

PORT COMMISSION MEETING – August 13, 2003

The Port of Port Townsend Commission met in regular session at the Point Hudson Marina Room, Port Townsend, WA.

Present: Commissioners – Beck, Pirner and Sokol
Executive Director – Crockett
Auditor – Taylor
Facilities Manager – Pivarnik
Operations Manager – Radon
Attorney - Harris

I. CALL TO ORDER: The meeting was called to order at 1:00 PM.

II. APPROVAL OF AGENDA:

Upon motion of Commissioner Pirner, the Agenda was unanimously approved as amended as follows:

- V. Old Business
 - C. Point Hudson Master Planning
 - D. Quilcene Boat Haven Maintenance and Clean Up
- VI. New Business
 - B. Advisory Committees
 - C. Administrative Offices
 - D. Quincy Street Dock Proposal

III. CONSENT AGENDA:

- A. Approval of Minutes – July 23, 2003
- B. Approval of Warrants:
 - #28481 through #28509 in the amount of \$33,039.17
 - #28510 through #28519 in the amount of \$49,852.51
 - #28520 through #28587 in the amount of \$31,067.75
- C. Resolution No. 401-03 – Authorizing Warrant Cancellation

Upon motion of Commissioner Pirner, the Consent Agenda was unanimously approved.

IV. PUBLIC COMMENTS (not related to Agenda):

Gloria Bram:

She believes it would be easier to do yearly increases rather than banked increases and suggested there be a CPI increase in the rental agreements that could be waived for good cause.

Mark Jochem, Shoreline Marine Diesel:

He presented a petition from six individuals/businesses proposing the following: 1) the formation of a marine trades advisory committee comprised of marine trade business owners, port moorage tenants, liveaboards, Boat Haven and Point Hudson leaseholders, and commercial fisherman and 2) a review of overnight moorage rates with consideration for a nightly rate for marine trades customers, based on the prorated monthly fee and billed directly to the marine trades. He also submitted letters offering himself and Tike Hillman as marine advisory committee members. Commissioner Sokol noted this item had been added to the Agenda under New Business.

V. OLD BUSINESS:

- A. Comprehensive Scheme Update

Mr. Crockett updated the tally of comments received by the Port as of last week – 50 on Kah Tai, 7 on Point Hudson, 4 on Boat Haven, 2 on boat ramps in general, and 2 on the Quilcene marina – and observed that the comments reflect a lack of familiarity with the draft document. These comments are available for the public to review. Since the SEPA comment period ended July 30, the consultant will

begin drafting the EIS statement. At the end of its 30-day comment period, changes would be made as needed before the final public hearing and vote by the Commission, which is expected to occur around mid-November.

B. Comprehensive Scheme of Harbor Improvements – Preferred Alternative Selection

Using a SEPA Executive Summary handout, Staff briefed the Commissioners on each alternative for Port property listed in the draft Comprehensive Scheme. Commissioner and public comment were also noted.

Boat Haven – Alt. 1: There would not be major changes. The marina footprint would not change, although there would be new docks and a slip reconfiguration and a possible reduction in the size of Benedict Spit. The uplands would be reorganized to make it more efficient for parking and traffic flow, including a redevelopment of the 2.1 acres formerly occupied by the lumberyard; **Alt. 2:** Uplands remain the same. The marina would be expanded straight out into deep water, possibly incorporating a floating breakwater that could also be used to moor large vessels. This alternative would be easier to permit; **Alt. 3:** Uplands would remain similar to Alt. 1. Expanding the marina southwest along shoreline through the tidelands owned by the Port would require a lease of DNR tidelands. The degree of dredging involved and the existence of habitat present challenges. Consistent with the Advisory Committee, Port Staff recommends Alt. 2 – the deepwater expansion. This alternative would cost over \$30M, but during the construction phase, the Corps of Engineers would pick up 90% of the costs. They believe that for the future of the Port, to accommodate marine trades and to attract the full breadth of vessels, expanding the marina is a necessity. To accommodate another segment of the market, Staff also agrees with the suggestion to increase the capacity of the heavy haulout, which they believe should be addressed as a subtask in this Alternative.

