

**THE PORT DISTRICT OF SOUTH WHIDBEY ISLAND  
REGULAR MEETING**

Held at South Whidbey Parks & Rec District, 5475 Maxwelton Rd, Langley WA  
Tuesday, October 14, 2014 at 7:30 p.m.

**AGENDA**

WORKSHOP (7:15 – 7:30 PM): Commission review of vouchers and recent correspondence

REGULAR MEETING CALL TO ORDER and PLEDGE OF ALLEGIANCE

**Consent Agenda**

Approval of October 2014 Vouchers in the amount of **\$68,684.70** and approval of Minutes from the Special Meeting of June 25 and the Regular Meetings of July 8 and September 9, 2014.

PUBLIC COMMENT – Items not on Agenda: Please limit comments to 5 minutes

FINANCIAL UPDATE

**August 2014 Financial Statement and Interim Executive Director Report**  
**2015 Preliminary Budget**  
**2011-2013 State Audit**

STATUS REPORTS

**Port Operations**

Maintenance & Operations Supervisor Report  
Executive Director Hiring Process

**South Whidbey Harbor**

Phase 1 Project

- Outside Mooring; Survey

Harbor Operations

- Harbormaster Report

Harbor Master Plan

**Possession Beach Waterfront Park**

Boat Ramp Renovation Project  
Cell Tower Lease

ACTIVITIES/INVOLVEMENT REPORTS

**Gordon:** Council of Governments (COG), Skagit-Island Regional Transportation Policy Organization (RTPO) Technical Advisory Committee (TAC), Washington Public Ports Association (WPPA) and Clinton Community Council (CCC)

**Gregoire:** Economic Development Council (EDC), Langley Shoreline Master Plan (SMP) Committee and Island County SMP Committee

**Halloran:** Marine Resources Committee (MRC) and City of Langley Council Meetings

OLD BUSINESS

**Island County Fairgrounds**  
**Food Shed in Clinton**

NEW BUSINESS

ADJOURNMENT

\*\*\*Due to Veterans Day, the regular November meeting will be held WEDNESDAY, November 12, 2014\*\*\*

**PORT DISTRICT OF SOUTH WHIDBEY ISLAND**

Minutes of the Regular Meeting

October 14, 2014

Langley, Washington

**Commissioners Present:** Curt Gordon (Clinton) and Ed Halloran (Langley) **Absent:** Dennis Gregoire (Freeland)

**Others Present:**

**Port Staff:** Angi Mozer (Interim Executive Director), Molly MacLeod-Roberts (Port Clerk), Duncan McPhee (Harbormaster) and Wayne Nance (Maintenance & Operations Supervisor) **Public:** Jim Sundberg (Langley City Councilmember), Mel Trenor (Island Beach Access), Brian Woloshin (Langley resident); **Clinton residents:** Marcia Monma, Clyde Monma, and Bruce Buls

**MEETING CALL TO ORDER:** Following a Workshop from 7:15 p.m. to 7:30 p.m. for informal Commission review and discussion of vouchers and recent correspondence, the Regular Meeting of the Port District of South Whidbey Island's Board of Commissioners was convened on Tuesday, October 14, 2014, at the South Whidbey Parks & Recreation District Meeting Room at 5475 Maxwelton Rd., Langley, Washington. Commissioner Curt Gordon (President) called the Regular Meeting to order at 7:30 p.m., followed by the Pledge of Allegiance.

**CONSENT AGENDA**

**Approval of Current 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**).

**Approval of Minutes:** Minutes from the Special Meeting of June 25 and the Regular Meetings of July 8 and September 9, 2014.

**ACTION:** A Motion was made by Commissioner Ed Halloran and seconded by Gordon to approve the Consent Agenda as presented, including the authorization and acceptance of Vouchers dated October 2014 as signed today in the amount of \$68,684.70. The Motion passed unanimously.

**PUBLIC COMMENT – Items not on Agenda**

**Marcia Monma** of Clinton said there are rumors that Commissioner Dennis Gregoire is leaving and asked if that is true. Interim Executive Director Angi Mozer said although she has not received official notice, it is possible that Gregoire will resign by the end of the year due to family matters.

**FINANCIAL UPDATE**

**August 2014 Financial Statement and Interim Executive Director Report:** The Commission acknowledged receipt of the August 2014 Financial Statement (**EXHIBIT B**) which was distributed to them previously. Mozer reported the Port received \$42,000 in tax, operating and grant revenue and incurred \$179,000 in operating and capital expenses during August 2014. Ending cash balance at 8/31/14 was \$388,000.

