

**MEETING MINUTES**  
**STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS**  
**January 18, 2024**

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**PUBLIC HEARING – Call to Order**

A Public Hearing concerning WAC's 363-116-076 Examination for Pilot Applicants and 077 Simulator Evaluation for Pilot Applicants as well as WAC 363-116-360 Exempt Vessels was convened at 10:00 a.m. by Chair Sheri Tonn in the Agate Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

**Present In person:**

Chair: Sheri Tonn

Vice Chair: Eleanor Kirtley (Marine Environment)

Commissioners: Sandy Bendixen (Pilot), Mike Anthony (Pilot)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Charlie Costanzo, Eric Klapperich, Severin Knutsen

Pacific Merchant Shipping Association: Mike Moore

USCG: Laird Hail

American Waterways Operators: Peter Schrappen

**Present via Teams:**

Commissioners: Nhi Irwin (Ecology), Jason Hamilton (Public), Richard Firth (Foreign Flag Shipping), Tim Farrell (Public)

Assistant Attorney General: Albert Wang

Puget Sound Pilots: Travis McGrath, Mark Bostick, Ivan Carlson

Port of Grays Harbor: Randy Lewis

The Northwest Seaport Alliance: Lindsay Wolpa

Pacific Merchant Shipping Association: Jordan Royer

Northwest Marine Trade Association: Jay Jennings

Public: Ann LaRue, Sheree Carson

**WAC 363-116-076 & 077 Examination & Simulator Evaluation for Pilot Applicants.** The purpose of the proposed rulemaking is to give greater clarity to pilot applicants, address Diversity, Equity, and Inclusion, along with conducting minor housekeeping based on psychometric standards in preparation for the upcoming 2024 Washington State Marine Pilot Exam. The proposed changes to WAC 363-116-076 will update the psychometric validation requirements of the Written Exam process to better reflect current industry standards. It includes a description of the process to develop a Job Task Analysis and the updated list of areas applicants are to be tested on according to the Job Task Analysis. It also further clarifies application requirement deadlines, and other minor revisions for clarity. The proposed changes to WAC 363-116-077 will update the list of areas pilot applicants are to be tested on during the Simulator Evaluation according to the Job Task Analysis. The proposed language also contains minor revisions for clarity. Chair Tonn asked for any public comment and when receiving none moved onto the next Hearing topic.

**WAC 363-116-360 Exempt Vessels.** The purpose of the proposed rulemaking is to revise the fee structure for vessel exemptions following the recommendations of the Vessel Exemption Committee (VEC). Chair Tonn asked for any public comment and when receiving none, closed the Public Hearing at 10:05 a.m.

**REGULAR MEETING – Call to Order**

The Regular Meeting of the Board of Pilotage Commissioners was convened immediately following the Public Hearing by Chair Sheri Tonn in the Agate Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

**Present In person:**

Chair: Sheri Tonn

Vice Chair: Eleanor Kirtley (Marine Environment)

Commissioners: Sandy Bendixen (Pilot), Mike Anthony (Pilot)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Charlie Costanzo, Eric Klapperich, Severin Knutsen

Pacific Merchant Shipping Association: Mike Moore

USCG: Laird Hail

American Waterways Operators: Peter Schrappen

Present via Teams:

Commissioners: Nhi Irwin (Ecology), Jason Hamilton (Public), Richard Firth (Foreign Flag Shipping), Tim Farrell (Public)

Assistant Attorney General: Albert Wang

Puget Sound Pilots: Travis McGrath, Mark Bostick, Ivan Carlson

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The Northwest Seaport Alliance: Lindsay Wolpa

Pacific Merchant Shipping Association: Jordan Royer

Northwest Marine Trade Association: Jay Jennings

Public: Ann LaRue, Sheree Carson

**BPC Staff Report.**

- BPC Executive Director Jaimie Bever reported that due to increased cybersecurity implemented by WSDOT, and the complications that presents to commissioner email access, she was prompted to research other options for Board emails. New email addresses using Gmail will be set up for each commissioner, except for Chair Tonn and Commissioner Irwin who will continue using their state email addresses.
- As a beginning of the year reminder, Executive Director Bever asked everyone to be mindful of the sensitive nature of certain documents Board members receive. The BPC will also issue a reminder email to all pilots about statutory requirements when absenting themselves from piloting, and other timely topics.
- The BPC Pilotage Quarterly, Winter Edition was distributed to the public and the Board.

