



PORT COMMISSION OF THE PORT OF EDMONDS

MINUTES OF REGULAR MEETING

August 31, 2015

COMMISSIONERS PRESENT

David Preston, President
Bruce Faires, Vice President
Fred Gouge, Secretary
Mary Lou Block
Jim Orvis

STAFF PRESENT

Bob McChesney, Executive Director
Marla Kempf, Deputy Director
Tina Drennan, Finance Manager
Kelby Brown, Moorage Coordinator

OTHERS PRESENT

Bradford Cattle, Port Attorney
Karin Noyes, Recorder

CALL TO ORDER

Commission President Preston called the regular meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

All those in attendance participated in the Pledge of Allegiance to the American Flag.

CONSENT AGENDA

COMMISSIONER ORVIS MOVED THAT THE CONSENT AGENDA BE APPROVED TO INCLUDE THE FOLLOWING ITEMS:

- A. APPROVAL OF AGENDA**
- B. APPROVAL OF AUGUST 10, 2015 MEETING MINUTES**
- C. APPROVAL OF PAYMENTS IN THE AMOUNT OF \$1,294,641.03**
- D. AUTHORIZATION FOR EXECUTIVE DIRECTOR TO WRITE OFF \$8,530.72**

COMMISSIONER FAIRES SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC COMMENTS

Pete Hanke, Puget Sound Express (PSE) reported that his whale watching operation (Chilkat Express) from D Dock had a great season, and he is excited to be in Edmonds. The Port Commission and staff have been very supportive, and he thanked them for their hospitality. He summarized that, to date, they have operated approximately 155 trips serving about 4,500 passengers, and they purchased more than 40,000 gallons of fuel at the Port's fuel dock. These numbers are right where they wanted to be, and they will definitely be back next year. Although there will be no tours for the next few days, they hope to continue operations until mid October.

Commissioner Faires asked what more the Port and PSE could do next year to make the operation even more successful. Mr. Hanke answered that he plans to capitalize more on the local community events, such as the Waterfront Festival and Birdfest. Their efforts with Tours Northwest and marketing the service in the Seattle hotel world were successful, but they were less successful in the outlying communities. This will be a goal for next year. They do not want to rely wholly on tourism and want a larger customer base to draw from.

Commissioner Gouge pointed out that the Edmonds Car Show is schedule for the weekend of September 11th through 13th, and the event draws people from throughout the state. He suggested it would be a great opportunity for Mr. Hanke to advertise his business. He also noted that he, Commissioner Preston and Commissioner Orvis recently attended a business networking event that was sponsored by Economic Development Snohomish County. He suggested that this event offers a great opportunity for Mr. Hanke to network with business leaders from throughout Snohomish County.

Commissioner Faires suggested that Mr. Hanke work in coordination with the Port staff so that PSE's customers can take advantage of the Destination Port of Edmonds Program, which provides a booklet of discounts offered by local merchants to encourage visitors to shop in Edmonds. Mr. Hanke said many of his customers rent cars and drive to Edmonds. Giving them a discount book would likely encourage them to visit the local businesses. Commissioner Faires said it is also important to make the local community aware of the opportunity to take their guests whale watching.

Commissioner Preston asked if whales were spotted on all of the tours. Mr. Hanke said there were only a few when no whales were found. He noted that there is a large number of hump back whales in the sound right now.

Mr. McChesney reported that Port staff enjoyed working with Mr. Hanke and his crew, and they are glad they had a successful year. He said he would like to meet with Mr. Hanke soon to discuss what went well, what could be done better, etc.

PRESENTATION BY FARRELL FLEMING: EDMONDS SENIOR CENTER

Farrell Fleming, Executive Director, Senior Center, introduced **John Osterhaug, President of the Senior Center Board**, and **Daniel Johnson, Senior Center Campaign Director**. He explained that the current proposal is to replace the existing Senior Center Building with a new world class facility that will serve as both a Senior Center and a Community Center. He provided pictures and reviewed the history of the existing facility, which was constructed in 1968 and recognized in 1971 by Housing and Urban Development (HUD) as a national model for its multi-purpose approach.