**2015 Preliminary Budget:** The Commission acknowledged receipt of the Draft 2015 Budget (**EXHIBIT C**) that Mozer previously transmitted. No discussion at that time.

**2011-2013 State Audit:** The Port's three-year audit is scheduled for October 27<sup>th</sup> – November 3<sup>rd</sup>. There will be both an Entrance and Exit Interview. Halloran said he would like to attend the Exit Interview.

## STATUS REPORTS

### Port Operations

Maintenance & Operations Supervisor Report (**EXHIBIT D**): Wayne Nance was on hand to present his September Report. It was a busy month. The floats were removed for the season at Bush Pt. Some welding, hoop maintenance, and pin replacement will be needed. He will try to complete half of that work before the end of the calendar year and the rest in 2015. At Possession, float removal began but the trailer needed repair and work could not be completed that first day. The rest of the removal will take place the following day. He will assess the repairs needed on the docks and end caps. He salted the blacktop at Humphrey Rd. Parking Lot twice and will do one more time to eliminate the grass growing in the cracks. At Clinton Beach, both park and pier usage has increased since winter crabbing is open again until December 31<sup>st</sup>.

Executive Director Hiring Process: The Commission agreed to hold discussion under Agenda item "Old Business" instead.

### South Whidbey Harbor

#### Phase 1 Project

- Outside Mooring - Survey: Collins Engineers performed their underwater survey of the entire South Whidbey Harbor (the old stockade and the breakwater) at the end of September. The timber pile stockade is in excellent shape with only minor findings, mostly in the non-structural 4x4 wood posts in between each creosote pile. For the breakwater (the new D and E Docks), everything looks safe and secure, but there are 3 places where the anchor cables are making contact. The Port is working with Reid Middleton (original design engineer firm) and Mike Carlson Enterprises (construction contractor) to develop and short and long-term solution.

On October 21<sup>st</sup>, Mozer and Harbormaster Duncan McPhee will meet with Collins Engineers and John Jacoby from Clipper Vacations in Seattle to discuss the specifications of the Clipper vessels for accommodations at the Harbor when the Outside Mooring Project is complete. Mozer said the Port is also pursuing Hat Island Ferry for the same purpose.

#### Harbor Operations

- Harbormaster Report (**EXHIBIT E**): McPhee was on hand to present his monthly report. It was a good summer at the Harbor. Overall, D and E docs are very popular with boaters (individuals and groups). As he prepared to start winter maintenance tasks, McPhee noticed the northeast end of D Dock was riding a little lower in the water. He opened up the 8 compartments on D Dock, and discovered that D-7 had much more water in it than normally found during annual inspections and pump-outs and the compartment was pressurized. McPhee explained 6-8 inches of water was normal, but the water in D-7 was about 4 feet from the top of the compartment which is about 7 feet tall. He noted it is hard to gauge exactly because it also has ballast (pea gravel) inside. An estimated 4,500 gallons was subsequently pumped out of the compartment – about 3 to 4 times more than the other compartments. McPhee said he will conduct ongoing inspections and log all the data (dates, water levels, gallons pumped, etc.) as he continues to monitor the docks. After construction, the hatch covers were bedded with silicone and the threads on most of the fasteners no longer engage. He plans to fit all the compartments with both O-rings and fasteners that allow for easy and repeated opening and resealing.

McPhee reported six winter moorage leases for a total of \$2,288/month, and five commercial crab boats on month-to-month moorage for a total of \$1,633/month. Unfortunately, the commercial crab season will close October 15<sup>th</sup>. The Queen City Yacht Club's first visit to the Harbor last weekend was successful, and four clubs have made reservations for 2015. He plans to add a 3<sup>rd</sup> page to the Harbor's monthly newsletter to allow any South Whidbey business or organization to have their specific information published (sales, specials, events, etc.). The bathroom lock program has also been successful in cutting down on vandalism and reducing the amount of time spent cleaning. Boaters have provided positive

feedback on the improved cleanliness of the restrooms. To further enhance the facility, McPhee also plans to replace the rusty stainless steel mirrors, plumb warm water to the restroom sinks, and add some counter space (per boater recommendations). He and Mozer continue to work on finding a replacement surface for the gangway that leads down to A-C docks. Once the material is found, Harbor staff will perform the installation to help minimize the expense. He plans to complete the project by March 2015 when the Mystic Sea arrives.