Commissioner Pirner expressed his support for Alternative 2 as the most desirable and believes this alternative should be expanded to include the widening of the heavy haulout by 6-8 ft to accommodate the changing geometry of boats and maximizing the capacity to service those boats. Commissioner Beck had heard the most support among his constituents for Alt. 2 and he noted his concerns that the dredging involved in Alt. 3 would impact the eelgrass. He also agrees with expanding the haulout. Commissioner Sokol noted that marine trades say more large vessel space is needed and with environmental concerns in a shoreline expansion, he would support an expansion straight out. When the travel lift was built in 1997, it was the standard marine travel lift across the US. The dock was also built to 30 ft. to the marine travel lift specifications. If the travel lift can be widened, he would be supportive.

David Thompson said he believes the severe deterioration of the old railroad trestle presents a liability that needs to be addressed soon. Commissioner Sokol noted that the trestle is under City ownership and is not on Port property. Mr. Crockett provided some background about the ownership of the railroad trestle, which sits on state-owned DNR property. Removal is estimated at \$1M.

Gloria Bram asked for a better sense of the cost of the expansion and how the money would be generated. Mr. Crockett responded that the \$34M figure includes not only the expansion but dock replacement, which adds about \$10M. Any expansion would likely be phased in, as revenue is available. Commissioner Beck said the costs are estimates because it is unclear when the work would be done. In the past, the Port has used revenue bonds. Grant funding might also be available.

Clair Candler asked to clarify whether DNR would charge the Port for the expansion into DNR property. Mr. Crockett noted that a Port management agreement between the governments would be needed.

Commissioner Pirner moved to accept Boat Haven Alternative 2 – the deepwater expansion, including an expansion of the heavy haulout pier – as the preferred alternative. The motion carried by unanimous vote.

Point Hudson – Alt. 1: Keep the marina basin in present configuration, continue dock replacement. Uplands would be kept as is; **Alt. 2:** The marina footprint

would not change, although there would be new docks and a slip reconfiguration. Continuation of an esplanade planned by the Northwest Maritime Center around to a beach trail to improve public accessibility and safety. Upland reconfiguration would accommodate rehabilitation of existing structures and address the need to build additional structures. Continues boat yard work, perhaps allowing an expansion of the boat yard with additional marine trades buildings; **Alt. 3:** Expansion of the marina basin to maximize moorage opportunities, necessitating the removal of buildings on the point. Although #3 would be the preferred alternative environmentally, it is not as economically feasible as Alt. 2. Consistent with the majority of the Advisory Committee, Staff proposed Alt. 2 because it provides the most flexibility to support the marine trades and other businesses as well as accommodates public access and the Northwest Maritime Center.

Commissioner Pirner said that while initially in favor of Alt. 3, in consideration of the historic aspect of Point Hudson he changed his preference to Alt. 2 with the caveat that there be a thorough safety review of the structures to include fire, asbestos, hazardous materials, etc. Commissioner Beck said that while a larger marina would typically mean more moorage, it is not economically feasible. He likes the good balance of uses that Alt. 2 provides – water, uplands, RVs, and the historical nature of the facility. Commissioner Sokol agreed that Alt. 2 provides the most flexibility. Since the marina and the RVs would be paying for rehabilitation of the buildings at Point Hudson, getting the marina configured for efficiency is needed and should be a high priority. He noted that with 2005 being the centennial for Rotary International, there was support for the Noon Rotary project being a water walk trail from the jetty around the point and down as far as into Port property, which would increase public access.

Dave Thompson said Alt. #2 dock configuration does not seem to facilitate commerce. The only docks in 3 and 1 accommodate sea planes, excursion and tour boats. In Alt. 2, there is no way to come along side the dock. Commissioner Sokol noted that the dock configuration would occur as part of a marina master planning phase.

Paul Stohlman, regarding commercial access at Point Hudson, asked if there are any plans for updating the travel lift. He also asked what an esplanade would do to vehicular access along Jackson Street. Mr. Crockett noted that while the Port owns the pier, Fleet Marine has a twenty-year lease to use it. He recognized the need for a travel lift dock replacement in about five years. Given the lengthy permitting process, the Port would likely bundle the lift pier with the permitting for the esplanade. However, another advisory committee would need to be formed to consider master planning issues such as the dock layout. The intent with the esplanade is to separate vehicle and pedestrian traffic.