Mr. Fleming reported that the Senior Center participated in a joint study with the City of Edmonds in 2007 to determine whether or not it would make sense to retrofit the existing building. The results of the study indicated that refurbishing the existing structure would cost at least \$3 million, and they would still be left with the same building and the same problems. It was decided that retrofitting the building would not be a wise approach. In the City's Strategic Action Plan (SAP), which was adopted in 2013, the community indicated strong support for replacing the existing Senior Center Building with a new building that would serve the entire community. Later in 2013, the City Council unanimously approved a resolution endorsing the replacement of the structure, as well.

Mr. Fleming explained that Edmonds has one of the oldest populations in the County and in the State, almost double the county numbers. In addition, there is only limited space for vital programs that are needed for the community. The intent is that the new building would serve citizens of all ages.

Mr. Fleming reported that he has been working closely with City of Edmonds Planner, Kernen Lien, to make sure the design of the new building will meet the requirements of the Shoreline Master Program, and the goal is to actually enhance the environmental status of the property. Instead of encroaching further on the shoreline, the project will actually give back; and it is possible that the project will not require a permit from the Army Corps of Engineers. Also, he explained that although it would be beneficial to construct a 3-story building, the Senior Center Board has decided against proposing an additional story given the community's strong opposition to greater height limits.

Mr. Fleming announced that the total cost of the project is estimated to be about \$11 million, and fundraising is currently underway, coordinated by Mr. Johnson. Mr. Johnson briefly reviewed the fundraising plan, which will include participation from the board, leadership, governments (local, state, federal, Verdant, etc.), foundations, businesses, and the community. He explained that encouraging everyone to participate will create a feeling of ownership and pride and the facility will likely be used more. In addition, community involvement in fundraising will likely result in community participation in ongoing operational needs, making the facility more sustainable.

Commissioner Gouge voiced concern that the anticipated contribution from the community is quite low. Edmonds is a wealthy community with an aging population, and he felt the community goal should be at least \$1 million. He suggested that fundraising amongst the community is the best way to raise public awareness and encourage community involvement. Mr. Johnson agreed and explained that, in addition to the community fundraising goal for the building, itself, the community will also be asked to contribute to mini campaigns for other elements of the project.

Commissioner Faires asked if the Senior Center Board has developed an operational model for the new facility. Mr. Fleming said they are in the processing of creating a detailed business plan. The Senior Center's Accounting Manager has been surprised at how stable the Senior Center's current funding is. Revenue sources come from the thrift store, as well as government grants and contributions from United Way and other local sources. Although the operational costs for the new facility will be greater, it is also anticipated that revenues will be greater. For example, the facility will have more rental space, which is anticipated to bring significantly more revenue. It is also anticipated that, with community buy in, the number of groups using the facility will increase substantially and donations throughout the year will triple.

Commissioner Orvis voiced concern about access to the new facility if and when Burlington Northern Santa Fe (BNSF) and Sound Transit (ST) construct an additional track and Railroad Avenue becomes an alley or single-lane street that prohibits bus access. He questioned how the Senior Center would accommodate access to the facility for large events. Mr. Fleming agreed that locating a second track on the east side of Railroad Avenue would alter access from Railroad Avenue. However, he pointed out that Railroad Avenue would still be a robust one-lane road (not an alley) that will support bus access. In addition, the proposed new parking lot will have more direct access. He said he does not believe the changes that result from the second track will be a significant problem for the Senior Center. Commissioner Orvis asked if the Senior Center Board has done any studies to confirm that traffic and access issues can all be addressed, and Mr. Fleming answered affirmatively.

Commissioner Faires acknowledged that height limits are a touchy subject in Edmonds, but he encouraged the Senior Center Board to at least explore the option of constructing a third story on the site. Although it may be uncomfortable, height should be part of the discussion. The community should have a clear understanding that giving up a little can result in a significant benefit to the community.

