

MINUTES
**Joint City of Newport Planning Commission &
Lincoln County Planning Commission Work Session
City Hall Council Chambers
Monday, June 25, 2012**

City of Newport Planning Commissioners Present: Jim Patrick, Mark Fisher, Glen Small, Rod Croteau, Gary East, and Jim McIntyre.

Lincoln County Planning Commissioners Present: Phil Spulnik, Andra Bobbitt, Mark McMahon, Steve Morrill, Cris Torp, and Judith Pelletier.

Lincoln County Planning Commissioners Absent: Sam Galasso and Dick Johnson.

City of Newport PC Citizens Advisory Committee Members Present: Bob Berman and Bill Branigan.

City of Newport PC Citizens Advisory Committee Members Absent: Lisa Mulcahy

City of Newport Staff Present: Community Development Director (CDD) Derrick Tokos and Executive Assistant Wanda Haney.

Lincoln County Staff Present: Planning Director Onno Husing, Stuart Cowie.

ODOT Staff Present: John deTar

Audience Members: Maryann Bozza (Bike & Ped Committee), Alisha Kern (Bike & Ped Committee), Dennis Bartoldus, David Allen (Newport City Council and OPAC member).

Chair Patrick called the Planning Commission work session to order at 6:00 p.m. Introductions were made.

A. Topics of Discussion.

1. Review of Draft Transportation System Plan (TSP) Update. Tokos said the purpose of this discussion is to walk through a review of the TSP update and look at the process that has been followed to date. He noted that discussion will be basically about the County's roll in implementing this update as opposed to the City's roll. There would be talk about specifics, what the details are, and the alternative mobility standard that has been worked on for some time. That involves certain improvements to improve traffic flow, tracking trips, and adopting a transportation system impact analysis program. Using a PowerPoint, Tokos said basically he was covering what was presented at the last open house on May 24th. Tokos noted that the partners in this are the City of Newport, Lincoln County, ODOT, DLCD, and property owners. This update is largely focused on the area south of the bridge, and has been in process since 2005. Prior to that, the last full TSP update was in 1997. In 2008, the north side local street plan and facilities plan were adopted. The need for the alternative mobility standard in South Beach was identified at that time. The URD was expanded in South Beach so some resources were covered. Tokos showed the project schedule as outlined over the last couple of years. Three open houses were held as this went along, and a few different work sessions were conducted as well. The objective was to look at the traffic mobility over the 20-year plan horizon. The work was done with input from major stakeholders in the South Beach area to get a study of what they thought would happen over 20 years. Tokos said that the State has an obligation as a financial partner as well. Tokos noted that through this process, the State has refined its position as to when funds will be available; which is now looking like not until 2020-22. He said the City may have to rethink the SBURD and extend it another ten years to sync up.

John deTar confirmed that ODOT believes they won't have funding available until that time. A lot of the gas tax just goes to debt retirement for previous projects. Also, effective in 2011, the Legislature dedicated funds to certain projects only. Spulnik asked what happens if the bridge falls into the river tomorrow. deTar said that would be similar to the Spencer Creek bridge. If that happened, it would be considered an emergency circumstance and they would look to the Federal government. Fisher said a lot of planning is based on the bridge, which is going on 80 years of age. He wondered if the bridge failed because of an earthquake, if we shouldn't know where a new bridge is going to be. We could be building roads to channel people to that location. Fisher said it seems it would be intelligent to plan for the future. deTar said ODOT hasn't done any work on that for a while. The 1997 TSP that was prepared did look at that. It said that more bridge capacity is needed on the 101 corridor. A bridge could be built up the Bay, but it would be very expensive. A location might be found, but you still have to get the traffic back on 101. That really doesn't do anything to take traffic away from the existing 101 corridor, which is the primary traveled route. He said that the primary factor there is to build additional capacity on 101. Husing recalled that it would cost something like \$800 million to provide infrastructure; and deTar agreed that was in the ball park. He said it would be expensive. He

