

**LAKE MINNETONKA CONSERVATION DISTRICT
BOARD OF DIRECTORS**

7:00 P.M., Wednesday, February 13, 2013
Wayzata City Hall

1. CALL TO ORDER

Babcock called the meeting to order at 7:05 p.m.

2. ROLL CALL

Members present: Doug Babcock, Tonka Bay; Andrew McDermott, Orono; Gary Hughes, Spring Park; Jay Green, Mound; Ann Hoelscher, Victoria; Anne Hunt, Minnetrista; Keith Kask, Deephaven; Dennis Klohs, Minnetonka Beach; Jeff Morris, Excelsior; Rob Roy, Greenwood; and Sue Shuff, Minnetonka. Also present: Charlie LeFevere, LMCD Counsel; Greg Nybeck, Executive Director; Judd Harper, Administrative Technician; and Emily Herman, Administrative Assistant.

Members absent: Dan Baasen, Wayzata; James Doak, Woodland; Mark Sylvester, Shorewood.

3. APPROVAL OF AGENDA

MOTION: McDermott moved, Shuff seconded to approve the agenda as submitted.

VOTE: Motion carried unanimously.

4. CHAIR ANNOUNCEMENTS, Chair Babcock

Babcock made the following two Chair announcements: First, he reminded all of the 46th Anniversary "Save the Lake" Recognition Banquet that will be held on Thursday, February 21st (to be held at the Lafayette Club, with social hour starting at 6:00 p.m.). Second, he stated that the City of Victoria has appointed Ann Hoelscher to the LMCD Board of Directors. He asked LeFevere to administer the oath of office, in which he did. Hoelscher was seated as representative for the City of Victoria.

5. APPROVAL OF MINUTES – 01/23/13 LMCD Regular Board Meeting

MOTION: McDermott moved, Hughes seconded to approve the minutes from the 01/23/13 Regular Board Meeting as submitted.

VOTE: Ayes 10, Abstained (1, Shuff); motion carried.

6. APPROVAL OF CONSENT AGENDA

Hunt moved, Shuff seconded to approve the Audit of vouchers (1/29/13 – 2/15/13) as submitted. Motion carried unanimously.

7. PUBLIC COMMENTS- Persons in attendance, subjects not on the agenda (limited to 5 minutes)

There were no public comments.

8. PUBLIC HEARINGS

There were no public hearings.

9. OTHER BUSINESS

A. **Gabriel Jabbour**, discussion of mandatory state boat operator's permit concept for public safety and AIS.

Babcock welcomed Jabbour and invited him to address the Board.

Jabbour stated that there is a group effort, in which he is a part of, in developing a mandatory State of Minnesota (state) boat operator's permit concept to address public safety and aquatic invasive species (AIS). He provided an overview of that concept by offering the following comments:

- He acknowledged the demand for this concept, via discussions held at the various AIS Task Forces that he served on, as well as a review of historical boat operation enforcement fines and confiscated property that have taken place on the water.
- He acknowledged that: 1) the fines have little effect due to the economic demographics of this area and 2) the state does not have a law preventing those that have been issued multiple citations for boating while intoxicated (BWI) from continuing to operate a watercraft the next day (providing an overview of situations he has witnessed himself). For this reason, he stated a mechanism must be established for extreme boat operators that violate the law.
- In regards to AIS, he questioned what mechanism should be used to get the word out, although he is not a proponent of adding laws. With that said, he provided the Board with a summary of the state's watercraft operator rules (laws); reviewing laws in place for age 17 and under (but still providing them the ability to operate a watercraft).
- Proponents of this concept are talking to other agencies (Minnesota Department of Natural Resources (MN DNR), Minnehaha Creek Watershed District (MCWD), Three Rivers Park District (TRPD), etc.) as it is their goal to provide for this concept state-wide, not just for Lake Minnetonka. Additionally, Board member Green is talking to the fishing lobbyists; acknowledging it is rare to have two important programs come together at the same time (watercraft safety and AIS). He stated that he is going to talk to the Sheriff's Department about this, but most importantly, he wanted this to be a positive concept for all (including the fishing lobby).
- This concept would provide for grandfathering those that currently do not require (by law) a license. He reviewed the agencies (noted above) responses (or pending meetings) relative to this concept. Additionally, he provided a second handout outlining a resolution from the Minnesota Association of Watershed Districts supporting legislation that will require all non-commercial watercraft operators be AIS trained, tested, and certified.
- The LMCD has always been a progressive agency and one that is looked to as a leader in establishing various ordinances. Therefore, he solicited the LMCD's interest in considering this concept and adopting a resolution of support. He stated the U.S. Power Squadron is in support of this concept, in which he will address that group after his meetings with the above noted agencies.
- He entertained questions and comments from the Board.