Commissioner Gouge asked if the Senior Center Board has considered purchasing the property to the north. Mr. Fleming said the option has been considered, but the cost of the property is too high and the existing building has some of the same problems as the Senior Center Building. Commissioner Gouge said he was thinking along the lines of removing the existing building and using the additional property for the Senior Center Project. Mr. Fleming said the Senior Center Board believes that the current project is already as large as the situation allows. Mr. Johnson cautioned that rather than committing the Senior Center to a much larger project now, the design of the new building could accommodate the purchase of the property to the north for expansion at some point in the future. Mr. Osterhaug added that Senior Center property is owned by the City of Edmonds and leased to the Senior Center. Logically, it would be up to the City of Edmonds to purchase the property to the north and add it to the project.

Commissioner Preston asked if the Senior Center Board has considered the option of constructing the new facility in a different location that would serve the citizens better. Mr. Fleming answered that much of the senior population supports maintaining the facility in its current location. In terms of sustainability, the building will be a community facility with the goal of serving the largest number of the community as possible.

Mr. Fleming provided a preliminary sketch of the project, which was prepared by architect, John Barker, and advised that the City will require several public hearings throughout the process. He concluded that the fundraising effort is in full swing, and it is hoped that construction of the new building can begin in 2017. During construction, the Senior Center Board will be seeking off-site locations to house their current programs, and they anticipate working with the Port to explore opportunities at Harbor Square.

BOAT MEASUREMENTS AND ALLOWABLE OVERHANG

Ms. Kempf explained that Section 2 of the Port's Rules and Regulations defines length overall (LOA), length of boat, and overhang as follows:

- **Length Over All (LOA):** Stem-to-stern measurement in feet and inches from the furthest protruding object forward to the furthest protruding object aft on the boat. This includes anchors, bow pulpits, swim steps, tenders and any other equipment or part of the boat that is permanently or temporarily attached to the boat while it is in the slip. Measurement for LOA will be to the nearest inch.
- **Length of Boat (LOB):** A boat must be secured so as not to extend into the fairway beyond the finger pier or piling. Slips with finger piers with pilings on the ends may overhang one foot (6.13.1). No portion of a boat or equipment attached to the boat, including the anchor, may extend more than one foot, zero inches into the main walkway area (6.13.2). Boats which are side tied or moored at dock ends must be secured so they remain within their designated space. Allowable overhang in these areas is at the discretion of the Port (6.13.3).
- **Overhang.** Each slip is assigned a set amount of allowable overhang in one-foot increments from zero feet to seven feet. The overhang length is determined by the Port in accordance with physical characteristics of the slip.

Commissioner Gouge asked when the current overhang policies and definitions were adopted, and Ms. Kempf answered that they were adopted at least 15 years ago. She explained that, typically, the slips allow for a two-foot overhang, but there are some unique situations where more or less overhang area exists.

Ms. Kempf reviewed that, as per 4th Quarter Reports for the past five years, the Port has averaged 207 assignments to moorage annually, and the turnover ratio has averaged 23.69%. These figures show movement that is continual. Overtime, staff has learned that boats are often longer than their names suggest. For example, a Bayliner Trophy 28 actually measures 33 feet overall. Port staff is careful to make assignments that will fit the boat and conversations about length overall usually take place when someone gets on the waitlist. However, over time, boats come and go, attachments are added, and boats are tied differently; and all of these contribute to protruding elements that cause unsafe fairways and walkways. For these reasons, staff is charged with measuring boats on a regular basis, either in response to complaints from neighboring boat owners or as part of an annual review.

Ms. Kempf advised that a combination of things happened to initiate a recent review of the overhang situations at the Port during the month of August.

