the meeting were:

Commissioner Lynae Slinden, Clinton
Commissioner Rolf Seitle, Langley
Commissioner Geoff Tapert, Freeland
Ed Field, Port Manager
Molly MacLeod-Roberts, Port Clerk
Amber O'Brien, Port Clerk

Dennis Gregoire, Comp Scheme Facilitator
Jeff VanderFord, South Whidbey Record
Jim Recupero, Langley Resident
Sue Ellen White, Langley Resident

Absent: None

1. MEETING CALL TO ORDER:

Following a Workshop session from 7:00 p.m. to 7:30 p.m., the regular meeting of the Port District of South Whidbey Island's Board of Commissioners was convened on June 13, 2007, at the Freeland Library Conference Room in Freeland, WA. Commissioner Tapert, President, called the meeting to order at 7:30 pm., followed by the Pledge of Allegiance.

2. BUSINESS MEETING – THE CONSENT AGENDA:

A. Consent Agenda:

1. Minutes: Minutes from the Special Meetings of March 26, May 23 and May 30, 2007.
2. Vouchers: Vouchers audited and certified by the auditing officer as required by RCW 42.24.080, and those expense reimbursement claims certified as required by RCW 42.24.090, have been recorded on a listing which has been made available to the Board, and have been presented to the Board for review. The vouchers so listed and presented are summarized on the attached Voucher Listing **(EXHIBIT A)**.

ACTION: A Motion was made by Commissioner Seitle and seconded by Commissioner Slinden to accept the Consent Agenda, including authorization of Vouchers #3058 - #3096 for a total amount of \$74,576.10. The Motion passed unanimously.

3. ACCOUNTANT REPORT:

A. Financial Statements: The Commissioners accepted the April 2007 Financial Statement which had been mailed to them previously (**EXHIBIT B**).

B. Annual Report: Port Clerk Amber O'Brien said that the Annual Report was complete and had been mailed to the Washington State Auditor's office. Copies of the Annual Report were previously mailed to the Commissioners.

4. NON-AGENDA ITEMS / PUBLIC PRESENTATIONS:

A. Port Logo Contest - Recent Entries: Sue Ellen White presented a display with her recent logo entries (**EXHIBIT C**). Port Manager Ed Field presented two additional entries he had received, but the Commissioners focused on Sue Ellen's. Commissioner Seitle said he liked the first of White's proposed logos but said he would use the actual compass rose from a marine chart rather than the compass she had used. Commissioner Seitle said his second choice would be White's logo depicting the boundaries of the Port District of South Whidbey Island. He added that he liked the red and white international marine symbol for port flags as the background of White's logos. Commissioner Seitle noted the logo was easy to reproduce and said that he liked it with some modifications. Commissioner Slinden asked if there were a way for the words "Port of South Whidbey" could go through the logo and didn't like having only half the compass. Ed agreed with Commissioner Slinden that it appeared incomplete. Commissioner Slinden added that she was not fond of the boundaries map logo. White asked to explain a couple of things. She said the main reason for showing just the three lower points of the compass was that it showed the three points of the Port's mission (economic, environment and marine). The lower half of the compass points south, and the three points also represent the three commissioner districts of the Port. Commissioner Tapert said he liked the simplicity of the design, the font and the two-color aspect, but he felt the compass rose and the color red were too sharp and harsh. Commissioner Tapert said he liked the clam logo that had been previously submitted. Ed said he hadn't been able to get anyone to draw his suggestion of a life ring with a crossed fishing pole and kayak paddle. Commissioner Tapert said White's display was very well put together and he really appreciated her effort. The Commission thanked White for her presentation and said they would continue to consider her entry along with other possibilities.