Clair Candler commented that if the expanded marina would be accomplished as funds become available, by the time it is finished, the population is going to have increased and a larger marina would be needed. He believes Alt. 3 is the 20-year plan. Commissioner Sokol clarified that all alternatives would be included in the Comp Scheme, but not necessarily listed as the preferred alternative.

John Landgon said he sees RV spaces on the point being eliminated in Alt. 2 and 3 and he would hate to see these spaces disappear, having enjoyed a three-month stay there in his RV. Staff recognized that RV revenue provides funds for other repairs. The alternative would provide the flexibility to keep the current configuration or allow a relocation if desired. Commissioner Sokol spoke of the need for financial self-sufficiency and the fact that moorage and RVs generate needed revenue. While public access and a clean point would be nice, there is no timetable for this. Commissioner Beck said he likes the revenue the RVs generate and to receive the comments from citizens who enjoy the site. Commissioner Pirner agreed that while there might be a new configuration, there is a lot of support for keeping the RVs.

Dave Thompson, understanding that the Port is considering using the motel for office space, asked why it couldn't be reopened as a motel. Commissioner Sokol explained that the requirements for a transient accommodation are very different from those of an office and added that the Port is not interested in being in the

motel business. Furthermore, motels or hotels are not allowed under the property's current manufacturing zoning. He then reviewed offers received by the Port for use as a motel. Mr. Crockett mentioned the many upgrades needed to meet state regulations regarding motels.

Commissioner Beck moved for the acceptance of Alt. 2 as the preferred alternative for Point Hudson, including a fire and safety review. The motion carried by unanimous vote.

Quilcene Boat Haven Marina – Alt. 1: Existing conditions would remain, with continued maintenance. Acquisition of adjacent properties would be considered; **Alt. 2:** Dock replacement and reconfiguration of the marina. Uplands would be developed as possible, working in cooperation with Coast Seafood; **Alt. 3:** A total reconfiguration of the marina and look at developing uplands as much as possible to include an RV park and facilities, with revenues being used to maintain the Quilcene property. Consistent with the Advisory Committee, Staff recommends Alt. 3.

Referring to Alt. 3, Commissioner Beck said there was a proposal to take out part of the spit to expand the marina, which he would like reflected in this alternative. Local citizens see the development of RV sites as an opportunity to increase business in Quilcene. Mr. Crockett said that while an expansion might be possible, he does not believe it would add any new slips to recover the expansion costs. Commissioner Pirner said an alternative might be to add dry storage at that facility for smaller boats, while accommodating larger boats in the water. Commissioner Sokol expressed support for providing the most flexibility for creating more jobs and expanding the economic base.

Gloria Bram asked if a youth organization could begin a sailing club or camp, combining upland and lowland activities. Commissioner Beck said he has spoken with Chris Kluck of the Wooden Boat Foundation about such plans, but the first step would be to put such ideas into the Comp. Scheme. It was noted that this property is zoned residential.

Dave Thompson asked if the marina is full and stays full all winter, to which Commissioner Beck responded that it stays fairly full.

Paul Stohlman asked if the Port had considered selling the unused open space. Mr. Crockett explained the steep grade of the upland acreage.

Commissioner Beck moved for the acceptance of Alt. 3 marina reconfiguration and upland development as the preferred alternative for Quilcene. The motion carried by unanimous vote.

Mats Mats Launch Ramp – Alt. 1: Leave facility as is and provide maintenance. Consider purchase of adjacent property if available; **Alt. 2:** Terminate use and sell property. Mr. Crockett said the Advisory Committee and Port Staff recommends Alt. 1. He noted that one of the reasons for considering a Comp scheme update was the access to State Interagency Committee (IAC) grant funds collected from boater gas tax if the project is included in a current plan.

Commissioner Pirner feels this is a beautiful site with ample property, where on-shore boat storage and ramp improvements could create a small boat center. Commissioner Beck said surrounding residents are looking forward to boat ramp improvements. Commissioner Sokol agrees that this facility needs extensive maintenance and to be retained for public access.

Commissioner Pirner moved for the acceptance of Alt. 1 maintenance and property purchase as the preferred alternative for Mats Mats Boat Ramp. The motion carried by unanimous vote.

Gardiner Launch Ramp – Mr. Crockett noted that the Port only has an easement to operate and maintain the boat ramp. **Alt. 1:** Continue to maintain and possibly purchase adjacent land if it becomes available; **Alt. 2:** Terminate Port use. Consistent with the Advisory Committee, Staff recommended Alt 1. Commissioner Sokol said this ramp is used heavily. Commissioner Beck said he does not believe there would be support for terminating the easement.