**BPC Chair Report.**

- The Board received a copy of the letter sent by Chair Tonn to Matson containing an invite to present at a Board meeting. They had declined the BPC request to present at the February Board meeting and instead asked for a confidential meeting with signed NDA's. Due to the public nature of the business of the Board and the Open Public Meetings Act, the BPC denied their request for a closed meeting. The BPC has not yet received a response.
- Chair Tonn reported that WSF is actively recruiting for many positions, with announcements expected to be in heavy rotation in the media. She encouraged Commissioners to spread the word about career opportunities with WSF.
- There was a late-breaking announcement regarding an incident at Terminal 18 this morning, which will be discussed further in the agenda.

**Activity Reports.** Lindsay Wolpa representing The Northwest Seaport Alliance (NWSA), Mike Moore representing Pacific Merchant Shipping Association (PMSA), Randy Lewis representing the Port of Grays Harbor (PGH), Eric Klapperich representing Puget Sound Pilots (PSP) and Laird Hail representing the United States Coast Guard (USCG) offered current and projected statistical data as well as updates on current maritime issues and activities.

BPC Data Analyst Bettina Maki shared the Puget Sound Pilots Activity Report dashboard and chart depicting the quarterly count of pilotage assignments by vessel type and was available for questions.

**NEW BUSINESS**

**Consideration of Previous Hearing on WAC 363-116-076 Examination for Pilot Applicants and 077 Simulator Evaluation for Pilot Applicants.**

Motion: Kirtley/Bendixen – adopt the changes to WAC 363-116-076 & -077 as proposed in the CR102 – Carried.

**Consideration of Previous Hearing on WAC 363-116-360: Exempt Vessels.**

Motion: Farrell/Kirtley – adopt the changes to WAC 363-116-360 Exempt Vessels as proposed in the CR102 – Carried.

**Pilot's Report of Incident:** Chair Tonn reported that there was an allision at 0530 this morning and that an investigation was convened by the Board's Commission Investigation Committee (CIC). The piloted vessel collided with a crane leg. The crane is still standing but suffered some damage. It was reported that the damage to the vessel appeared to be minor and the vessel will be allowed to leave today. When Lindsay Wolpa shared that SSA Marine was stating that they believed that pilot error was at fault, Commissioner Bendixen quickly reminded everyone that this is an open investigation and that we do not place blame before the investigation is complete. Chair Tonn also reminded everyone that there will be both a draft report and a final report issued when the CIC has completed their investigation. Chair Tonn stated that Commissioners Anthony, Firth, and Hamilton have volunteered to work on this investigation. Motion: Bendixen/Drennen – appoint Commissioners Anthony, Firth, and Hamilton as the investigation team for the incident – Carried.

**Pilot's Report of Incident: WESTWOOD COLUMBIA, 12/10/2023.**

Docking in East Waterway T-18	While docking, Crowley tug <i>ARTEMIS</i> lost one of its engines and made contact with the <i>WESTWOOD COLUMBIA</i> . VTS was notified and Foss dispatch was contacted and an additional tug was ordered. The vessel was then docked without further incident. It was later determined that the tug's engines were in safety mode due to a previous training exercise.	The Board determined the occurrence did not meet the criteria for an Incident. The pilot will be asked to resubmit this report as a Marine Safety Occurrence.
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**Pilot's Report of Marine Safety Occurrence: EVER FUTURE, 11/13/2023**

Outbound in Blair Waterway, off WUT	While preparing to depart PCT, pilot inquired about the cranes left in the down position in the waterway. The position of the cranes reduced the vessel's clearance through the waterway by 238ft horizontally. Unable to get the cranes boomed up, pilot proceeded with caution and without incident, after assessing the navigational conditions.	<u>Motion:</u> Anthony/Kirtley – File as a Marine Safety Occurrence and convene a group consisting of PSP, BPC, and PMSA to write a letter regarding crane position when not in use – Carried.
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**Pilot's Report of Marine Safety Occurrence: CAPTAIN MICHAEL, 11/17/2023**