5. PROJECT ACTION ISSUES:

A. Langley:

- 1. Bremerton Breakwater Temporary Moorage Location:** Port Manager Ed Field referred to the Art Anderson Associates (AAA) report on "Temporary Storage & Relocation of the existing Bremerton Breakwater...", including the temporary anchorage permit letter to the Coast Guard, which he had previously distributed to the Commissioners (**EXHIBIT D**). He noted that the engineers had looked at onshore options for the breakwater and the costs were more substantial than expected, since the rigging effort to get it on to shore would require a lot of heavy equipment on site, beach permitting, temporary foundations on the beach, etc. The costs for removal ranged from \$80,000 in Mutiny Bay to \$200,000 in Everett, not counting either the foundation on shore or later return to the water. Ed said that Greg York of AAA contacted Matt Nichols and spoke at length with him about the

possibility of using either Nichols Bros.' Langley or Freeland facility, but due to the configuration and the operational needs of Nichols Bros., the better available option is the open moorage in Holmes Harbor. Ed provided the Commissioners with a sketch drawing of the approximate proposed location for mooring the breakwater in Holmes Harbor. He said that the Port of South Whidbey has preliminarily applied for a one-year permit, and there is no fee for that permit. Ed pointed out the open moorage option would still involve anchorage, construction and installation costs of \$50,000 - \$75,000, but considering pure cost issues as well as risk management, the best option is the open moorage at Holmes Harbor. Ed said AAA had made a very strong recommendation to proceed in the direction of the open moorage option and the initial permit filings have been started. Ed asked the Commission to confirm that is the direction they wish to go. Commissioner Seitle asked if the anchorage/ground tackle for the temporary storage can be re-used in the final configuration. Commissioner Tapert said he thought at least the chains could be re-used, and said the Commission would want to re-use as much material as possible. Commissioner Tapert agreed the open moorage at Holmes Harbor was the most logical location because it is open, feasible and within the Port District. Commissioner Slinden asked if the public would be allowed to use the site, and Commissioner Tapert said absolutely not. Commissioner Slinden said there would be an enforcement issue and she wants to know how it would affect the Port's liability as far as insurance. She thinks it will be an "attractive nuisance." Commissioner Tapert noted that he has seen breakwaters with signs posted such as "No Diving" or "Do Not Board" but agreed that there would be an enforcement issue. He suggested nearby homeowners could report violations to the Coast Guard. Commissioner Tapert added that would be getting into creating policies that require enforcement, and because the Port District doesn't have any policing authority it would have to rely on others to police the enforcement of its policies to minimize its liability. Commissioner Seitle said the liability issue would be a concern at any location where the breakwater is temporarily stored. He added the only other problem he anticipated would be the blinking navigational lights and possible objections from nearby homeowners. Ed said that the problem is the lights are usually not very bright so it is not as much problem for shoreline residents as it is for inattentive boaters.

ACTION: A Motion was made by Commissioner Seitle and seconded by Commissioner Slinden to accept Art Anderson Associates' recommendation to temporarily store the breakwater at open moorage in Holmes Harbor. The Motion passed unanimously.

Commissioner Slinden suggested researching the warning signs, etc. by discussing the issue with marinas. Commissioner Tapert noted the vicinity is not very deep, so there should not be much more costs in tackle. He said he'd like to know how to re-use or re-sell the anchorage itself. Ed said the plan was to keep the entire breakwater in one piece throughout towing and storage, and he added that Nichols Bros had wanted it separated into pieces that would have been more complicated. Ed told the Commission that the current contractor schedule for Bremerton has the breakwater being cut loose in early to mid-September for towing to Whidbey Island.

2. Site Investigation: Status Update and Additional Diving Proposals: Ed reported that the divers who did the initial survey and bathymetry work around the old sunken tire-breakwater said they encountered a "jumble of cedar logs, tires and cables extending from the bottom up to as much as 10 to 12 feet up from the bottom, some cables hanging down, ropes floating up; very mixed bathymetry results." As a result, the engineers have recommended additional investigation of that specific area, and two additional-diving proposals had been received. There were two separate proposals – one from Wilson

