

**Draft minutes* for
Quarterly Kitsap All Ports Meeting
April 26, 2021 via ZOOM**

At 6:30PM Port of Brownsville Commissioner Jack Bailey called the meeting to order.
Those in attendance were:

Lary Coppola	Port of Allyn (Executive Director)
Axel Strakeljahn	Port of Bremerton
James Weaver	Port of Bremerton (Director Marine Facilities)
Jack Bailey	Port of Brownsville
Jim Aho	Port of Illahee
Jon Buesch	Port of Illahee
John Burton	Port of Illahee
Lena Hunt	Port of Keyport
Steve Heacock	Port of Kingston
Mary McClure	Port of Kingston
Greg Englin	Port of Kingston (Executive Director)
Bob Ballard	Port of Manchester
Jim Strode	Port of Manchester
Mark Singer	Port of Poulsbo
Henry Aus	Port of Silverdale (Former Commissioner)
Phil Best	Port of Silverdale (Attorney)
Caleb Reese	Port of Silverdale
Ed Scholfield	Port of Silverdale
Theresa Haaland	Port of Silverdale/Tracyton/Illahee (Administration)
Casey Guthrie	Port of Waterman
Jeff Reynolds	Port of Waterman
Victoria Lincoln	WPPA (Deputy Director)
Hank Anderson	Public

WELCOME - Commissioner Bailey thanked everyone for attending the virtual meeting.

PLEDGE OF ALLEGIANCE was recited.

INTRODUCTIONS – names of the individuals in attendance were on the ZOOM screens.

MUTUAL INTEREST ITEMS

Washington Public Ports Association (WPPA) (<http://washingtonports.org>)
Victoria Lincoln explained that she was filling in for Washington Public Ports Association (WPPA) Executive Director, James Thompson, who is recovering after receiving his second injection of the COVID19 vaccine. It was explained that Mr. Thompson was scheduled to discuss redistricting. Ms. Lincoln said that redistricting will affect most of the Ports in Washington State with only twelve out of seventy-five not having to worry about

it. She said that Kitsap County has twelve Port Districts, the most of any County in the State. She encouraged the Port representatives to work together with their redistricting efforts as it will be cheaper, easier, faster and more efficient by pooling the resources to get it done. Ms. Lincoln said that she had talked with the Pierce County Auditor, Julie Anderson, who plans to personally contact other County Auditors to discuss ways to work together on redistricting efforts. On May 11th the WPPA will be hosting a ZOOM roundtable meeting during which everyone will be informed with the details of what is required to comply with redistricting. Ms. Lincoln said that the WPPA will do what it can to help each of the Ports get through this, but will also be learning along the way if there is anything that they can do to help. The roundtable meeting will be a good first step to launch the redistricting efforts. Ms. Lincoln said that registration for the May 11th roundtable hasn't opened yet, but will be opened soon - [Upcoming Events — Washington Public Ports Association \(washingtonports.org\)](#). Commissioner John Burton asked for the overall view of redistricting. Ms. Lincoln explained that after every census, which is conducted every ten years to reveal changes in the population, voting districts are required to adjust their internal district boundaries so that all districts roughly have the same number of people in each district. It is an effort to make sure that everyone has equal representation in government. Ms. Lincoln said that it is important to work alongside your County Auditor as they are very eager to ensure all districts are moving along with redistricting efforts because ultimately it affects the voter ballots. Ms. Lincoln said that the WPPA is looking into a few companies that specialize in this type of work. Greg Englin was asked if he had ever worked through a Port redistrict. He said that he hadn't and thought that the Port of Kingston hired a consultant to prepare the last set of redistricting results. Commissioner Bailey said that he has been with the Port long enough to remember the last two redistricting efforts and said it wasn't fun. With the Port of Brownsville currently between staff, they just don't have anyone with the experience to do it in-house. Commissioner Bailey said that he is the only one, between both staff and Commissioners, that was with the Port when it was last redistricted. Commissioner Jim Aho said that another option for Ports is to consolidate to become an "At-Large" district, ridding the internal district boundaries. He explained that the Port of Illahee was advised by the WPPA several years ago to go that route (one reason was because Illahee is such a small Port), and it has worked out well. Other smaller Kitsap Ports may also want to consider it. At-Large districts do not have to redistrict because there are no internal boundaries. Ms. Lincoln said that legislature is encouraging representation within your district, which can be challenging for At-Large districts. She agreed that it isn't much of a big deal for the smaller Ports, but something to consider before going that route. Ms. Lincoln was thanked for attending the meeting. She said that she was delighted to be in attendance and will enjoy the rest of the meeting.