Babcock stated that many states have already adopted similar laws requiring watercraft operator permits. He asked if there were any states that stood out as a role model in considering this concept for the state.

Green stated that Texas recently enacted a law for such (grandfathering those that currently do not need to have a license). The program is on-line and provides for the education of all key points discussed at this meeting, as well as sport recreation (waterskiing, etc.). He believed that this was the time to consider this concept (acknowledging some push back and the difficulty in selling this concept to people that do not deal with these matters). In reviewing the program, he believed many of their topics pertained to Minnesota, including the education of wake effects. He acknowledged he personally did not take the test; however, one can go to MN DNR's website and take a similar test on a voluntary basis (i.e., insurance discounts, personal satisfaction, etc.) that touch base on many matters addressed within the Texas test (minus homeland security). He stated the basic fee for the Texas test is \$20 and that it was a lifetime license that could produce revenue for many things.

Kask stated that in taking the voluntary Minnesota test (noted above), one does not have to pay until they successfully complete the test. He acknowledged one of the past concerns in implementing the mandatory permit process was the lack of classroom environment to accommodate all. However, with the convenience of taking the test on line (providing for not having to accommodate staffing or a classroom environment), operator certification is far more realistic at this time. He encouraged the LMCD's support in this matter.

Morris stated that he obtained his watercraft and snowmobile operator permits when he was 12 or 13 years-old; providing for carrying that knowledge with him to date. He believed that if everyone took those classes, the tragedies documented this year would be far less. He acknowledged he has trouble supporting laws that are more restrictive; however, he is a proponent of safety and concurred with the program.

McDermott recommended tying this concept to all that purchase a boat.

Jabbour stated that it is imperative to know public safety so that all can have a great time on the water with minimal problems. He believed there is an obligation to all watercraft sellers to take the time to orientate the new owner (including the use of all equipment on board).

Hughes asked if the boat clubs had mandatory watercraft operator training in place (acknowledging liability).

Jabbour confirmed that the one club he is familiar with on the Lake does have mandatory training.

Babcock thanked Jabbour for bringing this matter back to the forefront. He concurred with Morris that he carries the knowledge of his former training with him to date (implementing the requirement within his household).

Jabbour thanked the Board and acknowledged that the Lake Minnetonka area has three people serving on the state AIS Task Force (himself, Green, and John Barten from the TRPD). He will be attending the

next meeting scheduled for February 28th and requested the Board's permission to present the LMCD as being favorable to this concept.

Babcock solicited the Board's reaction to Jabbour's comment, in which there was none. With that said, the consensus of the Board supported the concept of a state mandatory operators permit for public safety and AIS.

B. Lt. Art Saunders, update on ice safety on Lake Minnetonka.

Babcock welcomed Saunders and invited him to address the Board.

Saunders stated that 20 vehicles have gone through the ice in Hennepin County this winter (18 of which on Lake Minnetonka). Two of the 18 resulted in three fatalities driving through channel areas. The common weak areas are pressure ridges and channels. He acknowledged that many of the operators know that these areas are not safe; however, they still travel through these areas, stating "I thought I could get through." He stated that the Sheriff has begun an "Ice Awareness Detail," providing for orange fencing and the continued use of "Thin Ice" signs in front of all channels to let motorized vehicles know of the danger ahead. This was completed by February 7th, adding that it is not their intent to block the channel as their air boats need to get through, as well. He reported that this detail has not stopped some operators from driving through. However, he stated a vehicle has not broken through the ice since February 5th; providing for some positive results. Fencing continues to be damaged via natural (weather) and human (snowmobiles) events, in which they are immediately rectified. He confirmed ice houses are required to be off the Lake by March 5th and that the fencing and signs will be down by ice out. He entertained questions and comments from the Board.