(surveyors, **EXHIBIT E**) and one from Echelon Engineering (marine engineers, **EXHIBIT F**). Wilson proposed performing an underwater survey and video inspection, and said he has the equipment, including a fully trained diver on staff, and would also prepare an AutoCad Site Plan, for \$7,200. Marine engineer Echelon Engineering also submitted a comparable proposal for investigation and locating features but without video recording, for \$5,933. Commissioner Seitle asked if the area being inspected is the reef that represented the old sunken marina. Ed said it was, under the assumption that it was essentially a sunken reef on the bottom, but when the bathymetry was done, all kinds of cables and floating logs and mixed up images that moved with the currents were detected. Echelon Engineering's proposed cost for their work was \$5,933, so Ed said he understood that combined with the surveyor's work, the total cost would be approximately \$12,000. Commissioner Tapert mentioned a PBS program that described The Department of Fish and Wildlife and the Tribes working together on projects to clean up Puget Sound. He said he would like to see the Port District not just identify and map what is at the site, but take action to clean it up, Commissioner Slinden thought mapping and identification needs to be done first. She feels the future clean up is a good point, but it is not relevant to determining the location of the breakwater. She suggested the Port try to find the "as-built" for the old marina. Commissioner Slinden said Mr. Recupero had mentioned to her that the city might want to post signs such as "Dive at Own Risk." Commissioner Seitle said he understood that the diving community really enjoys the reef. He said the reef is located relatively close to the northeast breakwater bulkhead and doesn't seem like it would interfere with the ground tackle, so he thinks at this time the reef doesn't need to be inspected. Commissioner Slinden said the location of the reef needs to be known before it can be determined if it will interfere with the breakwater. Commissioner Tapert said he is inclined to not proceed with mapping the debris at the bottom if it is not going to be in the way of the Port's immediate plans. However, if it is considered to be a nuisance to the wildlife habitat and DFW concurs with that, Commissioner Tapert suggests obtaining their aid in cleaning it up. Ed said he didn't think DFW would think it is a nuisance. Commissioner Tapert said if the reef stays where it is and is not in the way of the breakwater, the Port shouldn't spend the money to investigate and map it. Commissioner Slinden said that first it needs to be determined whether or not the reef is in the way. Commissioner Seitle said the MRC has a long history of removing derelict fishing gear from the bottom of the Sound, and this reef may fall into that category if the inspection shows a hazard to marine life. Commissioner Slinden said that an underwater park had been created off of Edmonds by sinking things, and if this reef is off to the side and non-interfering, the Port could do the same thing. She noted that making the reef an underwater park would make it an asset. Ed said when Greg York first contacted him about the matter, he indicated it would cost approximately \$6,000, so Ed was surprised to see there were two firms doing it. Ed suggested having the surveyors simply map out the area with minimum detail. Ed also noted that Echelon Engineering is only available late this month, then not until September. Commissioner Tapert said that since the Commission had made arrangements to temporarily moor the breakwater in Holmes Harbor, the detailed mapping and inspection of the reef did not seem to be a critically time-sensitive issue. Commissioner Slinden agreed and said if some likely locations could be identified first, then further study could be done. Dennis Gregoire said detailed information as to what is on the bottom, depth soundings and potential hazard data are needed prior to designing the project. Commissioner Slinden said it might not be a proximity issue because if the breakwater is situated at the north end far away from the reef, an inventory of the reef would not be required. Gregoire said if the Port is going to do on water float and structure anchors, the reef needs to be inventoried first. Commissioner Tapert asked if they simply indicated a "bubble" labeled debris, isn't that good enough if it doesn't affect us? Gregoire argued that detailed information is

necessary, and will cost more the longer they wait. Commissioner Tapert wondered if they could generalize things and simply say there is a problem in this area and then stay away from that area without getting into really detailed information. Gregoire said it is part of Due Diligence, and the Port needs to know what's there and where it is located before designing a project. Commissioner Slinden added that the composition of the debris is not known, nor is its condition. Commissioner Tapert said it could also be a public safety issue. The discussion briefly touched on removal possibilities. Commissioner Tapert asked why two consultants were needed. Ed agreed and suggested getting a layout from one of them. Ed suggested having the surveyors plot it out and then the cost would be halved. If a full detailed inspection is required later, Echelon Engineering could do it in September. Commissioner Tapert suggested getting clarification on the scope of the work from the two different consultants and see if it is possible to get one consultant to give the Port enough to go with for now. Commissioner Slinden said if a clean up was necessary, the Governor's efforts to Clean Up Puget Sound might be of assistance. Commissioner Tapert said he would like to see the scope of work clarified and he would be okay with paying ½ of the proposed amount to conduct the limited study. Commissioner Slinden suggested limiting up to a certain amount. Commissioner Tapert asked if \$10,000 would be enough. Ed said one proposal was for \$7,200 and the other for \$5,933. Commissioner Slinden and Commissioner Seitle agreed on the amount, and Commissioner Slinden added that it's money that will be spent at some time and it is for information they need to have. Ed said that his intent would be to try to get it for about ½ of the total \$13,133 proposed. Commissioner Seitle said the most important issue is to see if there are any future hazards.