INDIVIDUAL PORT UPDATES

Port of Allyn (www.portofallyn.com) - Lary Coppola said that there is a lot going on at the Port of Allyn. Last year the Port bought the property that bordered the park in Allyn. There was a house on it, that has since been demolished. A staging area for the boat launch is being constructed on the property, which will accommodate six vehicle/boat

trailer stalls. All that is left to do is to add some decorative rock, fencing and signs. The ribbon cutting is set for this week. High-definition security cameras, that have facial and license plate recognition from a quarter mile away, have been installed at the North Shore dock. The Port has had some legal challenges regarding the water system. They are starting to see bookings of the gazebo with about twelve weddings and/or other special events scheduled between now and Labor Day. This is income for the Port, which was basically lost last year due to COVID19. Mr. Coppola said that at the last Kitsap All Ports meeting he heard about the trouble many Ports are or have experienced with obtaining the necessary Army Corps of Engineers (ACOE) permits. The Port of Allyn shares in that experience and lost grant money because of the delay in issuance of an ACOE permit for the Oyster House. Thankfully they have since received additional funding. Commissioner Bailey said that Brownsville is also having problems as their maintenance permit will expire in the near future and it is required to keep things moving, maintenance-wise. Mr. Coppola suggested a letter signed by all the Ports be sent to U. S. Representative Derek Kilmer that outlines the issues all the Ports are having with the delay in the issuance of ACOE permits. Commissioner Bailey said that this will be further discussed after the individual Port updates.

Port of Bremerton (<http://portofbremerton.org>)

James Weaver said that the marinas remain very busy and continue at a ninety-seven percent occupancy rate. Thankfully, they weren't impacted too badly from COVID19. The biggest project the Port is dealing with at the moment is the Port Orchard Marina breakwater. There is no State capital funding at this time, but they will be pursuing other avenues for funding. They will be having geotechnical and wave studies conducted this Spring focusing on the wave action the ferries create. The Port of Bremerton is behind the Port of Poulsbo's submission for their breakwater permit, so they are closely watching Poulsbo's outcome with the ACOE and National Marine Fisheries Service (NMFS). The Port of Bremerton has joined with the Pacific Northwest Waterways Association (PNWA) and are included in many letters to congressmen about the permitting issues. Hopefully the breakwater project will be completed in 2024, but really the permitting is the deciding factor on that. With the governor's social distancing guidelines, Bremerton has guest moorage boaters sign a waiver when they first show up at the marinas. This allows the Port not to have to police the facilities day to day. They are working with the City of Port Orchard with the derelict vessel issues. The City will ticket and seize derelicts and the Port is working on an area to hold the vessels for the seizure period. The Port is partnering with the owners of the Marina Square, two six-level condominium towers being constructed in downtown Bremerton, to offer ground-floor parking to marina tenants. There was a nine-month delay in construction due to COVID19. Mr. Weaver said that it should be completed by the Spring of 2022. He is hoping that is the case because at this time all of the Port's marina tenants parking stalls are sprawled out within the downtown Bremerton area. The first cruise ship of the year is set to arrive in Bremerton on May 15th. Many stops within Kitsap County are scheduled. The USS Turner Joy Museum was closed for an entire year due to COVID19, but it is now reopened. Many events in both Bremerton and Port Orchard have been cancelled for this year, including the Blackberry

Festival. The Concerts on the Bay will continue, which is great. The Port is also concentrating on marketing by working on a media campaign, which will provide regularly updated small video clips on the Port's social media sites in an effort to draw even more interest to the Port. He reminded everyone of the Kitsap Ducks joint marketing effort. The ducks can be branded with each Port's logo and/or name and come in a variety of costumes. The intent is to encourage guest boaters to visit all of the Kitsap Ports to complete their "Kitsap Rubber Duck" collection. If anyone is interested in information or would want to partner with the promotion, please contact Mr. Weaver at (360) 876-5595 or e-mail him at jamesw@portofbremerton.org. There is also a significant amount of construction happening at the Port's Industrial Park. It's never slow, always a lot of activity happening out there.