Commissioner Sokol moved for the acceptance of Alt. 1 maintenance and property purchase as the preferred alternative for Gardiner Boat Ramp. The motion carried by unanimous vote.

Port Hadlock Launch Ramp – Alt. 1: Maintenance only. The ramp has problems with silting; **Alt. 2:** Facility improvement, involving ramp reconstruction, which would require grant funding; **Alt. 3:** Sell the facility. The Advisory Committee and Staff recommend Alt. 2. Commissioner Pirner commented that with the relocation of the Boat School to this area, ramp use would only increase. Commissioner Beck agreed that ramp problems must be addressed and that the increased use would help pay for a new ramp.

Clair Candler asked if an electric boat lift might be incorporated instead of replacing the launch. The Northwest School of Wooden Boatbuilding might then agree to be in charge of the launch. Staff noted that this is a pretty shallow area. Commissioner Sokol said that this might come under Facility Improvement.

Commissioner Pirner moved for the acceptance of Alt. 2 ramp reconstruction as the preferred alternative for Port Hadlock Ramp and Dock. The motion carried by unanimous vote.

Quincy Dock – Alt 1: Renovate dock for future use; **Alt. 2:** Use the property for future mitigation; **Alt 3:** Sell the dock. Mr. Crockett noted that the Port only owns the dock itself. It earns no revenue, but is a liability due to the deteriorating condition. There would not much mitigation credit for removing the dock itself. The value is that it is an existing over-water structure. The Advisory Committee and Port Staff recommended Alt 1, renovate for future use.

Commissioners spoke in favor of renovating the dock and/or retaining ownership until such time as other uses become desirable and feasible.

Commissioner Sokol moved for the acceptance of Alt. – 1 renovate dock for future use as the preferred alternative for Quincy Dock. The motion carried by unanimous vote.

Ft. Worden Beach – Alt. 1: Keep the property as a passive recreational site; **Alt. 2:** Sell or trade as public open space; The Advisory Committee and Staff recommend Alt. 1.

Commissioner Pirner suggested placing a sign at this location stating “this beach is provided for the enjoyment of citizens by the Port of Port Townsend.” Mr. Radon suggested: “This beach provided courtesy of Mother Nature and the Port of Port Townsend.”

John Langdon suggested working a trade with the State park and asked whether the Port has any liability. Staff replied that since it is only beach, it could not be used for any other purpose. It has some liability, as do all properties, but the risk would be limited to acts of Mother Nature.

Commissioner Beck moved for the acceptance of Alt. 1 keep as passive recreation as the preferred alternative for Fort Worden Beach. The motion carried by unanimous vote.

Kah Tai Lagoon – Mr. Crockett noted the Advisory Committee had come up with four alternatives, which after receiving additional public comments, Staff decided to present as two alternatives. **Alt. 1:** The development alternative, **1A:** Develop the two corners of the 21 acre property, leaving the majority as park/open space, **1B:** Develop all useable space within Port property, **1C:** Sell useable space to a private developer; **Alt. 2:** The entire property would be maintained as open space and/or park. The Port would retain and maintain/develop as a park or sell the entire site to a public entity (City, County, State, or Federal) for maintenance/development as a park; The Advisory Committee and Port Staff recommendation is Alt 2.

Commissioner Sokol said he likes Alt. 2, specifically for the City to own the property, as it fits within their Parks plan calling for the purchase of the Kah Tai for expansion or protection of the property. The money from the sale could then be rolled into the Port’s capital facilities fund. He would prefer maintaining what

exists into the future. The property is under lease until 2012. Commissioner Pirner pointed out that Kah Tai was only mentioned briefly in the 1982 Comp. Scheme. He agrees that Alt. 2 is the best answer.

Gloria Bram clarified that the yearly lease amount is \$1 a year, which she believes should be publicly known. If the Port's decision is to maintain or sell Kah Tai as a park, what happens if the City does not want to pay the market price. Staff noted that there are many other trades that the City could negotiate. It was pointed that County residents also have a stake in what the Port does with its properties.

Doug Mason clarified that in Alt 2, the recommendation is that the property be sold subject to a restriction that it be maintained as open space or developed as a park.