1. The process of recording LOA measurements was historically being kept on an Excel spreadsheet and the moorage coordinator would then transfer the data to the marina program. Recently, new staff in the moorage area discovered discrepancies in the information that existed in the marina program as compared to actual boat information. It was also determined that previous spreadsheet information did not transfer from the old marina program into the new marina program because it had never been entered. The systems in place now have eliminated the need for separate spreadsheets and measurements are entered directly into the marina program with date and staff initials.
2. Prior to June of 2014, boats were not consistently being measured when moorage assignments were made. When this was discovered in July of 2014, staff measured approximately 140 boats that were being billed inaccurately and monthly bills were adjusted accordingly.
3. A workplace procedure is now in place that requires Port staff to measure new boats when they arrive in the slips, and the marina program is updated to reflect the actual measured boat length. However, as a safeguard, the computer does not automatically adjust the charges on permanent customers like it does on guest boats, and this makes it necessary for moorage staff to notify accounting that a manual change needs to be done. When it was discovered that charges have not been adjusted to reflect measured length, research revealed that accounting may not have been notified and an audit on all accounts where boat LOA exceeded slip length was completed.

Ms. Kempf reported that 223 boats were on the list to be measured, and most of these tenants have signed an overhang agreement in addition to their moorage agreement. In addition, all customers who signed up in the past year have initialed an overhang section that is now part of the new moorage agreement. Of the 223 boats measured, 116 were being charged the correct overhang, 73 were notified that their monthly charges were going to change to

reflect the actual measured length of the boat, and 34 were placed on a list for potential transfer to larger slips because they exceeded the maximum allowable overhang of two feet. She noted that some boats were not in their slips at the time the measurements were done and will be picked up on the next cycle. She also noted that the Port is not applying overhang charges retroactively, but rather adjusting the accounts to reflect accurate charges effective September 1, 2015. This will give the customers time to remove attachments or adjust motors to avoid overhang charges.

Ms. Kempf summarized that some customers have reconfigured their boats in response to the notice so their boats are now within the limits, some insist that their measurement is inaccurate and have been invited to schedule an appointment to measure the boats in their presence, and some have had ongoing disputes over length due to the way their vessels are moored. It is the Port's intent to achieve reasonable consistency and compliance in a fair and equitable way for all its customers. Port staff has worked with many tenants already to find resolution, and they will continue to coordinate effective responses that achieve the goals of customer satisfaction and safety.

Ms. Kempf referred the Commissioners to letters from customers, along with staff's responses. She specifically referred to the letter from the tenant in Slip U-04, and explained that this slip is a unique situation because the walkway was expanded to accommodate a ramp going up and down. Although the dock is 28 feet, the slip measures only 26 feet. The tenant moved into Slip U-04 on January 14, 2009, and has been charged for a 26-foot slip since that time, with no additional charge for overhang. After the boat was measured on August 11th, the tenant removed a kicker motor, and this modification resulted in a shorter measurement on August 18th. As per the August 11th measurement, the boat exceeded 28 feet, which meant the tenant would have to relocate to a larger slip. After the kicker motor was removed, the overall length of the boat was less than 28 feet, which allows the tenant to stay in the slip and pay the overhang charge.

Commissioner Faires commented that during his first three years as a Port Commissioner, shortly after the marina was rebuilt, there was significant discussion about the Port's overhang policy. A policy statement was made that meant very precisely that the Port of Edmonds does not allow overhang that is inconsistent with the rules and regulations. He observed that it is apparently true that the Port made a mistake and lost focus on this issue for a while, and now staff is working to fix the problem and enforce the rules and regulations consistently. He agreed with staff that tenants should not be retroactively billed for the mistake the Port contributed to. He also noted that, if tenants dispute the measurements, they can arrange to have their boats measured again in their presence. He summarized that he supports the actions of staff to enforce the overhang policy as written.

Commissioner Gouge asked if boat measurements are included on the moorage agreement. Ms. Kempf answered no and explained that the boat is not available for measurement when a tenant signs their moorage agreement. Staff measures the boat when it arrives in the slip. Commissioner Gouge asked if this was the policy 10 years ago, as well. Ms. Kempf said it is a long-standing policy, but in some cases, the information was not entered into the computer.