Docked at Cherry Point South Berth	Unsafe pilot transfer arrangement (trapdoor) necessitating extensive mitigation efforts by Puget Sound Pilots. Ultimately, a safe pilot transfer arrangement was able to be developed, for use in Puget Sound as well as all other ports of call.	<u>Motion:</u> Drennen/Anthony – File as a Marine Safety Occurrence – Carried.
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**Pilot's Report of Marine Safety Occurrence: OCEAN TACT, 11/20/2023**

Underway in Budd Inlet	While underway, the assist tug <i>PATRIOT</i> radioed in a mechanical issue with their clutch. Vessel was anchored without incident while repairs to the tug were completed, and the vessel was then berthed without further difficulty.	<u>Motion:</u> Bendixen/Kirtley – File as a Marine Safety Occurrence – Carried.
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**Pilot's Report of Marine Safety Occurrence: ISTRACE, 10/26/2023**

Underway in Southbound TSS off Port Townsend	ECDIS malfunction, leading to further equipment issues with AIS and PPU. System was rebooted and pilot was able to complete the transit without incident.	<u>Motion:</u> Farrell/Anthony – File as a Marine Safety Occurrence – Carried.
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**Pilot's Report of Marine Safety Occurrence: CEBU ISLAND, 11/21/2023**

Westport Anchorage	Anchor chain and concrete cinder block entangled with anchor. A welder was dispatched and was able to cut the anchor free from the entanglement allowing the vessel to proceed safely to the berth.	<u>Motion:</u> Kirtley/Firth – File as a Marine Safety Occurrence – Carried.
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**Pilot’s Report of Marine Safety Occurrence: *TAKAO GALAXY*, 11/25/2023**

Moored at T-1, Grays Harbor	Mooring line fouled in the tug propellor. Once cut free, a second mooring line also got caught. Vessel was able to be safely moored with 2 head lines rather than the usual three.	<u>Motion:</u> Farrell/Drennen – File as a Marine Safety Occurrence – Carried.
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**Pilot’s Report of Marine Safety Occurrence: *SOUND RELIANCE*, 11/25/2023**

Underway in Ferndale	Port engine developed a cooling water leak which required an engine shut down to repair. Vessel returned safely to Vendovi Island Anchorage for repairs to occur.	<u>Motion:</u> Hamilton/Farrell – File as a Marine Safety Occurrence – Carried.
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**Pilot’s Report of Marine Safety Occurrence: *PACIFIC HERO*, 12/07/2023**

Docked at Everett South Terminal	The 10cm (S-band) radar was not operating. VTS put a hold on the vessel until repairs could be completed and inspected.	<u>Motion:</u> Farrell/Drennen – File as a Marine Safety Occurrence – Carried.
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**Pilot’s Report of Marine Safety Occurrence: *MSC DAKAR X*, 12/16/2023**

Underway, backing into West Waterway at T-5	The center lead aft tug <i>RESPONSE</i> lost port main engine control. Tugs switched out and the vessel safely docked at terminal 5.	<u>Motion:</u> Kirtley/Anthony – File as a Marine Safety Occurrence – Carried.
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**KPI Workshop #3 Minutes**

BPC Program Analyst Bettina Maki revised the KPI workshop #3 minutes when it was pointed out that the initial draft did not include a vote that was taken at the end of the pilot licensing KPI discussion, regarding whether this KPI target should include a buffer of +/- 2. (The vote was in favor of keeping the buffer in the KPI target.) The revised minutes reflected that consensus and included an additional page of discussion details to more thoroughly capture the points of view offered by the commissioners during the extensive discussion. Chair Tonn then asked if there was a motion to approve the revised Workshop #3 minutes, noting this would be a motion only to approve the meeting notes as an accurate record of the Workshop #3 conversation, and that approval of the KPIs and dashboard would be considered in a separate motion to follow.

Motion: Drennen/Hamilton – approve the November 16, 2023, KPI Meeting Minutes as drafted – Carried.

**Key Performance Indicators and Dashboard.**

Motion: Hamilton/Eleanor – approve the KPIs and Dashboard as drafted with the pilot licensing KPI target equal to the authorized number of pilots as set by the Board – Carried with Chair Tonn and Commissioners Firth, Hamilton, Bendixen, Kirtley, and Anthony in favor and Commissioners Drennen and Farrell opposed.