noted that the existing bridge can't be established for earthquakes; a future bridge would have that built into it. Tokos said that even though the City is unable to get a commitment from ODOT to repair the bridge, we put in the plan that it is still a City objective to engage the State into that conversation in planning for replacement of the bridge. The bridge serves as a catalyst and why an alternative mobility standard is justified. The bridge is a bottleneck; and what we are doing is everything we can short of actually replacing the bridge to improve traffic flow through that area. That is how the program is set up. Tokos said that 2030 would be doom and gloom if we saw the type of development we want to see in South Beach. By relaxing the standard and allowing increased congestion to use average traffic conditions rather than peak season, we will see delays down the road in peak seasons. deTar handed out tables explaining the difference between the traffic conditions that would be there during standard peak hour conditions (summertime) and what the annual average time frame is. On the left side is the 30th highest hour and on the right is the annual average. It shows various movements at various intersections in South Beach. He said that the big ones to look at are the queue lengths. In the westbound right turn lane at the intersection of 32nd the queue length would be 2,100 feet long during the summertime peak; during the annual average, it is still pretty long at 1,400 feet. He said in order to get an idea of the number of cars; you would divide those figures by 25 feet. deTar noted that the second page of his handout is about travel speeds and travel times. He noted that because the congestion was so high, the model couldn't get the unserved vehicles (those sitting in parking lots waiting to get onto the road) into the system. deTar said that in order to provide the most flexibility they can to allow development to happen some level of congestion had to be mutually agreed upon. deTar noted that ODOT divided South Beach into traffic analysis zones (TAZ), and in each of those zones they are working with the city identifying "x" amount of development will happen in that zone over time and if that is going to be housing, commercial, industrial to use those uses or trip volumes that get generated during analysis hours. Patrick said that he understood that background noise would cause the City to fail whether anything was built or not. Even if we don't grow anything, we would still have bad numbers. deTar agreed maybe not quite as bad, but still bad numbers. Tokos said that we are looking at about 3,900 trips by 2030; 70% heading north and 30% heading south. Through traffic will increase. The 30th highest hour would force the City to make tremendous investments where funds are not there. The plan recognizes that there are financial constraints and balances new land growth with future system capacity. deTar noted that the bridge is the principal story line here. The south end of the bridge becomes a bottleneck, which will echo through much of South Beach as a result. Allen said it would be helpful to know how those 3900 trips compare to through traffic.

Tokos said the tracking method would involve adopting a South Beach overlay zone to cover those transportation analysis zones (TAZs). Each TAZ allows a certain number of trips. The City will track it and deduct from what is allowed in that zone. At 65%, the City would have more conversation with the State. There are some that could shift around from one TAZ to another. Tokos showed the South Beach TAZ map. He showed a trip budget example in area H, which includes the Rogue Brewery and the NOAA office and warehouse.

Tokos said the City has an obligation to update our TSP. The State also has to make a change to the highway plan, which will follow after the City takes action. Torp asked if using an alternative mobility standard would have any impact on future funding. deTar said ODOT uses these numbers to manage how they deal with community development and what highway improvements are needed. They use a different set of conditions for prioritizing projects, and that process is getting shifted to a different program. Projects moving forward go through area transportation. There are ten counties in Region 2. We have 30% of funding available to ODOT statewide. We are the second largest population, and we get the second largest budget. Then projects get prioritized. Husing agreed that we wouldn't be penalized. He said that we wouldn't lose transportation funding. He added that there is no money. He noted that one reason for such a change of alternative mobility standards is that it provides flexibility. Those trip caps provide triggers later on. This allows this community to go forward to make development happen without us being locked into finding money we don't have for projects. He added it is a work in progress. He said that looking ahead, if South Beach were to build out; the economy will be doing quite well. With our urban renewal money, we will encourage ODOT to help get projects done. As South Beach develops, we would start working with trip caps, and it will take a while to build up against them. He said this is about the TPR and staging improvements over time and making it work in a much more realistic fashion for this community.

Tokos said there are a number of projects planned for the future, and this doesn't connect those projects to the trips; only as funding and partners are available. One is the relocation of the signal from 32nd to 35th and 35th Street intersection construction. Nothing says that has to happen before a number of trips. He said we could run into where a warrant for a signal is triggered before we reach the trip cap because of new development. This provides that a commercial development is not a hurdle. Bartoldus asked how the cost would be allocated. Tokos said if a developer is the cause for the need of a light; any cost to them could be credited through SDCs because they are putting in improvements. Tokos said for the 35th Street intersection construction, the City is looking to see what kind of partners we have. It is an identified urban renewal project. If a developer utilizes that intersection, we would look to pull together partners. In the near term, the State will not be a financial partner.