Harbor Master Plan: Mozer has been working with the City of Langley (staff level), and the City plans to include some money in the 2015 budget to work with the Port on the Harbor Master Plan. The Port's draft 2015 budget has \$20,000 allocated for the Harbor Master Plan. Gordon noted that the City had previously indicated they would like to amend the amend/re-write the InterLocal Agreement, but the Port Commission agreed that the Harbor Master Plan must be completed first. Halloran said he wants to meet with Langley's Director of Community Planning to talk about the existing Shoreline Master Plan and Harbor Master Plan and familiarize himself with them.

### **Possession Beach Waterfront Park**

Boat Ramp Renovation Project: Mozer presented the construction grant application for the project to the Recreation & Conservation Office (RCO) at the end of September. She expected a tentative scoring by last Friday, but has not heard anything yet. All permits for the project have been submitted (Island County, Army Corps of Engineers, etc.).

Cell Tower Lease: At the September meeting, Halloran & Mozer were tasked with following up on the issue. They met and reviewed the various documents on file and agreed to contact the Port Attorney. Mozer said she touched base with the attorney just to let him know what is going on. Mozer continued, *"I dug around for the last couple of weeks trying to find a contact person for AT&T, and just today I received an email and a phone call from a contact at AT&T. I will follow up with him and my plan is to ask where they are with the project."*

**Clyde Monma** of Clinton asked Mozer for the name and phone number of the AT&T contact. She provided the individual's name and agreed to email his contact information to Monma the following day. Mozer added, *"I have not communicated with this person prior to receiving an email and telephone call earlier today."*

Monma read aloud the two-page letter (plus attachments) to the Commission (**EXHIBIT F**) he prepared in response to the draft Minutes from the Port's regular September meeting. In the letter, he said that in the weeks leading up to approval of the lease, he made several observations about how the lease strongly favors AT&T to the detriment of the Port. He stated, *"So now the Port is stuck with a worthless lease that legally permits AT&T to do exactly what I warned against."* Monma also stated his belief that according to the Property Lease Agreement (Article 3, Section 3.05), the Port is *"contractually liable for approving the contents of the Permit Application."* He reiterated his previous comment to the Board: *"Choosing to ignore public inputs is one thing. Knowingly filing a formal Site Permit Application without accurately representing public inputs seems to me to be negligent with possible legal ramifications."* Monma suggested the Port should contact legal counsel for a legal opinion before making further comments in that regard. The letter also said that Gordon had claimed several times that there are only a few that object to the construction of the cell tower. Monma attached a list of 782 names (and only names) of individuals who "have expressed opposition to the construction of this cell tower." He cited the sources for the names as the 413 members of the Friends of the Dorothy Cleveland Trail Facebook page as well as verbal and written statements conveyed to him. He said, *"I am confident that a poll of South Whidbey residents would show an overwhelming majority of people opposed to this project."* He urged Halloran to *"review the history of the project, the overwhelming opposition to it, the detrimental environmental impacts and the economic disadvantages of proceeding in this matter."*

**Marcia Monma** of Clinton said the Port spent \$30,000 developing the Dorothy Cleveland Trail that is widely used by residents and tourists. The proposed tower site is at the summit of the Trail and she said it would be detrimental to the use of the property. Regarding the permit application to the County, she said an FAA Notice of Construction was not done, and The North Group was very negligent in the way they filled out the application (leaving portions blank, etc.). She believes a red blinking light would be required on top of the tower, and that would bring in light pollution and cause a problem with birds in the fog. The biggest issue is the tower would be within the 50' setback required for a geological hazardous area, and 28' of the 40' x 40' of the tower is within that setback/no-construction zone. If the site is moved 28' west of the ridge, then the slope there would mean the tower would be at least 5' lower down. The height of the tower would then be required to be 5' higher. The permit application was for a 131' tower and the trees were 110' four years ago, so the tower would not be tall enough today to be above the trees. If the site is moved 28' and the tower made 5' higher, the tower would then be too close to the Monma's property because it would be less than a tower's length away. She concluded, *"So there's not enough space for this tower where they are trying to put it. It's a residential area. There are people with property for sale for homes to be built on and they don't want the tower to be there. We did not move to Whidbey Island to be next to a cell tower and the sellers don't think potential buyers would want to buy a house with a cell tower anywhere near there."*