Commissioner Gouge also recalled that the Port Commission addressed the issue of overhang many years ago when the marina was rebuilt and larger slips were created. The intent of the overhang policy is to allow a maximum of two additional feet of overhang, but that tenants be charged for the length of their boats, including overhang, and not the length of the actual slips. He suggested another option would be to simply eliminate the overhang policy and require that boats not exceed the maximum size allowed in each slip. Boats could be measured when they come to the marina, and they either fit or they do not. There would be no such thing as overhang.

Greg Bough, Edmonds Yacht Club, said it is his understanding that tenants are paying for the size of the slip and not the length of the boat, which means an 18-foot boat in a 28-foot slip would pay for a 28-foot slip. He asked if the plan is to measure every boat in the marina to check for overhang. Ms. Kempf said staff started with the computer list and identified boats that had a listed length that was greater than the slip length. Staff has measured nearly all of these boats, but some were out of the marina and will be measured in the next round.

Mr. Bough requested more information about how and why the new measurements were needed. Ms. Kempf explained that although tenants are asked the length of their boats when they sign up for moorage, in some cases, the boats were never measured when they came into the marina. In other cases, they were measured, but the information was never entered into the computer. In many situations, boats have been altered since they originally

came to the marina, and the overall length was increased. Staff reviewed each slip in the computer system and made a list of the boats that needed to be measured. Mr. Brown confirmed that all boats in wet moorage have now been measured.

Mr. Bough asked if some tenants have voiced concern about the accuracy of the Port's measurement. Ms. Kempf answered affirmatively and explained that, when these situations come up, staff invites the tenants to be present when the boats are measured again. In most cases, the tenants have been surprised to learn the actual length of their boats. If a boat exceeds the length of the slip by more than two feet, the tenant is invited to sign up on a waitlist for a larger slip. Mr. Bough voiced concern that if there are no larger slips available, tenants may decide to leave the marina altogether. Ms. Kempf agreed that some tenants may choose to leave the marina, but it is not the Port's intent to force anyone out. The intent is to place these tenants on a waitlist for a larger slip. If one is not immediately available, the Port will continue to adjust the tenant's rate to include the overhang charge.

Mr. Bough asked if any Edmonds Yacht Club members have received notification from the Port that they have an overhang problem. Mr. Brown said he does not know how many yacht club members received the notice, but he had a discussion with one member who was surprised to learn the actual length of his boat.

Commissioner Preston noted that the problem was first identified in July of 2014. Ms. Kempf said there was a shift in personnel in the moorage office at that time, which created a huge gap that required "all hands on deck." During that time, various staff members learned a lot about the position, and they were able to identify some procedural changes. Discrepancies between the two sources of information were also discovered and staff decided that some boats needed to be measured again.

Mr. Bough asked when notices were sent to tenants. Ms. Kempf answered that shortly after the discrepancies were found, staff measured the boats and sent notices to tenants detailing the steps that would be taken to resolve the overhang problems. After the notices were sent out and tenants began to respond, staff contacted individual tenants who were put on waitlists for larger slips to make sure they understood the situation. Mr. Bough asked if the notice included an offer for tenants to remedy the situations prior to being charged for overhang starting September 1st. Mr. Brown said the notice did not include this specific invitation, but it provided contact information so tenants could discuss the issue further with staff.

Commissioner Faires commented that the Port's current overhang policy has worked quite well for 20 years, and he does not believe it would be appropriate to make a policy change at this time. He recommended the Commission support the staff's approach for obtaining consistency for now, and then have a more in-depth discussion at a future time about possible changes to make the policy more consistent, easy to implement and revenue neutral.

Commissioner Orvis said he is not convinced it is necessary to change the current policy. It has worked well for a number of years, and it allows staff to address the unique slip configurations that exist in the marina. However, he expressed his belief that the boats in the marina should be audited (measured) every few years. In addition, staff could do sight checks along the piers and identify potential problems. When problems are found, they should be addressed quickly and consistently.

Commissioner Preston suggested that staff take pictures of the boats when they come to the marina. The pictures could be entered into the computer system and used to evaluate any future changes that occur. Ms. Kempf advised that staff is in the process of photographing each of the boats in the marina. The pictures, along with other pertinent data, will be entered into the computer system.