Tokos showed a slide to explain what the alternative mobility provides. Tokos said that normally how the State sets a mobility standard is not to use the full capacity. What this alternative standard does is allows more congestion. He said that is the one thing the State provided, which is very flexible.

Going over the projects, Tokos said that would include adding travel lanes on 101 from the bridge to 32nd and restrict westbound traffic down the road; which will be ODOT-funded. The signal at 101 and 32nd will be removed and relocated to 35th, which allows more time for trucks & RVs to get up to speed to cross over the bridge. Eventually there will be additional travel lanes on 101 all the way through the planning area, which would be ODOT. A signal at 40th and 101 would be a developer improvement. Down the road there would be intersection improvements at 50th and eventually 62nd. deTar said there are extensive lanes being added between signals and left turn lanes added. Tokos continued that Abalone will be extended to connect to 35th. Ferry Slip will be connected to Ash Street to serve as a connector. On the east side in Wilder, 40th Street will loop and connect to 50th. 50th would also have access on 101 opposite the State Park. Tokos said the higher priority would be closest to the bridge, with the signal relocation at 35th being the highest priority. Under bicycle and pedestrian projects, a multi-use path is proposed to separate that traffic from the highway. Allen asked if with urban renewal funding, we would have the ability to do additional projects. Tokos said the next time we borrow would be 2015.

Tokos went through the work the City will be doing on the Coho/Brant project. He said the City has been talking to Investors Twelve and OMSI. That would sync up well. There will be opportunities for partnerships for that project. We are also looking at a multi-use path along 40th for Wilder, which would continue along around the loop. It would be similar from 50th to 62nd. Tokos showed a diagram showing where the projects are located. He said that the project area is basically along the 101 corridor on the east side and Abalone on the west side. He said a lot would be done in phases.

Tokos noted that in terms of next steps, the City Planning Commission has two more work sessions set up. Tokos provided the City PC members copies of the changes that would need to be made to the TSP element of the Comprehensive Plan. Changes will need to be made to the zoning code as well. The thought is that the July 9th session will focus on changes to the Comp Plan; July 23 will be on changes to the zoning ordinance. The hearings process will be August 13th. The Council will be later that month or September. Tokos noted that he provided a substantial amount of material. There still needs a little cleanup work on it. He said the concept is not new for the City PC. They have talked about this previously, but there is some detailed information in these documents that the Commissioners haven't had a chance to see yet. The reason Tokos wanted the PC to see it was so they could start to work through it and jot down questions. Once the City adopts it, then the County adopts supporting language. As the City updates the TSP, that network will conflict with whatever is in the County TSP. There would be some policy language added to the County TSP so that as the City updates that refined network, it would supersede whatever is on the books so that it is not conflicting. deTar thought it would be done one by one. Tokos said that the other coordination piece is that the City is tracking all of these trips as development occurs. Some would be within the County and that would need a coordination piece so that notices of those that occur in the County get to the City so we can account for them.

Husing said that he didn't realize how much South Beach property is in the County. He noted that while those property owners may have had an appetite not to have been annexed in the past, when they understand the opportunity to be in the City and how it enhances their development potential, they may go for annexation. Husing said from the County's perspective, part of TAZ G and C would be in the County; and if this goes forward and we do a formal effort (which he thinks we should do), an outreach effort needs to happen with each of these property owners. These property owners need to be aware that when they take a land uses action, even though they are under County jurisdiction, there is this reporting responsibility and there is a trip cap budget assigned. Housing's recommendation is to begin to sort it out and reach out to those property owners and let them know what is going on and what the advantages are. Let them know they can't upgrade until they take a path to urbanization with a consent to annex. Fisher said they need to be shown both sides. Husing agreed it is an education process that needs to happen. Husing said that the County needs to catch up and needs to begin thinking if the County coordination could be an intergovernmental agreement or has to be a more formalized code amendment process. He said that is something the County Planning Commission needs to think about and provide direction on how they would like to go forward with that. deTar said some things could only be done by code amendment; others could be IGA. He said that if the County is doing code amendments, they might as well simplify the process and put everything together in one place. Husing recommended that the County Planning Commission continue to work with the City and begin wrapping their minds around it. Torp asked if it would be brought to the County after the City. Tokos said that after the City adopts it, the language would be known. The reason this has to be a TSP change is that is the only way that outside the City it could be acknowledged. Otherwise we would have the County TSP that conflicts with the City's, which would be problematic. He said an IGA could pose problems; especially if a development came up and lawyers were involved. The TSPs need to sync with each other. In answer to a question from Allen, Tokos said that this project doesn't cover the full extent of the UGB. The URD is at the city limits, and the UGB goes further south.