**Bruce Buls** of Clinton asked Halloran how familiar he was with the Dorothy Cleveland Trail, if he had ever walked it, does he know where it is, does he know the history, etc. Halloran said he had not walked it, he knows where it is located and he doesn't know the history. Buls explained that it was built by AmeriCorps volunteers and he recommended that Halloran walk the Trail because the Trail is the reason 782 people object to the cell tower. Halloran responded, *"With all due respect, I have not gone and walked the trail deliberately."* Buls encouraged him to do it; he would enjoy it. He continued, *"As a citizen and member of the community, I'm a little dismayed that on the Port's behalf, somebody submitted such a half-assed application for a really important and controversial public works project. I'm kind of encouraged that it's so bad, because I oppose the project, but it just goes to prove what we've been saying all along: it's a screwed up project. It should never have gone this far, and given the chance you guys should say: let's just pull the plug on it – the community doesn't want it, it would be detrimental to the Park and the environment, etc. I encourage you at whatever point it seems like too much has gone to AT&T and not enough back to us – to let it go."*

Clyde Monma asked Halloran, *"What did you mean when you said you had purposely not walked the Trail?"* Halloran replied, *"That I don't want to be prejudiced by finding out (as Bruce mentioned) that I really love the Trail."* Monma argued, *"Then you are not informed. You should walk the Trail."* Halloran responded, *"I am informed. I can read a contract and I don't have to go and visit a site."* Monma replied, *"I think that's a black mark on you."*

#### ACTIVITIES/INVOLVEMENT REPORTS

**Gordon:** Council of Governments (COG) and Skagit-Island Regional Transportation Policy Organization – Technical Advisory Committee (RTPO-TAC), Washington Public Ports Association (WPPA), and Clinton Community Council (CCC)

**COG:** Puget Sound Energy provided a great presentation on emergency preparedness, and discussed statewide production of power. Applications for Rural County Economic Development Fund grants are due October 31<sup>st</sup>.

**RTPO-TAC:** Gordon was unable to attend, so Halloran went in his stead. The group performed its annual scoring, priority ranking and proposed work-plan scenarios of Surface Transportation Projects (STP) applications. Halloran explained that the total to be allotted is \$1,000,000 per year for the next six years, and the 11 projects that were submitted added up to almost \$5,000,000. There were negotiations involving splitting some of the projects and delaying some projects. The Crescent Harbor /Regatta intersection requested \$1.2 million in 2015; the TAC agreed to move it to 2018 instead. Langley 1<sup>st</sup> Street & Park Ave Reconstruction was fairly small at \$361,576 and the TAC agreed to fully fund it in 2016

(applied for 2015). Gordon explained that the TAC's recommendations will go to the RTPO Policy Board next.

**WPPA:** Gordon, Halloran and Mozer will attend the Small Ports Seminar in Leavenworth next week. Gordon attended the Transportation Conference in Richland last week; it was mostly about trains. It was also very interesting to learn how the Ports of Kalama and Tacoma will deal with creating a liquefied product out of natural gas and methane that will be shipped to China to make plastics.

**CCC:** Their first community picnic was well attended.

**Gregoire:** Economic Development Council (EDC), Langley Shoreline Master Plan (SMP) Committee and Island County SMP Committee: Absent; no reports.

**Halloran:** Marine Resources Committee (MRC) and City of Langley Council Meetings

**MRC:** Halloran attended the Cornet Bay Shoreline Restoration Celebration on September 18<sup>th</sup>. The project was very well done and included removal of 65 tons of creosote-treated wood from a 750 ft. long bulkhead and placement of 1,200 tons of beach spawning gravel on the newly graded beach. The MRC has submitted its Operations & Procedures to the Board of Island County Commissioners for approval this week. The recent meeting included a great presentation on near-shore monitoring and discussion of Guillemot Pigeons (near-term indicators of shoreline quality).

**Langley:** Halloran attended the recent meetings but had nothing significant to report.

#### OLD BUSINESS

**Island Beach Access (IBA):** Mel Trenor was on hand to present an update on the group's activities. IBA, the Port and the County continue to work very well together in providing signage for public beach access. The Robinson family donated 300' of no-bank waterfront property at Mutiny Bay and IBA has been spending most of their time working on that new park. Robinson Beach Park has four entities with vested interest in that property: Whidbey Watershed Stewards (will manage it and keep it clean), Dept. of Natural Resources (owns part of the beach), the Port (owns part of the boat ramp), and Island County (owns the majority of the boat ramp). Trenor is speaking with representatives of all of the above. IBA is currently in the process of designing the signage for the Park. It includes the road signs (handled by Island County's Roads Department and Dept. of Public Works), the aerial view of the park boundaries (handled by Public Works), and a commemorative, historical sign (working with the Robinson family).