Port of Illahee (<http://portofillahee.com>)

Commissioner Aho said that one issue the Port is trying to get cleared up is that the tax statement for the Illahee Store property shows taxes owing, and of course as everyone here knows Ports are exempt from having to pay property taxes. The County is looking into it. The Port applied for a grant with the Pollution Liability Insurance Agency (PLIA) prior to purchasing the Illahee Store property through a sheriff sale. The Port ranked number sixteen on the PLIA's list for funding. Currently, PLIA is working on the project that ranked number fourteen. Commissioner Aho said that he has been told by PLIA personnel that the cleanup for the store could begin late this year, otherwise in 2022. Commissioner Burton reported that Commissioner Aho has been working directly with John Piccone of SoundWest Engineering Associates, who has applied for several Recreation Conservation Office (RCO) grants for the Port. It looks as though the Port will receive funding for two out of the three grants that were pursued. Paperwork certifying that the Port has the necessary matching funds is due by May 10th. Commissioner Burton said that he is concerned that the ACOE permitting is going to be an issue. Commissioner Bailey said that from what he has been told it's not so much the ACOE that has the problem with creating delays, but rather the NMFS.

Port of Manchester (<http://portofmanchester.com>)

Commissioner Jim Strode said that the Port of Manchester was quiet for a long time, until it became the south Sound dumping ground for derelict vessels. One particular derelict was just one day away from the Port taking custody of it, when someone boarded it and anchored it out. It later was found sinking and the Coast Guard brought it into the Port of Manchester and tied it up to the dock. The Port spent hours pumping it out and ended up towing it from where the Coast Guard tied it up to the south end of the dock, so that when it did sink it would be in the shallowest water as possible. The Washington State Department of Ecology (ECY) ended up pumping out one-hundred and sixty gallons of fuel from the boat. It continues to sit at the Manchester dock because there is no funding available to get rid of it until possibly July 1st. Commissioner Strode said that ECY wasn't happy with the fact that the Coast Guard tied up a sinking boat. Commissioner Bailey said that there was one in their area that was anchored out for well over a year. When it did start to sink the fire department was called and they got out there just in time to see it

go under. Commissioner Strode said that the Washington State Department of Fish and Wildlife (DFW) personnel told him that the Port could bag it, destroy it and toss it, but Manchester doesn't have the money to do that, so they plan to wait until funding is made available or someone can help.

Port of Poulsbo (<http://portofpoulsbo.com>)

Commissioner Mark Singer explained that he was sitting in for Port Manager Carol Tripp as she is on vacation. He said that as a Port Commissioner and with his experience, he finds the permit issues so very frustrating. The boat ramp was shut down three months ago. The end date for the construction of the new boat ramp is August 1st, which is exciting. The Floating Breakwater Project will be addressed by the Hearing Examiner and they hope to get a bid for it this August. This will be a great asset to Poulsbo as it will allow for additional guest moorage but, with that, parking must be considered. Poulsbo's parking problem, in general, seems to be more of the City of Poulsbo's problem, although in a sense a good problem but nonetheless a problem. Commissioner Singer said that he didn't see a big need for the Pot to have to add additional parking because he has never seen a boat come into Poulsbo towing a car behind it. Poulsbo has been busy over the Winter and the Port has had a full house with the nicer weather. Many boats are anchored out and the Port keeps close attention to derelict vessels coming into the Port as they randomly tie up at the dock, but thankfully continue to move along and/or anchor back out. They have a small problem with liveaboards not being able to pay full rent due to COVID19 and evictions can't take place because it is their home. They are adding about twenty-five kayak storage spots for rent to the public, which is hoped to be ready by this summer. The cruise ships are also starting to come back to Poulsbo, which is great. All in all, Poulsbo is doing really well and they are looking forward to Summer.