ACTION: A Motion was made by Commissioner Seitle and seconded by Commissioner Slinden to authorize up to \$10,000 to conduct the study under Ed's direction. The Motion passed unanimously.

Commissioner Tapert asked if the Commissioners had already directed Art Anderson Associates to move forward. Ed said AAA had been authorized to proceed with Task 2.1 (Temporary Storage and Relocation evaluation) and Task 2.2 (Comprehensive Site Investigation). Ed added that Task 2.3 was the Design, and the Commission advised AAA to temporarily hold off. Commissioner Tapert asked about the cost of Task 2.3. Ed said it was \$102,000. Commissioner Seitle asked if the Port had heard from Coastal Engineering, who placed a Sonar Doppler System several weeks ago. Commissioner Slinden asked how much of 2.1 and 2.2 had been completed and Ed said the Port had not received a billing yet. He added the investigation and survey work is well along and the instruments have been dropped as Commissioner Seitle mentioned, but the borings are an issue. Ed said he spoke with Joe Callahan of Geo Engineers. Callahan observed the issue may be related to Governor Gregoire's Puget Sound Initiative. The Department of Fish and Wildlife (DFW) formerly exempted exploratory borings (not construction borings) from getting a JARPA. Now, a JARPA application must be submitted for offshore borings. Commissioner Slinden asked about the City of Langley's obligation. Ed explained that because of the location, the City is the responsible entity. He has called Larry Cort and hopes to discuss with him the possibility of this remaining an exemption without having to go through a full SEPA and comment period on it. Commissioner Tapert mentioned that he had read something about a Bull Trout window that was extended beyond June 15th. Ed said there were new signs posted. Commissioner Tapert questioned why DFW has activity at Bush Point – does that mean there are no Bull Trout? He doesn't understand why DFW would be holding up the Port's consultants in Langley but proceeding with their own construction work at Bush Pt. Commissioner Slinden said she understands DFW has a lot of internal arguments among its departments.

Commissioner Tapert said that a key question before the Port is whether or not to authorize AAA to move forward with Task 2.3 of their proposal, which has a budgetary amount of \$102,000, to proceed with preliminary design. Ed said it was for a concept design and involved implementation of the floating breakwater into a permanent location. He added that the Port has copied AAA with the Inter-Local Agreement to ensure compliance with its requirements, and AAA is now looking for final direction to allow them to proceed. Commissioner Slinden felt the Port should get AAA started. Ed added that he has been impressed with Greg York's creativity. Commissioner Tapert said he would like Ed to let AAA know where the Port thinks the breakwater will likely be located, so AAA doesn't waste their time and effort studying areas that are not feasible. Commissioner Seitle said he would like to receive interim reports and proceed with the design, but did not want to authorize the full \$102,000. Ed said York would be perfectly happy with just "something to get them going." Commissioner Tapert asked if he meant like 25% or 50%. Commissioner Seitle said 25% should allow the Port to start understanding the applicable design constraints. Commissioners Slinden and Tapert agreed.

ACTION: A Motion was made by Commissioner Seitle and seconded by Commissioner Slinden to authorize \$25,000 (NTE) to Art Anderson Associates to move forward with Task 2.3 of their proposal (Conceptual Design, which has a budgetary amount of \$102,000) to commence preliminary design for implementation of the floating breakwater and expanded moorage facilities. The Motion passed unanimously.