Signage at Shore Meadow Road is also moving ahead; a survey was completed at County's expense. Trenor reported his conversations with condominium owners there have been "very amicable." He described it as a very congenial atmosphere, with no adversarial issues.

Trenor said there have been a few glitches at Marisa Lane, where private owners have placed a sign that is in violation. IBA is working with Island County to have it removed.

**Island County Fairgrounds:** Island County has asked the Port to consider management of the Fairgrounds. Mozer explained that since the Port does not have the resources available in-house to do that, per Commission direction, she prepared two different application options for the Rural County Economic Development Funds grants (**EXHIBIT G**). The first application features the approach of doing just the due diligence/research (feasibility study); business plan. It would involve the Port reaching out to the community to find out what will work there, what are the needs, what is acceptable, etc. The recent Fairgrounds Strategic Plan that Island County paid for was not well received by the public. Mozer explained that if granted, the RCEDF money would support a lot of public outreach to figure out what kinds of activities would be either revenue positive or revenue neutral and still be acceptable to the unique character and culture of South Whidbey. The total cost of that project would be \$85,000 and the RCEDF application asks for \$40,000 of that cost. If the application is successful, the Port would like for some of the funds to act as a match for additional gap funding from a Community Economic Revitalization Board

(CERB) grant estimated at \$45,000. The CERB grant, if successful, will fund a business and marketing plan based on the results of the due diligence and community-based research.

In addition to the due diligence/feasibility research and business plan outlined in the first application, the second application includes an additional \$95,000 request for the Port to act as property managers for one year. The total cost of the project would be \$180,000: \$135,000 from RCEDF and \$45,000 from CERB. Mozer explained that the second approach would relieve Island County of the responsibility of funding the management/maintenance directly. By managing the property for one year, the Port would get a much better understanding of the fairgrounds' operations. It is anticipated that by March 31, 2016 the Port will have a complete assessment of whether the fairgrounds can be a revenue neutral or positive venture, including a financial plan with specific funding opportunities for economic development activities should the outcome be positive.

Halloran expressed concern that with the larger application the Port would end up managing by default the maintenance for that following year, and that could involve major effort and be quite costly. He said, *"So you go off and study and come up with a plan, but you're also tagged at that point. You get the full amount of funding and you do the study. Then you're on the hook to maintain/manage the place for a year, even though we have no idea what the results of that study are going to be."*

Gordon believed the only way to accurately assess the fairgrounds property would be to actually manage it. He said, *"You can't do a 30,000 ft. level plan – you have to do a hands-on plan unless you sacrifice a lot of local culture."* Halloran agreed, but was concerned that the Port would be on the hook for any costly emergency and/or safety repairs during that year. He said, *"I just think there should be a deep breath in the process."* He wants the results of the study before making that commitment. Gordon noted, *"Just because there is a proposal on the table that allows the Council of Governments to approve these RCED Funds, that doesn't mean the Port is going to sign the lease. So, we could get that approved and then negotiate the lease with some of those catastrophic items/conditions back onto Island County to deal with."*

Gordon asked about timing, and Mozer said the next round for the CERB grant is in early December and her understanding is that they approve/decline on the spot. Gordon reiterated that he feels strongly that the Port would be the best choice (most unbiased, but has the best local heart) for the facility. Deferring to Halloran's concerns, he would like to at least apply for the public outreach/feasibility study (the first application). The Port can submit an application for another RCEDF grant later to fund the one-year management.

**ACTION: A Motion was made by Halloran and seconded by Gordon to authorize application for 2014 Rural County Economic Development Funds in the amount of \$40,000 for Island County Fairgrounds Renovation Feasibility Research (total project cost \$85,000). The Motion passed unanimously.**

**Food Shed in Clinton:** Per Commission direction, Mozer had prepared an Application for 2014 Rural County Economic Development Funds in the amount of \$40,000 for the Clinton Marketing Study and Business Plan Development (**EXHIBIT H**). The first project that would benefit from a marketing study is the Whidbey Island Food Shed. As described in the application, the Food Shed is a non-profit group working to cultivate economic prosperity in Clinton through food. It is envisioned to be a local food center with grocery, restaurant and education all in one building, structured similarly to a co-op. The grant would fund a comprehensive business plan for that project and the Port would also do a broader scope marketing study to find out what types of businesses would most likely be successful in the Clinton area.