Commissioner Singer said that he actually has a boat moored at the Poulsbo marina and he lives in the downtown area. Commissioner Bailey asked if Poulsbo has been issued the permit for the breakwater by the ACOE. Commissioner Singer said that he thinks it is still in the works and if he understood Carol correctly it is currently at the Hearing Examiners office. Commissioner Bailey said that he expects that to be a big stumbling block for Poulsbo, unfortunately.

Port of Silverdale (<http://portofsilverdale.com>)

Commissioner Reese said that the biggest thing for Silverdale is that there is again a Commissioner vacancy for District 2, so if anyone knows of anyone that might live in the district and be interested in serving all of the information can be found on the Port of Silverdale's website. Verifying one lives within the correct district can be found on property tax statements via the County's website ([Assessor \(kitsapgov.com\)](http://Assessor.kitsapgov.com)). Commissioner Reese reported that the Port's architect, Patano Studio Architecture, held their first meeting with County personnel and the County's architect, as the Port and County have an Interlocal Agreement to work together on moving pump station number three off of the waterfront and onto Port property. They plan to continue with weekly meetings. Silverdale, similar to Illahee, also expects to receive funding for two out of the three grants pursued. This will include a project for an Americans with Disability Act (ADA)

compliant gangway down to a non-motorized float. The Port has been working on obtaining a dredging permit for many years. The DFW issued its permit, which was appealed by Sound Action, a self-proclaimed Puget Sound watchdog group. Phil explained that the area to be dredged has been dredged twice within the last twenty years. Sound Action's appeal basically stated that the Port was dredging three acres of a pristine area and it would devastate the fish in that area. It went before the Pollution Control Hearings Board (PCHB) and the board ended up denying the appeal after four days of witness testimony. So now Sound Action has appealed that decision to Thurston County superior court. There is apparently a big backlog and it may take until the end of the year to get it resolved, so it is affecting the timeline. Commissioner Scholfield said another big item in Old Town is the County's Bayshore/Washington/Byron Street Improvement Project. The Byron Street portion, which is the main road leading to the pier and boat ramp area, is set to be completed by the end of May. The Port will be applying for ninety percent reimbursement of the costs to get rid of a derelict vessel that sank at the Port, through the Washington State Department of Natural Resources (DNR) Derelict Removal Program [Recovering Derelict Vessels | WA - DNR](#). It has cost the Port close to \$20,000. There is another derelict that has been anchored out for several years, it is apparently finally moving after the Port made contact with Jerry Farmer of the DNR Jerry.Farmer@dnr.wa.gov. The Kitsap Sailing Foundation is set to host a big regatta in May. The pier will be closed to the public except for boaters and sailors for that weekend. It's exciting to see the kids back out on the water.

Port of Waterman (<http://portofwaterman.com>)

Commissioner Jeff Reynolds said that one recent big accomplishment was getting a replacement for a Commissioner that moved out of the area. The new Commissioner is young and energetic and is great to have on board. The Port of Waterman has received the necessary five-year maintenance permit and has since hired a local pier maintenance company, which is doing a great job. Even though the pier is only seven years old, it is in need of maintenance. The Port has recently had a full set of security cameras installed at the facility. It seems to have been pretty effective at warding off vandalism and the homeless. Commissioner Reynolds said that he has enjoyed watching the squid fisherman at night from the convenience of his home. The security video can be viewed from the Port of Waterman's website. The website and Port's Facebook page were both created this past year. Waterman was kicking and screaming into the new century, but has arrived – good job Waterman!