Commissioner Drennen stated that while he supported licensing the full number of authorized pilots, he believed the buffer was needed because the number of licensed pilots is affected by several factors outside of the Board’s control and so he would feel more comfortable with a KPI target within 1 or 2 of the authorized number instead of the full authorized number. Commissioner Anthony responded that it was the same issue with the pilot ladder KPI, however – the KPI target is zero, but the Board has no control over that situation. Commissioner Drennen challenged that notion by saying that pilots could refuse to board a vessel with an unsafe transfer arrangement. Commissioner Farrell agreed with Commissioner Drennen’s concern, stating he had initially suggested including a buffer in the KPI target because unexpected retirements will interfere with the Board’s ability to consistently license the full authorized number of pilots. Chair Tonn then asked if there were any amendments to Commissioner Hamilton’s motion.

Amended Motion: Drennen/Farrell – approve the KPIs as drafted with a buffer of 2 below the authorized number of pilots for the pilot licensing KPI target in the Puget Sound Pilotage District – the motion failed with Commissioners Drennen, Farrell, and Kirtley in favor and Chair Tonn and Commissioners Firth, Hamilton, Bendixen, and Anthony opposed.

Commissioner Bendixen responded to the motion saying that a buffer of 2 below the goal only makes sense if it is matched with a buffer of 2 above the goal. She felt that including the buffer in the KPI target signaled a lack of interest in achieving excellence. Regarding the comparison with the Ladder Safety KPI target of 0, she emphasized that the pilot makes the decision to decline to use an unsafe transfer arrangement so there are factors outside of the Board's control there as well. Commissioner Farrell disagreed that including a buffer in the KPI target, consistent with SMART goals, meant the Board was holding itself to a lower standard – the goal would remain to license the full authorized number. Chair Tonn noted that 56 licensed pilots (the current authorized number in the Puget Sound District) looked to be achievable this spring. Commissioner Farrell responded that it might be achievable briefly but will likely be difficult to maintain that level on an ongoing basis. Commissioner Hamilton suggested that it would not necessarily be interpreted negatively if, after unexpected pilot retirements, the KPI dashboard shows the number of licensed pilots below the KPI target. He felt that concern about negative perception was not a sufficient reason to include a buffer in the KPI target.

Second Amended Motion: Kirtley/Farrell– approve the KPI's as drafted with a +/-1 buffer around the authorized pilot licenses in the Puget Sound Pilotage District – the motion failed with Commissioners Drennen, Farrell, and Kirtley in favor with Chair Tonn and Commissioners Firth, Hamilton, Bendixen, and Anthony opposed.

### **Meeting Minutes.**

Motion: Bendixen/Kirtley – approve the December 14, 2023, Meeting Minutes as drafted – Carried.

### **Committee Actions.**

#### **Trainee Evaluation Committee (TEC)**

- **Pilot License Upgrade Program: Captains Ekelmann & Ninburg.** TEC Chair Captain Bendixen reported that there are currently 15 pilots in their upgrade window. She also reported that the TEC reviewed the 2 upgrade letters for Captains Ekelmann and Ninburg.  
Motion: Bendixen/Farrell – approve the pilot license upgrade program for Captains Ekelmann & Ninburg as recommended by the TEC – Carried.
- The TEC met yesterday and reviewed all trainee progress. There are currently 7 trainees in PS and zero trainees in GH. There are 4 trainees in Evaluation, 2 in Training and 1 trainee in Observation. All are progressing well, and 2 trainees are nearing completion and were given both substitutions and scheduled for PPU Training.
- TEC Chair Bendixen shared TEC goals for 2024 which include a psychometric review of the training program, instituting regular work toward the pilot exam to avoid a concentrated period of time for development, new Train-the-Trainer class for the Fall, and continued cleanup of WACs. She acknowledged that some of these are wish list items and may not have budget approval yet.