B. Bush Point Boat Ramp:

1. Reconstruction Update: Ed reported that he had spoken with Bush Point manager Mike McCarthy at 4:00 p.m. that afternoon and nothing had yet been mobilized at Bush Point. Ed said he had been advised by WDFW project manager Kristen Kuykendall that the crews and equipment are due to arrive this week and start construction at the first of next week, and the bulk of the construction is to be completed in about 2 weeks. Commissioner Slinden asked if DFW could at least be encouraged to complete the repair of and open the restroom at Bush Point, and to complete the fence next to the residence. Ed said he had authorized McCarthy to complete the fencing (which is an issue being resolved with neighbor Dennis Keefe), and the fence should be up in the near future. Regarding the restrooms, Ed said that the plumbing still isn't right. Commissioner Slinden asked what it would take for the Port to hire a plumber. Ed pointed out that doing so would create both a liability and a warranty issue. WDFW has taken the position that the problem is inadequate pressure in the lines and so they will install a pressure and surge tank. Commissioner Slinden asked if that is part of the current construction project and Ed indicated it is supposed to be. Ed added that water system owner Dennis Keefe maintains that there is adequate pressure and that WDFW's contractor installed the valves wrong (an opinion shared by McCarthy and WDFW Inspector Kevin Franke), but that other representatives of WDFW disagree. Commissioner Slinden then said that the Bush Point project should be completed by the date of the next regular meeting of the Port, and Commissioner Tapert added that he understood it would be done by July 4th.

C. Possession Beach Park:

1. Manager Hiring Update: Ed reported that the Port had received a total of six applications, and two of them were clearly better than the others. Ed said that during the Bush Point hiring process, the Commission had selected one Commissioner to work with him and conduct the interviews, and he would like to utilize the same procedure for this position. He said he would like to schedule the interviews for the next week. Commissioner Tapert

asked which Commissioner worked with Ed last time. Commissioner Slinden said she had, and because Possession Beach Park is within her district, she said she will do it again. The other Commissioners concurred, and authorized Ed and Commissioner Slinden to proceed. Commissioner Slinden asked Ed to set up the interviews, noting that Monday mornings worked best with her schedule.

2. Estuary Restoration Study: Status Update: Ed reported that the Skagit River System Cooperative (SRSC) is running slightly behind schedule due to their work on grant applications in May. He said they had originally planned on presenting the results to the Port in June or July, and Eric Beamer has finished the fish sampling for the season. Ed said the SRSC is currently focusing on the GIS work and correlating that with the field data. Ed noted that there is a new person on the restoration team, and if the Port decides to move forward he will end up being the manager for their piece of it. Ed explained an interesting development: SRSC is pursuing financing and coordination with Battelle Northwest Labs. Battelle has tentatively agreed to conduct a Quantitative and Sediment Modeling Study at the site to determine what it would take to open up a channel into the estuary and keep it open at Possession. Commissioner Slinden said “that’s great.” SRSC is trying to put all of that together for Estuary Restoration Study. Ed said Aundrea McBride, a research ecologist with the SRSC, anticipates doing the presentation at the August or September meeting of the Port, and he felt September made more sense. Commissioner Slinden said there is no urgency and McBride should just let them know when she is ready to present. Dennis Gregoire commented that as the Port moves forward on the Langley Marina, it would be helpful to “try to get a handle” on the potential mitigation needs. Commissioner Tapert asked if they could “bank them.” Ed said there are very specific issues and procedures to do that, but he felt the timing on Possession would be within the Port’s control. Ed said he had not heard of any available construction dollars. Commissioner Tapert said the Port could then “double up” on meeting goals and objectives on that project. Gregoire said the key issue is when the habitat at Langley will be damaged. Ed noted the Port would get a lot of credit for removal of the pier and structures. Commissioner Seitle feels this is a very important issue, as he recalled that the DNR has equated the removal of one creosote piling with something like 4 square feet of eel grass. He said the expansion of the Langley Marina would be easier if the Port were allowed to go into the eel grass area rather than avoid it completely. Jeff VanderFord of the South Whidbey Record newspaper said that the SRSC looking into a grant for the channel concept was interesting, and asked if the Port had a sense from McBride that it would work for SRSC as far as habitat for salmon. Ed said that everything they’ve seen so far looks good. Ed added that the SRSC has identified this estuary and another one on Camano Island that they are pursuing enthusiastically. Ed said from the Possession dock yesterday he saw hundreds of fingerlings. Commissioner Seitle said the pocket estuaries are the greatest places for the young salmon. He noted that all of the restoration projects on the initial funding list were unfortunately on the north end of Whidbey Island. Commissioner Slinden asked if Commissioner Seitle could help identify more on the south end. Commissioner Seitle explained the projects were all on the north end because the major fish migrations are in the rivers there. Commissioner Slinden said there is a fish migration in the outflow south of Clinton.