Port of Kingston (<http://portofkingston.org>)

Greg Englin said that Kingston shares in the concerns over derelict vessels. They have one that has been out in the waters off of Kingston for over a year. It is a ninety-foot historic tug. It is said that the owners bought the tug for nearly nothing. Apparently, they have until June 30th to move along at which point there will be some enforcement. Mr. Englin said that the Port of Kingston staff have done an outstanding job documenting everything and submitting it to the State. A 32' Chris-craft sank on DNR land. It was boarded by the Coast Guard the day prior. This was all avoidable. Someone had taken

the pumps out of the boat. It seems to be the same old story, where a person buys these old vessels for nearly nothing and then ends up parting them out possibly for profit. Mr. Englin said that the legislature needs to secure more funding for this problem. It should look more like PLIA, where fourteen million was designated for the cleanup of contaminated sites. Much more ambitious funding needs to be in place for the derelict vessel epidemic. The Port of Kingston also is in the running to receive RCO grant funding and needs to submit their Certification for Matching Funds by May 10th. The grant will cover the guest float and restroom replacement. Mr. Englin reported that there is a good demand for boating and the Port's permanent moorage is at one hundred percent capacity. They had a good winter for the guest moorage as well, generating decent revenue. The parking revenue has been down a lot ever since the start of pandemic. Hopefully it will rebound. They are working on how they are going to manage assets and if they are going to do any kind of development. They are talking to the County about stormwater and also a potential re-zoning of property to be zoned the same as adjacent property. Mr. Englin encouraged everyone to look at the County's changes in use tables for development related to marinas. It's very broadly written regarding upland development related to marina business. Commissioner Steve Heacock works for the County and knows that Bremerton is working on the Gorst traffic nightmare and Kingston has their own traffic nightmare, but there is hope. The County is the lead on a revised phase for a traffic holding facility. Perteet consulting firm is gathering all of the necessary information. All those affected by the traffic nightmare are hoping for a successful grant process in two years. They are looking at ideas for upland development. Regarding the ACOE permitting issuance problems, Mr. Heacock sees one of the difficulties being that there is no real Federal guidance in the permitting process. Although NMFS is heavily involved in the permit, they and the ACOE don't seem to play well with each other. With his County hat on he wanted everyone to know that the County does often process these types of projects. He suggested the Ports get a good consultancy firm that understands the ins and outs of the ACOE permitting process and hang on.

Port of Keyport (<http://portofkeyport.com>)

Commissioner Lena Hunt explained that this was her first Kitsap All Ports meeting she has attended – welcome! She reported that Keyport's new boat ramp was completed last year. Phase 2 of the project was delayed due to the delay in receiving the ACOE permit. The Port's consultant filed an emergency repair permit, so Phase 2 will be moving forward. Commissioner Hunt said that derelict boats are one of her pet peeves. Last year she had her first experience with having to get rid of a derelict from the marina. It was an interesting experience. She sees them as the RV's of the water and agrees something needs to be done. Sinking boats alone are a terrible thing, but many of them contain fuel which makes it much worse. The Ports of Keyport and Poulsbo try to inform each other when they see derelict activity in the waters. Commissioner Hunt said that the Ports working together with the WPPA is a priority as we can't continue to allow this, something needs to be done. The Port of Keyport has been busy and has a wait list for permanent moorage.

Port of Brownsville (<http://portofbrownsville.org>)