Commissioner Preston said he visited the docks with Ms. Kempf and Mr. Brown and he is confident that staff is handling the situation correctly. Ms. Kempf pointed out that the marina has narrow fairways, which makes the overhang policy even more important. In most cases, the fairways are clear, and staff is working through each problem the best they can. The ultimate goal is consistency, compliance, customer satisfaction, and safety. It is not possible to have customer satisfaction if one tenant is being treated differently than another.

Mr. Bough asked if Port staff also measures guest boats, and Ms. Kempf answered no. However, if security staff discovers that a boat is too long for the slip it is assigned to, staff works to remedy the situation as quickly as

possible by reassigning the vessel. Staff tries to obtain accurate measurements when guests make reservations. While they are not perfect, they do a great job given the number of boats they manage.

Commissioner Orvis commented that the Port must assume that most people are reasonable, recognizing that every now and again someone will create a problem for a variety of reasons. It is impossible to create a policy that deals with every situation that comes up, and it is staff's responsibility to do the best they can.

Commissioner Preston observed that it is important for the Commission to have policy related discussions from time to time to ensure that the Port continues to be the best marina in Puget Sound. He emphasized that no policy changes have been proposed at this time. Staff is simply implementing the policies that are already in place. He suggested it would be helpful for Mr. Brown to provide a quarterly report to update the Commission on what is going on. This will allow the Commission to better defend the actions of staff.

HARBOR SQUARE BUILDINGS 3 AND 4 ROOF WORK ACCEPTANCE

Mr. McChesney reviewed that the 2013-2014 Harbor Square Condition Survey identified Buildings 3 and 4 as a priority for capital maintenance, specifically the need to replace the roofs. Due to occupancy increases, rain water damage, and existing conditions that prevented showing spaces to prospective tenants, the Commission authorized staff to go out to bid for the projects on February 9th, moving the projects up a year. He reported that three qualified bids were received on April 24th, and the projects were awarded to the low bidder, Scholten Roofing, Inc. on April 28th. The contractor began work on Building 4 in May and the project was substantially complete on May 12th. Work on Building 3 started after the HVAC work was done and was substantially complete on August 14th. After final inspection, the work was accepted by the Port Facilities Maintenance Manager on August 14th.

Mr. McChesney advised that upon acceptance by the Commission, the Port will arrange to release the contractor's retainage once the approvals by the State agencies have been received as part of the Public Works completion process. He summarized that the fiscal impact of the projects was \$155,972.00 plus sales tax of \$14,817.34, for a total of \$170,789.34. He recommended the Commission accept the Harbor Square Building 3 and 4 Roof Overlay Contract with Scholten Roofing, Inc. as complete.

COMMISSIONER ORVIS MOVED THAT THE COMMISSION ACCEPT THE HARBOR SQUARE BUILDING 3 AND 4 ROOF OVERLAY CONTRACT AS COMPLETE. COMMISSIONER FAIRES SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

EXECUTIVE DIRECTOR'S REPORT

Mr. McChesney reported on his attendance at the following:

- He and Commissioner Orvis met with Phil Williams, Edmonds Public Works Director, and Jerry Shuster, Edmonds Stormwater Manager, on August 19th to discuss stormwater issues and long-range planning involving Willow Creek. They will continue to work together to resolve the drainage problems.
- He attended the Edmonds Economic Development Commission Meeting on August 19th as a stand-in for Commissioner Faies.
- He attended the Edmonds Chamber Board Meeting on August 20th.
- He attended a Snohomish County Tourism Bureau meeting on August 20th, where he was appointed to be the Chairman Elect.
- He attended the Department of Ecology's public open house relative to the Unocal lower yard clean up on August 20th. It appears that the final stage of the cleanup is moving forward.
- He attended the Edmonds Chamber Lunch on August 27th where Representative Strom Peterson was the featured speaker. He remarked on the Port's involvement in tourism and other issues.