5. COMPREHENSIVE SCHEME:

A. Status and SEPA Review Update: Commissioner Seitle asked if the Comp Scheme has to be in final form for the Port to hold the Public Hearing. Ed said he thought that by definition, it couldn't be in final form, because input would be given at the Hearing. It could be called a final draft. Commissioner Tapert said that until the Scheme is presented at Public Hearing, the Port responds to the Public Hearing comments and agreed revisions are made, the Scheme is not final. Commissioner Slinden mentioned that Dennis Gregoire had explained there is an appeal period. Gregoire explained that after the Public Hearing on June 20, 2007, and any changes were made, the final SEPA document would be issued prior to making a decision to adopt at the Regular Port Meeting on July 11, 2007. Commissioner Seitle said that some important parts of the Scheme are missing entirely and other parts of it are "not quite ready for primetime." He said that the Port Commission still needed to meet and discuss the Capital Improvement Program (CIP) for the next 6 years. Gregoire agreed the CIP is a critical part for implementation of the Scheme, and he didn't know if that matter could be addressed before the July 11th meeting. Commissioner Seitle said the CIP would be a guess no matter what, and Ed agreed. Ed said he thinks the Port has enough comment, information and input and it should go ahead with the Public Hearing on June 20th, noting that it is unclear whether the Scheme would be fully ready for July 11th. Commissioner Seitle feels the CIP needs to be addressed for the six-year period prior to the Public Hearing. Commissioner Tapert said the CIP could be developed after the public comment period when the Scheme is otherwise final, based on input from the Hearing regarding priorities. Commissioner Slinden said the Commission does need to prioritize the projects in the Scheme, so she thinks that July 11th may be too soon to adopt the Scheme. Commissioner Tapert said he viewed a CIP as more of an administrative action rather than a Comp Scheme issue, because in cities there is a Comp Plan and a separate Transportation Improvement Plan (TIP) or whatever. Gregoire said the Growth Management Act (GMA) has changed that. In GMA, the CIP is the implementation tool, adding that Ports do CIPs anyway, and it is very much an indication of the direction where the Port will spend its money, so the CIP is a great tool. Commissioner Slinden said a CIP is useful but it is not mandated. Gregoire thinks it should be linked back to the Scheme. Commissioner Tapert asked if has to be in the Scheme or if it could be a separate document adopted at a separate time. Commissioner Slinden said they could because she doesn't think it is GMA-driven. Gregoire agreed a CIP could be adopted at a separate time. Commissioner Slinden said the Port Commission could do a prioritization of projects within the Scheme. Gregoire said that technically the Port was not subject to GMA, but there is a conflict because the cities and counties are mandated and the Port has to be consistent with them. Commissioner Tapert said that because the City of Langley will not be adopting their Comp Plan until the end of the year, he thinks that there is time after the Port has adopted its Comp Scheme to then look at the CIP Plan and develop it. He doesn't think the CIP has to be part of the Scheme. Commissioner Slinden thought the Commission could come up with a prioritization within the Scheme. Commissioner Seitle wondered how the public could comment on the Comp Scheme without knowing how it would be paid for. In discussions with Rich Parker, Ed said one option would be to have an annual review of Comp Scheme progress, and combine a CIP review/update with that annual process as well as the annual budget process. Commissioner Slinden believes the Comp Scheme element of prioritization comes from a so-called "wish list" and then the reality becomes the CIP. Commissioner Slinden said it had to be addressed in the Comp Scheme. Commissioners Tapert and Slinden disagreed. Gregoire said the Comp Scheme could have a budget process spelled out in it. Commissioner Slinden said it could also contain financing alternatives that are accessible to the Port. Commissioner Slinden pointed out that the previous Plan had a section on funding mechanisms, so if the public knows what the Port can do and what the desires are and the Port comes back with a budget, the public can then comment on