Commissioner Sokol moved for the acceptance of Alt. 2 – keep as open space and/or park – as the preferred alternative for Kah Tai Lagoon. The motion carried by unanimous vote.

C. Point Hudson Master Planning

Mr. Crockett noted that the Port is participating in an update of the City's Shoreline Master Program. The State has made \$2M in grant funding available (no match required) to assist with the planning process. He distributed a summary of the discussion of this topic at the last City Council meeting. The City is proposing they request \$200K, with \$40K-\$70K to be specified for further detailed planning at Point Hudson. They recognized this would not be enough to complete a full Master Plan. The City has requested a letter of support to boost their application, recognizing that the Port is finishing its Comprehensive Scheme and that this would aid the Port in its planning. Commissioner Beck clarified that this money would pay for Port Staff planning time, which Commissioner Sokol noted might be in the form of in-kind contribution. He believes this is good for the City even if the Port does not get involved.

Commissioner Sokol moved to direct the Executive Director to submit a letter in support of the grant application and authorize the Executive Director to work with City Staff to create a Memorandum of Understanding concerning partnering on the sub-area plan. During discussion of the motion, Commissioner Sokol noted that since this is Port property, the Port's involvement should be more than just one person on the committee. **The motion carried by unanimous vote.**

D. Quilcene Boat Haven Maintenance and Cleanup

Commissioner Beck shared complaints about the condition of the guard rail, grass growing in the floats, needed concrete repairs, and rubbish including old boat trailers around the facility. He thinks there needs to be an effort as soon as possible to address these maintenance issues. Commissioner Sokol asked whether these items are included in the management contract with Ken Dressler, which Staff confirmed. They agreed to follow up.

VI. NEW BUSINESS:

A. Operations Report – Month of July 2003

Mr. Radon noted that there are some errors in the Point Hudson section of the report, for which replacement pages were provided. Guest moorage is still tracking similar to July of last year, but the Port remains down about 400 nightly guests for the year. There were no significant changes in the waiting lists since the movements in the list reported last month. The hoist and shipyard operations were slightly off-pace, but long-term projects are still down significantly, which impacts yard revenues. Ship hoist bookings are down, but Staff is beginning to see fall bookings. Looking at the new Point Hudson report, year-to-date marina transient moorage is at 92% over the same period in 2002 and the month was 107% of July 2002. RV transient moorage is at 120% through the same period last year, and 113% for July alone. Commissioner Sokol observed that it would be difficult to recover from the low January figures, which were 39% of the previous year. Mr. Crockett noted that not only did the Port not have figures for January-

March of 2002, but the Port also changed its policies. These comparisons will be more meaningful next year. Commissioner Pirner noted that the three Port transient accommodations facilities were all ahead of previous years, with a total of 2,928 rentals in the month of July. Mr. Radon said the EDC marine trades survey would continue through September.

B. Advisory Committees

Commissioner Sokol noted that this item was added based on the information shared by Mark Jochem of Shoreline Marine Diesel at the earlier workshop. He agrees that an association representing the variety of Port tenants would be a good idea and would like to see the tenants take the lead on meeting with Staff so that it does not look like a Port-initiated activity. The tenants should create the type of committee they want and feel encouraged to come to Port Staff for the resource support, such as meeting space. Commissioner Pirner agrees that interested parties should form their own committees, but the Port should be able to ensure that a balance of interests is represented. Staff and Commissioner Beck mentioned that interest in a previous advisory committee had dwindled. Commissioner Sokol said membership should be expanded to other tenants, including restaurants. Mr. Radon provided background about the last committee, which came at a time when the Port was considering many issues, policies and rates. He proposed that instead of a hand-picked committee the Port would benefit most from the formation of a marine trades association, including service providers, which would operate independently. Mr. Crockett provided the examples of the Pilots Association and the Port Townsend Yacht Club who attend Port meetings and to whom the Port provides briefings.

Mark Jochem said he does not believe an independent association would work although he would listen if anyone were to form it. He believes a small committee with as diverse interest as possible as selected by the Port would be beneficial to bounce ideas off of and help justify the Port's policies.

Linda Swisher noted that 80-100 pilots participate in the Jefferson County Pilots Association. She noted that nearly all the concerns the association raised in a letter a couple of years ago have been addressed by the Port.