Croteau thought that as this goes public, deTar will have to give an idea of what traffic levels exist now and what the model is looking at; otherwise it is hard for people to put it into context. deTar said that one reason they have the 65% review and the 10 year review is to keep on top of it. If we get to the 65% threshold in a TAZ, that would require a review. Croteau said we have to be able to translate this into something the public can understand. Folks need to know if traffic is going to be twice, three times, or 10% as bad. Husing said that we need to be really careful when discussing this that we let people know that we are not signing ourselves up or something like Portland. The thresholds are there. The numbers are not way of whack. We

can make them work. Tokos noted that we have done outreach. There have been four open houses and we did mailing within the entire area; but we still need to do engagement. Husing asked in judging the timeframe, when the County PC needs to be looking at the Comp Plan language or TSP, and he was told in the fall.

Tokos added that one thing he briefly touched on was that the City has been working on a refinement plan for part of the planning area. That is the Coho/Brant area west of 101 and north of 40th Street (more or less located in TAZ F). It is an Urban Renewal funded project. It involves underdeveloped ROWs, not just for roads but also trails; connection issues, and open space issues. He said that planning process is essentially complete. It includes new alignment for 35th at 101, which ties back to the TSP. A number of the projects developed through that process will be added to the TSP.

2. Local Outreach on Territorial Sea Plan (TSP) Revision. Tokos noted that the last time the two Planning Commissions met jointly was because of wave energy development. He said it is still an issue of Territorial Sea Planning. It is a Territorial Sea Plan amendment initiated by statute and has been ongoing for some time. A lot of work has been done. It involves areas within three miles of the coastline. The objective is to update the plan for wave energy at some point, and the question has been how that can best be accomplished. Work has been done on mapping the fishing grounds. An element that hasn't been fully vetted yet is what kind of visual impact wave energy devices out there permanently would have. A lot of discussion went into how best to accomplish that analysis. At this time, DLCD will take the lead. They are taking the framework for prioritizing visual impacts in view sheds already being used by the BLM and Forest Service. It is an application with a little bit different twist. The State is looking to do this up and down the coast. The handout included materials outlining this approach. It is provided for review to get a better sense of what the framework looks like. The hope is to get the Planning Commissions and other jurisdictions in Lincoln County engaged in discussion about locations. Areas will be evaluated for appropriateness. One place local jurisdictions can check in on is view sheds. The next opportunity will be the draft analysis. Then there could be another joint work session between the two Planning Commissions where DLCD would come in. That information would automatically feed back to the State for the update of the Territorial Sea Plan. The coast has sensitive view sheds, and we have to make sure it doesn't overly impact the view from the uplands.

Husing said the real contribution will be a conversation from the local perspective. He noted that Councilor Allen is one figure making this work as well. It is better to be able to work on the visual things now at the end of the process rather than never. He noted that the TSP process has been going on for several years; and the hope is to wind it up this calendar year. Now local jurisdictions hope to weigh in. The BLM and Forest Service method of site evaluation is being applied. We need to determine that they are looking at places we want them to look at. If the DLCD is not going to do analysis, we need to have someone at staff or Planning Commission level get the visual analysis work done to give to the State. There is a great urgency to make sure we can check in with them. We need a say in where you are going to stand and start doing this analysis. If we see holes, we can fill them. Husing said we also have Waldport, Depoe Bay, Lincoln City, and Yachats. He suggested enlarging the group when we hold a workshop with the State. He said to get everybody in the room at the same time. Fisher agreed that it carries a lot more weight when there are five different planning entities going up to the State giving their opinions. Husing said this is going to happen; this is a great thing happening. Allen, speaking as a member of the public at large and an OPAC member, said that the expectation is that the local jurisdictions will designate a team that works with the State agencies in developing this analysis. They are looking at local governments to do outreach with their constituents. It is supposed to be from the bottom up. Allen said it is clear that they work with all Planning Commissions and City Councils. Husing said the local jurisdiction's role is an essential one. He said they had to do a lot of persuading to have this carried out. The more we get engaged and the more we participate, the better the input will be. Allen said this visual impact is different than the fishing grounds. The fishing grounds have been up front and top of the list for a number of years. They realized that they had to provide enough information for mapping that could be used at the State level. What the State was not getting was data for visual impact. He said this is what the local Planning Commissions and City Councils can participate in. Fisher explained the fishermen's point of view again. He said he realizes these are different. The State feels they have that angle covered. He felt that on the visual side, the State would rather we didn't get into it; but it is very important for us to do it as a community. He wondered if the communities will benefit at all financially from giving up the fishing grounds and the view of the ocean; or if it will all go to the State. He said he was not convinced that is a good thing.