whether or not they want it done. Commissioner Seitle said the Port Commission had to verify the possible funding sources and define what the expectations are and he didn't know whether the CIP had to be included in the Comp Scheme. Commissioner Tapert said he thinks potential funding sources should definitely be included in the Comp Scheme, but he feels the CIP should be separate from the Comp Scheme. Commissioner Slinden pointed out that Rich Parker is preparing a form for all the Commissioner's comments. Gregoire said all the comments will be summarized on the form and there will also be a column for responses to the comments. Commissioner Slinden said this was one of the reasons she feels July 11th is too soon to adopt the Comp Scheme, and perhaps they should have a Commissioner Review of everything in a workshop format after the Public Hearing has been held. Commissioner Tapert asked if that workshop would be after June 20th. Commissioner Slinden said yes, it would be after June 20th but before the Comp Scheme is adopted. Jeff VanderFord of the South Whidbey Record asked if the Port would be sending out a little brief about the Comp Scheme. Ed pointed out that the Port has been running Legal Notices. Commissioner Tapert added that the draft Comp Scheme is already available online. VanderFord said he'd like to put a brief in the regular section of the newspaper. Commissioner Tapert said it would be helpful if VanderFord could stress the importance of a Comp Scheme and what it is, because a lot of people don't know. Commissioner Tapert said it is the Port's direction for the next six years, and now is the time for the public to give their input. VanderFord suggested just writing something like that for the paper. Commissioner Slinden asked if the Port Commission would not necessarily be adopting the Comp Scheme at the July 11th meeting and if they would have a workshop after the public hearing on June 20th before final adoption. Ed said the only official announcement is the public hearing on June 20th, and everything else is tentative.

Commissioner Slinden said she wanted to clarify something about the hiring of the Possession Park caretaker/manager. She wanted to make sure that she and Ed have the authority to hire someone and that employee can get started immediately without additional Port Commission discussion. She also wanted to verify that the compensation package, which was the same as Art Pratt received, had the Commissioners' approval.

ACTION: A Motion was made by Commissioner Seitle and seconded by Commissioner Slinden to authorize Commissioner Slinden and Port Manager Ed Field to hire the manager/caretaker for Possession Park. The person(s) could start immediately and would be offered the same compensation package as the previous caretaker/manager. The Motion passed unanimously.

7. ACTIVITIES/INVOLVEMENT REPORTS:

A. Economic Development Council (EDC): Commissioner Slinden reported that EDCs are now capable of being funded by Rural Economic Development funds (the so-called .09 money, formerly .08 money), as a result of this year's Legislature. Sharon Hart has been interested in what the Port is doing as it moves more into economic development, and is being more attentive to south end activities. Gregoire asked where the .08 money is from. Commissioner Slinden explained that it is tax money returned as funding for rural counties, and that Senator Haugen helped obtain the correct designation to allow Island County to qualify. Gregoire asked if it was sales tax, and Ed said he believed it is a sales tax rebate. Commissioner Slinden said it was interesting that it changed the designation of Island County to rural in that category, but in other legal RCWs it is designated as urban, and some entities like CTED will not fund for feasibility because it is designated urban. Commissioner Slinden said she understands they may try to change that next year, but it doesn't help legislatively this year.

B. Council of Governments (COG): No Update.

C. Skagit-Island Regional Transportation Planning Organization (RTPO): Commissioner Tapert said he missed an RTPO Technical Committee meeting today, but will attend next month. Commissioner Slinden reported the last policy element RTPO meeting met for a combined meeting in Skagit County and had a dedication for a big onramp.

D. Marine Resources Committee (MRC): No Update. Commissioner Seitle reported he had missed the last Oak Harbor meeting again.