Mr. Pivarnik said he believes it might be a combination of both. An ad hoc committee might be formed for a brief period to receive input and then be disbanded until next year. Commissioner Sokol noted that as the Port is moving into the budget cycle, it might be a good time for such input. He suggested that if there are several people with a particular issue, they should suggest a meeting with the Port to discuss concerns. Staff recommended inviting Mark Jochem and Tike Hillman to the office to discuss ideas.

Mark Jochem said in his letter he had proposed the Port try billing the marine trades the prorated rate just for one budget cycle. Commissioner Pirner asked to better understand how many boats this would affect. Mr. Jochem was uncertain, he said it might reach 25% of the Port's business. He recognized this change would impact Port revenue, but said the trades' customers are coming for economic not recreational purposes. Staff noted that business moorage is currently available. Commissioners were supportive of Staff meeting with Mr. Jochem and others to work on this issue. Staff would also need to discuss budget impacts.

C. Administrative Offices

Commissioner Sokol said the idea of rehabilitating the Point Hudson motel building for Port offices was discussed in today's workshop. He believes this would have a positive impact on the Port. Mr. Crockett noted that the Port would need a set of drawings that an architect could use to provide layout ideas.

Commissioner Sokol moved to authorize the Executive Director to go to the Small Works Roster to find an engineering firm to evaluate the Point Hudson motel and Armory Building buildings, the intent of which would be to gain more information and a professional opinion as to whether the Port should give the idea of a phased structural rehabilitation further consideration. The motion carried by unanimous vote.

While it was noted that this does not represent a commitment to this project, the Commissioners were supportive of exploring this further.

D. Quincy Street Dock Proposal

Mr. Pivarnik noted that Staff has had discussions with Kevin Harris of Macro Systems, representing Quincy Street LLC and Water Street LLC, regarding their renovation of the Cannery Building to include public access walkways around the building. The question is whether the Port would be interested in partnering with the LLCs for open public access of Quincy Street dock. Recognizing that this structure would no longer be a marine terminal, Mr. Harris is willing to spearhead or partner with the Port on signage and/or an interpretive center on the pier. Port concerns are liability and responsibility for future improvements. Mr. Crockett noted that this is the last property the Port owns within the City limits and if the Port were to accomplish this, every foot of waterfront the Port controls would be open to public access. He added that there are some structural issues in which the City would need to be involved. Commissioner Sokol suggested that a 10-yr lease might be written with options to renew. Commissioner Pirner asked that the lease specify an amount of outside restaurant seating. Staff said a lease option might be preferred until a more detailed plan is available.

VII. STAFF COMMENTS:

Mr. Taylor:

The Port received another grant from the Washington State Department of Transportation's Aviation Division. In addition to the \$35K received this year for pavement maintenance, they awarded the Port \$9,135, which requires a \$2,500 match, to replace reflectors along the taxiway and remove trees growing in the safety zone. The work will begin this fall.

He asked whether to prepare a budget manual, to which the Commission asked for less rather than more detailed background information.

VIII. PUBLIC COMMENT: None

IX. COMMISSIONER COMMENTS:

Commissioner Sokol:

Ray Fitzgerald, a Tulalip representative, thanked the Port for their tremendous hospitality during the Paddle-In event held in July in Port Townsend. This year they had a significant number of intercity youth participating in the event aimed at reducing drug and alcohol use. He presented the Port with a poster showing where all the tribes are located and where they had traveled.

X. NEXT MEETING:

Wednesday, August 27, 2003 at 7:00 PM at the Tri-Area Community Center, Chimacum, WA.

XI. EXECUTIVE SESSION:

At 4:07 PM the Commission recessed into Executive Session for 30 minutes to discuss real estate and legal issues with possible decisions.

XII. MEETING RECONVENED:

Meeting reconvened at 4:40 PM.

Commissioner Sokol moved to authorize the Executive Director to send a formal counter-offer to Washington State Department of Fish & Wildlife on the Coast Seafood building at a total purchase price of \$287K, with the following terms: \$2K deposit, 4% interest rate, 30-year amortization, 10-year cash-out. The motion carried by unanimous vote.

XIII. ADJOURNMENT:

The meeting was adjourned at 4:45 PM, there being no further business to come before the Commission.

ATTEST:

President

Secretary

Vice President