Commissioner Bailey reported that they had a ransomware attack on their server. It locked up all their files. They were informed that they were being held ransom until the Port paid \$10,000 in Bitcoin. A non-credited TV/computer store has worked on the problem, but Commissioner Bailey said that he was without Port email for over a month. Just recently the Port office is receiving mail through another company. Commissioner Bailey said that the other two Port Commissioners aren't taking it seriously enough in his opinion. He said that according to the residents in the area, communication with the Port is of the highest importance. The Port has been dealing with two sailboats for the last couple of years. They at first both just wanted temporary moorage, but they refuse to leave. The Port recently took possession of three vessels; one of which might be sold and the other two aren't worth anything. Commissioner Bailey said that he wanted to get rid of them the old way, by getting a big tarp, demo them and throw the debris into a dumpster. They have a contract out for replacing the spill box that goes around the outlets of the fuel tanks, so if there is ever a problem with leakage or a spill it will be caught. They have interviewed three people to fill the Port manager position, all of whom were well qualified. Two out of the three applicants had a lot of WPPA experience, which Commissioner Bailey feels is critical, especially since no one else working at the Port has any marina experience. He is hoping to bring someone on board very soon. They are looking at other office space. Commissioner Bailey said that he thinks the Port-owned house that sits behind the current Port office building would be great for an office administrative area and it could include a staff breakroom and also provide a meeting room. Currently they have four employees working in a very small area. He said nothing is for sure, but he is in favor of the house. The Port of Brownsville got rid of a lot of tenants within the past few months because they weren't paying their bill, got too far behind and/or they weren't following the rules. The Port has had an ongoing waitlist, but it takes time to go through it. He believes they are back to full capacity. They are looking forward to getting the yacht clubs mooring at Brownsville again. He explained that the transient moorage is where the Port gets the extra money to put in the bank every year. Once the clubs and groups start coming back the Port will be in good shape; until then they are getting by.

Mr. Coppola said that the problem with the ACOE permit is the fact that many of the Ports have, or are having, delays in being issued the permits. He thought if it were addressed as a group presented to the Federal elected officials that represent us, it would be more powerful. Individually, small Ports like the Port of Allyn don't really have a lot of power, but together this group is a force. He said that if everyone is in favor, he would be willing to draw up a letter and add all the names of the Ports in attendance. He explained that the Port of Allyn is in danger of losing money from their first capital budget grant and he had heard another Port was in danger of losing grant money because of the delay in issuance of their ACOE permit. Something needs to be done. Commissioner Casey Guthrie asked what excuses the ACOE provides for the delays. Mr. Coppola said that they are basically unresponsive. Commissioner Bailey said that he attended a meeting

where he heard that the problem is basically NMFS as they want to add their two cents to everything and they look at things that extend the life of the marina as new construction, which majorly affects the required mitigation. He heard that the ACOE is trying to get the permits issued but they are held up by NMFS. There needs to be some reforms.

Commissioner Bailey said that he was on the Board that updated the County's changes in use tables for development related to marinas. It really expanded what can be done to the uplands. He said that he stood up for the Ports and when they asked what was needed, he replied don't tell us what we can do but rather give us a list of what we can't do and then let's go from there. He encouraged everyone to read through it.

Commissioner Bob Ballard asked if it would be appropriate for Mr. Coppola to draw up a letter on behalf of the group. *Commissioner Ballard moved to have Mr. Coppola of the Port of Allyn write a letter to U. S. Representative Derek Kilmer on behalf of the Kitsap Ports regarding the delay in permit issuance by the Army Corps of Engineers; Commissioner McClure second the motion.* Discussion: Commissioner Singer said that his background is and investigator with the U. S. Navy Fraud, Waste and Abuse, so he knows from experience that anytime a letter is presented to the legislature it should first be reviewed by a lawyer. He suggested the letter be generated and have a Port attorney review it. Mr. Coppola said that was his intention. Commissioner Bailey said that he remembers the WPPA Executive Director, James Thompson, talking about how issues presented to the legislature carry more weight the higher the number of complaints. It's apparently all about the numbers, so it might be wise to individually send out letters or do both. He said that either way, he didn't want to stand in way of the motion. Commissioner McClure said that if it is decided to send out letters individually as well, then it will be very important that the multiple letters are coherent and basically get the same point across. She said that she is interested in what Mr. Coppola would draft and it could be used as a template for individual letters, so that if there isn't a single letter, we will all at least send in the same basic complaint. Commissioner Burton suggested the NMFS be provided separate letters. Mr. Coppola said that he could write the basic letter, which could then be tailored to each Port individually while retaining the same basic complaint. He just wants to get some action going on it. Commissioner Heacock suggested not to just target the ACOE because, although it is the ACOE process, it involves the other agencies. He suggested focus be on the federal agencies: U. S. Fish and Wildlife Services (USFWS) and the NMFS as they have their own bits and pieces that they like to see in a permit and their involvement is not in lock step with the permitting process the ACOE has to use to issue our permits; that's the crux. He said that he doesn't really know how to address it, but this is where we are. Commissioner Bailey said that you can take what Commissioner Heacock just said to the bank; it's the best he's heard it explained. Commissioner Guthrie said that he hasn't had to deal with this problem, but suggested it might be a good first step to send the letter to the ACOE for their review first, before sending it to Congressman Kilmer. Commissioner Singer said that Mr. Coppola should draw up the joint-effort letter outlining the issues at hand and send it to Congressman Kilmer. You could always cc: ACOE, NMFS, USFWS and from there separate letters could also be