#### **Pilot Exam Committee (PEC)**

- Training Program Manager Jolene Hamel reported that the Exam Review Committee had met on January 11, reviewed 12 applications, and determined that all 12 of the applicants qualified under WAC 363-116-0751 to sit for the April 8, 2024 written exam.  
Motion: Bendixen/Kirtley – approve the 12 qualified candidates to sit for the April 8, 2024 Written Exam per the Exam Committee's recommendation – Carried.
- Jolene highlighted the details of the current exam process, which included hosting drop-in sessions, on December 14 and January 18 for any aspirants with questions about the exam or piloting in Washington state. She thanked Captains Bendixen and Knutsen for attending the drop-in sessions and sharing their experiences as pilots.
- Development of the Simulator Evaluation continues at MITAGS with several more sessions scheduled. Commissioners interested in the development are encouraged to attend and can contact BPC staff for further details.
- A reminder was given that the exam application deadline is March 1 and there will be applicants approved at both the Feb 15 and March 21 Board meetings.
- Jolene shared that several documents will be released soon including a timeline of important dates, instructions for the remote proctoring of the Written Exam, and some sample Written Exam questions.

### **Diversity, Equity & Inclusion Committee (DEIC)**

- Executive Director Bever reported that the MARAD's 12<sup>th</sup> Annual Women on the Water conference will be held at Massachusetts Maritime Academy at the end of February. Training Program Manager Jolene Hamel will be attending on behalf of the BPC. Executive Director Bever will attend the Women in Maritime Leadership (WIML) Conference hosted by Cal Maritime in March.
- Jaimie shared the sponsorship levels available to support both conferences and inquired if the Board would be interest in sponsoring either or both of these conferences at any of the possible price point levels.

Motion: Farrell/Bendixen – approve the Board to sponsor both of the conferences: Women on the Water (WOW) at the \$500 level (early morning activities sponsor), and Women in Maritime Leadership (WIML) at the \$1000 level (bronze) – Carried.

Commissioner Kirtley expressed interest in a ticket to the WIML conference.

### **Exemptions from Pilotage.**

**Passenger Vessel VICTORIA CLIPPER V** – 167', 910gt, Cyprus registry, Multiple Captains.

Motion: Firth/Drennen – grant an annual exemption renewal with the condition of requirement to report any marine safety occurrences or incidents – Carried.

Additionally, Chair Tonn directed the Clipper to fill out the missing information from page 6 of the application regarding trips through the Locks and Deception Pass before the certificate would be granted.

### **Pilot/Trainee Physical Examination Reports.**

Motion: Farrell/Kirtley – approve the pilot physical examination reports for Captains E.C. Klapperich & S.E. Knutsen for their annual pilot license renewals – Carried.

Chair Tonn also reminded the Board that BPC staff will be working on updating the pilot physical form for 2024, with the intention of streamlining and simplifying the paperwork process for pilots and pilot trainees as well as for physicians.

### **Legislative Session Update.**

- Executive Director Bever reported that she and Chair Tonn will be meeting with House Transportation Committee Chair Representative Jake Fey in Olympia Friday January 19<sup>th</sup>, to discuss the budget and the upcoming session.
- BPC staff are monitoring several bills that would impact all state agencies. These include bills related to plain talk language for rule making, access to personnel records, and firearm sensitive state buildings.
- The 25-27 biennium budget is due to the Legislature prior to September 1 of this year. Future Board meetings will include strategic planning sessions to help prepare the budget request.
- Commissioners Firth and Drennen will testify for confirmation at the Senate Transportation Committee on February 5 in Olympia. Executive Director Bever will be attending with them and will send out a post hearing video clip via email as she has done in the past.

### **Committee Updates.**

#### **Pilot Safety Committee (PSC)**

- Commissioner Drennen reported that the PSC met on January 8 and approved the October minutes, which were provided to the Commissioners.
- At that meeting, they reviewed rest rule exceptions and reports of noncompliant transfer arrangements, looking for focus areas where the committee can be most effective.
- They also reviewed the ladder reporting data summary, which was also provided to the Board.
- Commissioner Drennen thanked the pilots and Mike Moore (PMSA) for sending a letter to the shippers/agents reminding them again of the importance of ladder safety.
- The next PSC meeting will be held in May.

#### **Vessel Exemption Committee (VEC)**

- VEC Chair Anthony stated that the VEC will be meeting soon to see what possible legislative efforts the VEC should prepare for next year.

### **Oil Transportation Safety Committee (OTSC)**

- OTSC Chair Jaimie Bever reported that the OTSC met on January 10 and approved the minutes from the September meeting which were provided to commissioners in their meeting materials.
- The next OTSC meeting will be on January 31 ahead of Workshop #6
- In addition, the BPC/Ecology rulemaking team will be hosting workshop #5 for stakeholders on January 23 and workshop #5 for Tribes on January 25.
- Jaimie will present a tug escort rulemaking status update to the Board at the February meeting.
- Ecology has hired a SEPA coordinator, Hailey Kennard, who comes with many years of experience working with the Makah Tribe. She started in January and is doing a great job.