Husing said countless times, in meetings up and down the coast on the ocean plan, people ask if Oregon coastal communities will get their fair share of the benefits from offshore energy development. Husing stated at this early research and development stage of the wave energy industry those companies are receiving public subsidies to underwrite their research and development activities. As such, today, wave energy companies are not in a position to share profits from their use of the ocean beyond the fees paid to the Oregon Department of State Lands for leases. Husing predicted though, in time, if wave energy companies and/or the offshore floating wind energy companies become profitable, and, if those industries scale up and begin to impact other ocean uses, advocates for additional revenue sharing arrangements will make their voices heard in the Oregon State Legislature and in the Congress.

A discussion followed that between 6 to 8 miles off the entire Oregon Coast, in federal waters, there are some of the world's best wind energy resources are present. Therefore, in ten years or so, offshore deep-water wind development may drive discussions about revenue sharing from ocean renewable energy development.

Commissioner Phil Spulnik asked what was happening with Aquamarine Power's Oyster technology (the clamshell). Spulnik recalled that Aquamarine Power gave a presentation to the two Planning Commissions in February 2011 because they wanted to deploy wave energy devices just beyond the surf off Lincoln County. Commissioner Spulnik expressed his view that the public would not support ocean energy development located that close to the shore. Husing explained Aquamarine Power had applied for long term exclusive leases from the Department of State Lands (DSL) to deploy the Oysters technology in Oregon's Territorial Sea off Lincoln County and Tillamook County. The company asked DSL for leases even though the TSP Amendment process had not been completed. DSL declined to grant Aquamarine Power long term leases prior to the completion of the ocean plan.

Husing noted that Aquamarine Power's Oyster technology, compared to the other wave energy technologies under development, faces unique challenges in Oregon. First, the Oyster (the clamshell) technology creates electricity by forcing pressurized water through a hose to a land-based power plant (a turbine). That means Aquamarine needs to install their devices close to shore to be close to turbines also sited close to the beach. Second, the siting of Aquamarine's shore-side power plant facilities would probably entail formal amendments to a city's or county's local comprehensive land use plans (zone changes). As a result, Aquamarine Power would probably face protracted litigation over land use actions related to the siting of their onshore facilities.

Husing said Aquamarine Power's technology demonstrates why the visual resources assessment process is so significant. Aquamarine's devices must be close to the beach, and, the Oyster has visible components protruding above the surface of the ocean. With a visual impact assessment framework in place under the Territorial Sea Plan, it would be difficult for any company to gain approval to site highly visible devices close to shore near population centers with important visual resources (seascapes). Husing noted discussions have been held with Aquamarine Power representatives to identify places on the Oregon Coast with sufficient electricity grid capacity where impacts to visual resources would be minimized. Commissioner Spulnik stated if ocean energy devices were located farther offshore the public would probably accept those kinds of ocean energy developments.

Husing recommended that local governments, especially the planning staffs, get prepared to participate in a project funded by the Oregon Wave Energy Trust (OWET) to create templates for shoreside development ordinances tailored to address the needs of offshore renewable energy development. These templates, once completed, will be shared with cities and counties on the Oregon Coast.

A discussion followed that, in the future, after the Territorial Sea Plan is completed, when developers of wave energy facilities apply for leases under the updated Territorial Sea Plan, "affected local governments" will be asked to participate in the Joint Agency Review Teams (JART) process. It will be at that later stage in the process (during the "Project Phase") when local government representatives will be asked to join state agency representatives and others to review how visual resources impact assessments and other Goal 19 resource protection standards are being implemented (other Goal 19 resources include the marine environment, important recreations sites, shipping lanes, fishing grounds).