[Clyde Monma asked for and was given permission to address the Board again] Monma said, *"I formally request that the Board of the Port of South Whidbey give a written response to my presentation prior to the next Board meeting in November."* Halloran asked him what kind of response he is looking for, and Monma replied, *"I think I made some very specific points and I'd like to see what you and the Board have to say about it."*

**ACTION:** A Motion was made by Halloran and seconded by Gordon to authorize application for 2014 Rural County Economic Development Funds in the amount of \$40,000 for the Clinton Marketing Study and Business Plan Development, including the Food Shed project. The Motion passed unanimously.

**Executive Director Hiring Process:** During the summer, Management Consultant Dane Anderson had developed a job description for the Executive Director position. Mozer contacted Port Attorney Brad Cattle for guidance on what process is legally required for the Commissioners to follow in hiring an Executive Director. In his response, he cited RCW 52.12.270 which provides that *"the Commission may delegate to the managing official of a port district such administrative powers and duties of the commission as it may deem proper for the efficient and proper management of port district operations. Any such delegations shall be authorized by appropriate resolution of the commission, which such resolution shall also establish guidelines and procedures for the managing official to follow."* Cattle indicated there is no specified requirement as to how that "managing official" is to be selected so the Commission has discretion to determine its own process. Mozer added her recommendation that once an Executive Director is hired, the Port should adopt a Delegation of Powers Resolution as recommended and described in the recent WPPA Newsletter: *"The resolution should cover the full range of day-to-day operations of the port typically managed by an executive director or manager including: personnel management (hiring, firing, promotions and discipline), short term leases, lease and contract enforcement, purchasing, collection of monies owed the port, settlement of minor claims for and against the port, travel by port employees, litigation and emergency actions."* The resolution accomplishes two things: provides clear direction (and the legal authority) to the executive director or manager for the day-to-day operation of the port, and removes many routine issues from the port commission's agenda (freeing up time for more strategic and complex matters). It should also identify which delegated powers the executive director can "re-delegate" down to staff and which powers must be exercised personally by the executive director.

**EXECUTIVE SESSION:** The Board of Commissioners went into Executive Session at 9:25 p.m. for an expected duration of 15 minutes to review the performance of public employee(s). The Board came out of Executive Session at 9:48 p.m.

The Commission directed Mozer to amend the existing job description for the Executive Director to incorporate the items to be covered under the Delegation of Powers Resolution, and to provide the revised job description and a draft Resolution by the November meeting.

**NEW BUSINESS:** Gordon proposed adding \$25,000 to the 2015 budget for study/design/permit work for the Maxwellton Boat Launch. Halloran agreed.

**2015 Preliminary Budget Schedule:** The Commission agreed to hold a Special Meeting on Wednesday, October 29th to discuss and approve the 2015 Preliminary Budget, which will then be available in the Port office and on the Port website. A Public Hearing on the 2015 Preliminary Budget will be held on Wednesday, November 12, prior to the regular November meeting. Legal Notice of the Public Hearing will be published in the South Whidbey Record on November 1<sup>st</sup> and November 8<sup>th</sup>. After the Hearing and following Commission discussion, the 2015 Final Budget will be adopted and approved during the regular November meeting.



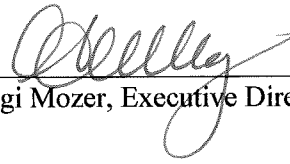
ADJOURNMENT: The Meeting was adjourned at 10:08 p.m.

Approved:



Commissioner Curt Gordon, Clinton

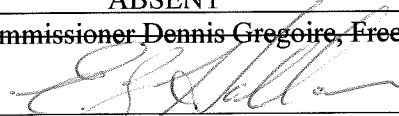
Minutes reviewed by:



Angi Mozer, Executive Director

ABSENT

~~Commissioner Dennis Gregoire, Freeland~~



Commissioner Ed Halloran, Langley

- Exhibit A: Voucher Listing
- Exhibit B: August 2014 Financial Statement
- Exhibit C: Draft 2015 Budget
- Exhibit D: Maintenance & Operations Report
- Exhibit E: Harbormaster Report
- Exhibit F: Letter from Clyde Monma w/attachments
- Exhibit G: RCEDF Applications for Island County Fairgrounds Renovation Feasibility Research
- Exhibit H: RCEDF Application for Clinton Marketing Study and Business Plan Development