E. Washington Public Ports Association (WPPA): Commissioner Slinden said the essential parts of the spring meeting in Spokane were the legislative items discussed in each of the various meetings. She provided the Commissioners with handouts from the meetings. Commissioner Slinden reported the key thing is that as a Port District, the Port can now develop tourism facilities and not just fund advertising, etc. for them. In each of the meetings, she said the caution was given “don’t blow it, guys” and to be careful how the money is spent. Commissioner Tapert asked if she had the copy of the bill in hand. She did and said it was SB 5339. Commissioner Slinden said the other big deal at the meetings was the .08 money changing to .09 money. Port Manager Ed Field pointed out the Commissioner’s got a raise, from \$70.00 to \$90.00 per meeting, effective July 22, 2007. Commissioner Slinden said diesel emission reduction was discussed as a land use and environment issue. The largest problem is with school buses and they are attempting to get them retrofitted or replaced. The bill also requires all state and local governments to switch to 100% biofuel fleets by 2015 unless the State determines that level is impractical. Commissioner Slinden also spoke briefly about the Puget Sound Partnership, and the invasive species of Zebra mussels. DFW is designing and will be sending signs that will need to be posted on ramps, etc. Commissioner Slinden said there are ongoing issues with some ports and their Industrial Development Districts (IDDs) that will most likely be addressed again in 2008. She took the information as a word of caution of how the Commissioners deal with IDDs. Commissioner Slinden reported they fought hard to try to keep prevailing wages from being mandatory because on construction projects it would make them non-competitive. Ed said it would definitely be problematic for the Port if prevailing wages were made mandatory. It was kept out of the legislation. Regarding the boating activities account, Commissioner Slinden said there’s some money set aside the Port might look at, but it’s IAC and the Port is already working on that. Derelict vessel removal was also discussed, and as the Port goes forward with the Langlely Marina they will need more of that type of information. Specific WPPA events were also discussed as follows:

1. **WPPA Listening Session on June 20 (Noon – 3:00 p.m.) in Anacortes:** Commissioner Seitle said it looked very interesting and he would like to attend. Commissioner Slinden pointed out that the Port’s Special Hearing is scheduled for that same day at 7:30 p.m.
2. **Finance & Admin. Seminar June 20-22 in Bellingham:** Port Manager Ed Field requested that he and Port Accountant Chuck Edwards be authorized to attend the finance seminar portion on Thursday, June 21st. Commissioner Slinden suggested the Commissioners approve their attendance, and Commissioners Tapert and Seitle agreed.
3. **WPPA Executive Directors’ Seminar on July 12-13 in Ocean Shores:** Commissioner Slinden strongly urged Ed to attend if he could. She said it’s held every other year and is highly recommended. Ed said there is a complication with his schedule and WPPA has not issued any agenda yet. Ed said if he receives an agenda and it looks worthwhile, he will contact the Commissioners, but at this point it’s not likely.

F. Port Logo Contest: Previously covered.

8. OLD BUSINESS:

There were no Old Business items.

9. NEW BUSINESS:

There were no New Business items.

10. EXECUTIVE SESSION:

The Board of Commissioners went into Executive Session to discuss possible property acquisition opportunities at 9:10 p.m. and came out of Executive Session at 9:24 p.m.

11. ADJOURNMENT:

The meeting was adjourned at 9:25 p.m.

Approved:

Minutes prepared by:

Commissioner Geoff Tapert, Freeland

Edwin S. Field, Port Manager

Commissioner Rolf Seitle, Langley

Commissioner Lynae Slinden, Clinton

- Exhibit A: Voucher Listing
- Exhibit B: April 2007 Financial Statement
- Exhibit C: Logo Contest Entry: Sue Ellen White, rec'd 6/13/07
- Exhibit D: "Temporary Storage & Relocation of the existing Bremerton Breakwater...", AAA, dated 6/5/07
- Exhibit E: "Underwater Video Inspection" proposal, Wilson, dated 6/6/07
- Exhibit F: "Proposal for Inspection & Assessment of the Tire Reef", Echelon Engineering, dated 6/6/07