Patrick said that Husing had talked about six different Planning Commissions. Patrick was thinking it would be better if we supplied one or two bodies from each and the County runs it. It would be the County's work group and would be up to them how to process this stuff. Tokos said he sees two points. Confirming that the locations they have identified are appropriate could be done without bringing the group together. All would get a list. The next point would be to actually look over the draft analysis. One way would be to bring the larger group together rather than all of the community Planning Commissions.

Allen said he believes it will first go to Clatsop County. Then Tillamook County will be looking at it next. By the time it gets to Lincoln County, we already will have some idea of how they dealt with it, which might provide a model. We might have a couple of counties to look at for a template or framework. He said they are on a timeline for it to keep moving along, but there is not a hard and fast timeline. They are looking at the end of the calendar year.

Husing said he is impressed with this framework. It has ten years under its belt. People here went through training. They largely come up with the same result. He said most of the Oregon coast is covered with affirmative obligation that a developer has to do visualization analysis first. He said he doesn't see that we will get run over.

Tokos said that he has experience with a visual baseline. That product should be a series of photos that form a visual baseline. That baseline will need to be pulled out later down the road. He said that cumulative impact is the other thing to think about. These will come in piece by piece and will have a cumulative impact when added to other projects. He said it will be interesting to see what kind of standards they come up with in this process and how they are applying them to different areas.

Part of the conversation needs to be if these units have to be yellow as was shown to us before? Does the Coast Guard trump? Does each buoy have to be painted yellow or just to mark the field and the others don't?

Husing said when we start getting into using this visualization framework and developing classes, now because of computer-generated graphics, we will be able to look at different scenarios. He said it is amazing.

Patrick said we may want to apply the same thing around wind generators too. Allen said it involves all renewable energy sources. In addition to wave energy, it is wind on water generation. It includes a lot of new technology. The offshore technology using wind on water will probably develop at the same rate. Husing noted that is a very large device.

Husing said we will do this as partners and come back. Spulnik asked when the public would be notified on this. Husing said in the next two or three months as we provide input on visual impact, we should work with our local media and prints. When we develop these maps, they need to be pushed out there. We need to share it with a lot of folks. Husing said they probably already have generated maps that we should be able to share in a month or two from now. Husing said when Aqua Marine Power came to town; they didn't feel this major plan was going to work for them. They were aggressive. They applied and tried to persuade the State. They didn't get special treatment. In response to when public outreach is going to happen, Allen said the fishing grounds are being worked out. The visual impact was the one issue the State needed public input. They decided at OPAC that they need to let local governments work with the way to get word out to their constituents. Local governments are going to have to decide what the best way to get that notice out is. They are leaving that up to the local government. Husing said that the opportunity to work on the visual framework in the next couple of months is the prize we are being given. Husing said that this is not going to be here over night. Over time, we will engage the public in this. We will see how much interest we can draw up. We will work on getting quality visualization stuff. After that we will take this conversation into 2013, and then get the public involved.

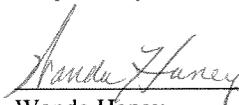
As an OPAC representative, Allen urged the group to try to make the best effort right now. The Planning Commissions, the City Councils, the Board of Commissioners should do their best to get the word out. If they don't, there will be push back. He urged them to do their best effort. He said that is what the State is looking for under time constraints. McIntyre said that is why computer generation will help get that to the public so they can see what it will look like. Spulnik asked if what we are visualizing is to get the maps and have a series of meetings up and down the coast with the different entities so people can come see what the class is where they live. They can ask questions and see what it looks like. Allen said this isn't really a choice the State has; the Federal agency has the right to allow this along the coast. It was in 2005 or 2006 that the local communities came to OPAC and said they need more input. An agreement was reached that gave the State the right to make their own plan. We don't want the Federal agency to do this for us. Fisher said that at least we have an opportunity to make a clear statement of what it is going to be. Allen said that 90% of people that came to meetings said that the visual impact was the number one issue. The message was heard loud and clear.

Fisher said the Coast Guard was mentioned, but other considerations are the shipping lane, and lights or fog horns. These will be real things. Doing a good job in planning would be beneficial.

Tokos said he and Husing will work with the State on the timeframe; and the Coast Guard will need to be engaged.

B. Adjournment. Having no further business, the work session meeting adjourned at 8:05 p.m.

Respectfully submitted,



Wanda Haney
Executive Assistant