**Public Comment.** Chair Tonn asked for any public comment, and Peter Schrappen, Vice-President of AWO, shared a prepared statement regarding AWO's concerns regarding tug escort rulemaking. Peter introduced American Waterways Operators (AWO) as the towboat, tugboat, and barge industry advocacy resource and united voice for safe, sustainable, and efficient transportation on the nation's waterways. His comments today were specifically regarding Ecology's Tug Escort Risk Model Analysis report and outreach. The results that stood out to AWO were that tug escorts only provided a minimal risk reduction of 0-2% across the study area and increased vessel activity by up to 50% and underway time by up to 263%. AWO had several issues with the finished product.

Their first concern was the geographic scope of the analysis. Ecology utilized drift groundings from across the country. Because they are so rare in this area, they had to look at the Eastern seaboard for 190 additional drift groundings to build the model. Peter pointed out that only 2.6% of those events were associated with spills. He added that if a Washington State agency was going to create a model to inform decision making, it was preferred that the inputs be limited to Washington State.

The second issue was Ecology's assumption of what leads to a drift grounding. While the model considered different types of towing vessels, it used faulty assumptions, in AWO's opinion, despite countless efforts on AWO's part to bring attention to the issues. For example, they assumed all barges were unmanned, which is not the case. There are several types, some of which are manned and deploy anchors when at risk. It was incorrect to assume that all of the loss of propulsion events would lead to a drift grounding. Additionally, the model assumes that all vessels have a single propulsion system. Many towing vessels and ATBs have redundant engines. Therefore, it's very unlikely these vessels would have a loss of propulsion. Furthermore, it was inaccurate for Ecology to assume that any loss of propulsion would automatically result in a drift grounding.

AWO's third concern was that any spill event would result in 100% of the product being discharged into a waterway. The Oil Pollution Act of 1990 requires all tankers calling at US ports to be double-hulled, and many barges voluntarily have segregated hulls. Both of these measures significantly decrease the likelihood of an entire load being lost during a drift grounding if there were a puncture hole.

Peter concluded his statement by adding that the goal of the rulemaking was to prevent oil spills and reduce risk to Southern Resident Killer Whales. However, it seemed likely to AWO that increased traffic and underwater noise would cause serious harm to the whales and other marine life. These comments were also echoed by the Puget Sound Partnership. The negative impacts would greatly outweigh any positive impacts this rule would provide. Peter then thanked the Board for their time.

Commissioner Bendixen thanked Peter and asked if the manned status of the engine room was an avenue for consideration or if it was already being considered. OTSC Chair Jaimie Bever responded that the state has no jurisdiction over the personnel in the engine room, and therefore cannot consider requirements of that nature as a part of rulemaking.

Commissioner Kirtley shared that in doing vessel traffic risk assessments in her prior roles, it was standard practice to bring in incident data from other regions because of the excellent record in Washington State limiting the available data. She was not alarmed that Ecology did the same for their risk model data. She was curious if the report clearly stated those assumptions, and that a higher risk was being calculated.

Captain Mike Moore, PMSA, mentioned that PMSA has echoed and supported Peter's comments regarding risk and benefits verbally, but has not yet put this in writing. He plans to do that. He added that he thought it was great that Ecology had to go outside of Washington State to find incident data.

**Confirmation of Next Regular Meeting Dates.** Chair Tonn reminded everyone of the upcoming meetings on February 15 and March 21. All meetings continue to be hybrid, and all are invited and encouraged to attend in person or online.

**Adjourn.** Meeting was adjourned by Chair Tonn at 2:00pm.

Respectfully submitted,

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Jaimie C. Bever, Executive Director

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Sheri J. Tonn, Chair

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Eleanor Kirtley, Vice Chair

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Commissioner Timothy J. Farrell

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Commissioner Andrew Drennen

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Commissioner Richard Firth

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Commissioner Sandy Bendixen

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Commissioner Michael Anthony

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Commissioner Jason R. Hamilton

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Commissioner Nhi Irwin