Ms. Kempf reported that the marina sustained little damage as a result of the August 29th storm. Large tree branches fell in the mid marina area, but staff removed them from the walkway and disposed of them. The lines on a few boats broke, but staff was able to climb aboard, find extra lines, and secure the boats. The power went out at 12:30 p.m., just seconds after staff had transferred a boat from the public launch onto a trailer. While staff was unable to

return the sling to where it was supposed to be stored, but they were able to keep the area safe. The Chilkat Express came back in the heart of the storm. Although the boat was unable to return to its assigned slip, collaboratively the marina staff was able to help the boat land at the fuel dock, which is consistent with the Port's contingency plan. The power came back on at about 2:30 a.m. on August 30th. The storm severely impacted activity over the weekend.

Commissioner Faires asked if the Port has any implied liability if staff launches a boat when the weather conditions are unsafe. Mr. Cattle answered that once a boat is launched and able to move safely away from the dock, it is the boat owner's responsibility to decide if it is safe to navigate into a more dangerous condition. However, the Port should not allow employees to launch boats when weather conditions are extremely dangerous. Commissioner Gouge asked if the Port has a policy in place to address this issue. Ms. Kempf answered that the Port's policy is to not launch boats or move boats from the dry storage racks if winds reach 35 to 40 miles per hour. They also do not allow staff to be on the docks by themselves if winds are stronger than 40 miles per hour. Commissioner Preston asked if the Port has a policy in place to address situations where boaters are drunk or otherwise impaired. Mr. Cattle answered that Port staff should not launch a boat, if the operator is clearly impaired.

Ms. Kempf announced that operating hours will change on September 1st as follows: Operations – 6 a.m. to 5 p.m.; Public Launch – 6 a.m. to 5 p.m.; Dry Storage – 6 a.m. to 5:45 p.m.; and Fuel Dock – 6 a.m. to 4:30 p.m. She also announced that the Edmonds Coho Derby is scheduled for September 12th.

COMMISSION COMMENTS AND COMMITTEE REPORTS

Commissioner Gouge reported that he and Commissioner Orvis attended the Finance Committee meeting to review information in preparation for the Commission's upcoming budget discussions. He also reported on his attendance at the networking meeting that was sponsored by Economic Alliance Snohomish County.

Commissioner Orvis also reported on his attendance at the Finance Committee meeting, as well as the meeting with Mr. McChesney and City staff to discuss stormwater issues.

Commissioner Orvis reported that Council Member Bloom had the mistaken idea that the Railroad Crossing Committee had met illegally. That is not true. He reported that he and Council Member Nelson met with Mayor Earling and other City staff to prepare an agenda for the committee's first meeting on September 2nd from 9:00 to 10:30 a.m. Although the public is invited to attend, there will not be an opportunity for public comment at this point.

Commissioner Faires reported that he met with Mr. McChesney and Ms. Drennan to get up to speed on what took place at the Finance Committee meeting that he was unable to attend.

Commissioner Faires reported that he met with representatives from the Edmonds Chamber to define and formulate questions for the candidates' forum that is scheduled for October 12th at 6:00 p.m. He noted that Commissioners Orvis and Preston have been invited to make a brief presentation at the beginning of the meeting, which is scheduled for the same evening as the Commission's regular meeting. The Commission agreed to discuss the issue at a future meeting and decide whether or not it will be necessary to reschedule the October 12th Commission meeting to allow Commissioners Orvis and Preston an opportunity to participate in the candidates forum.

Commissioner Preston reported on his attendance at the Alliance of Citizens for Edmonds (ACE) meeting, where they discussed possible questions for their own candidates' forum. He also reported that he attended the Economic Alliance Snohomish County meeting where Troy McClelland, Executive Director, made his farewell speech.

Commissioners Preston and Gouge indicated they would attend the Washington Public Port Association (WPPA) Small Ports Seminar on October 24th, and Commissioner Preston indicated he would attend the WPPA Environmental Seminar.

ADJOURNMENT

The Commission meeting was adjourned at 8:58 p.m.

Respectfully submitted,



Fred Gouge
Port Commission Secretary