generated individually. Commissioner Jon Buesch said that this issue isn't just limited to a few Kitsap Ports, but rather Washington Ports in general. He suggested the WPPA be involved in this effort. And that if we really want power behind this letter, it should be endorsed by the WPPA or even have the WPPA generate the letter to all of the Washington State Congressmen. Commissioner Buesch said that yes there are a handful of Kitsap Ports affected by the delays in ACOE permitting, but no doubt there are many more Ports in the State affected and since there is power in numbers with the more people behind this complaint, he feels the WPPA would hold even more weight and be the key. Ms. Lincoln said that the WPPA Senior Director of Environmental Policy, Gerry O'Keefe, does a lot of work with permitting and environmental issues and would know more than she does about how to proceed. She said that Congressman Kilmer is a doer and he is going to be at the WPPA Spring Meeting, which is scheduled for May 19th through the 21st. She suggested this subject be raised with Congressman Kilmer at that time. In the meantime, Ms. Lincoln plans to talk with Mr. Thompson and Mr. O'Keefe and see if there is anything more that can be done. She suggested Mr. Coppola generate the draft letter and everyone get signed up to attend the WPPA Spring meeting ([Upcoming Events — Washington Public Ports Association \(washingtonports.org\)](#)) and be prepared to talk with Congressman Kilmer at that time. Ms. Lincoln said that if she uncovers anything she will reach out to everyone. Commissioner Bailey suggested Commissioner Heacock with his knowledge of permitting and Mr. Coppola with his writing abilities get together. Ms. Lincoln said that she would also work directly with Commissioner Heacock and Mr. Coppola. Commissioner Heacock explained he was on a time constraint, but would be happy to help with this issue. Commissioner Bailey noted that there was still a motion on the floor. Mr. Coppola said that he would generate a draft letter for all the Ports to review and determine at that time if they want to be included and/or use the letter as a template to create their own individual letter. *The motion carried unanimously.*

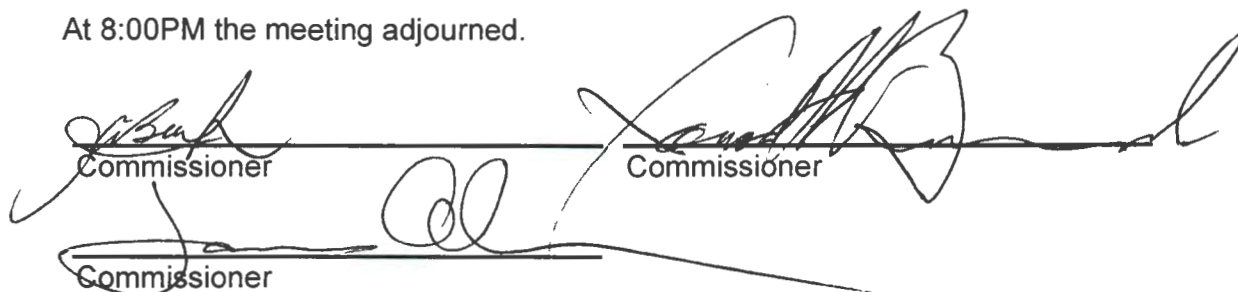
Public Comment

None

Date and Location of Next Meeting

Monday, July 26, 2021 – 6:30PM – location to be determined.

At 8:00PM the meeting adjourned.



Commissioner

Commissioner

Commissioner