The Board asked a few questions, in which Saunders responded as follows:

- He provided an overview of the current pressure ridge locations (Cedar Ridge, Echo Bay- near West Point, and Wayzata Bay- near Spirit Island).
- Discussion was held on previous winter recreation fatalities (dating back to 1997 and early 2000).
- In considering the "Ice Awareness Detail" for next year, he stated he is devising an operational plan for the Sheriff's consideration (should conditions warrant it). He confirmed that they took into consideration the placement of the fence to accommodate the time needed for a snowmobile operator to react and safely come to a halt before reaching the area.
- Confirmation that "Thin Ice" signs alone were not enough to prevent accidents.
- He believed that there were more inexperienced cars on the ice this year than usual.

Nybeck stated that a Public Safety Committee meeting was held February 4th, in which the use of alternative materials (construction barrels) was raised for consideration in the channel areas. Additionally, MN DNR Conservation Officer Aaron Kahre had commented that the minimal snowfall has not provided for plowed roads on the ice; providing the public the inability to drive a vehicle on regularly traveled routes.

C. Staff update on 2012-2013 de-icing inspections.

Babcock asked Harper for background on this agenda item.

Harper made the following comments:

- 34 de-icing licenses were issued for the 2012-2013 season.
- Inspections were conducted to verify compliance with LMCD Code Section 2.09 on January 10th and 11th; providing an overview of what is documented and the process involved in staying in compliance.
- Of the 34 initially inspected sites; 29 past first inspection, two failed (Browns Bay LLC and the Larae residence), and three were not de-icing (Tonka Bay Sales- Site 2, the Prueter residence, and the Zebeck residence). Inspection reports were sent to all licensees (explaining results and corrective action, if needed).
- Re-inspections were conducted for the two that failed (noted above); one of which remained out of compliance (Browns Bay LLC). Multiple inspections were completed at this site between January 10th and 22nd, in which he provided a detailed overview of his findings and recommended corrective action. He stated that he maintained regular communication in working with the Sheriff's office on this matter. To this end, the LMCD has filed a Complaint relative to non-compliance with LMCD Code Section 2.09.
- In response to the multiple cars breaking through the ice, staff conducted additional inspections on February 4th to ensure compliance with the Code. Of the 34 de-icing sites, 28 were in compliance, four had some issues (which have been corrected), and two were not de-icing.
- He stated the LMCD Code allows for de-icing without a permit after March 15th (providing for the use of "Thin Ice" signs along the affected shoreline).
- He entertained questions and comments from the Board.

The Board asked a few questions, in which Harper provided the following responses:

- Since there is a violation of the Code at Browns Bay, LLC, the Board will have the opportunity to take this into consideration when processing their 2013-2014 renewal application.
- The use of solar lights as a means to light the de-icing area (required by LMCD Code) would not be an effective tool due to the inability to fully charge the lights during the winter months.
- A recommendation that the Board contact staff with any concerns they may observe.

Nybeck stated that he intends to have staff conduct an inspection of the permitted sites at night, to ensure compliance with lighting regulations. He compared these inspections to those that staff completed in the summer for the solar lights; acknowledging the need for staff to better understand and document any needs that can arise at night.

D. Personnel Committee, 2013 compensation adjustments for LMCD employees

Babcock stated that Nybeck had completed the staff's 2012 performance evaluations, the Board had met to obtain feedback on Nybeck's 2012 performance evaluation, and that he had received some follow-up requests from the Executive Committee (in which he will review at this meeting). Nybeck has recommended a 2% salary and hourly rate adjustments for all permanent staff members. In providing an overview of what the Executive Committee had requested, the following questions were presented: 1)

what were the 14 member cities offering in pay adjustments this year, 2) how are the salary and hourly rate adjustments compared to what has been budgeted for 2013, and 3) how do the salary and hourly adjustments compare to the member cities' levy limits. He provided a detailed overview of graphs to address the above noted questions, in which the following comments were offered:

- The average 2013 salary and hourly rate increase for the 14 member cities is 1.6% (this does not include adjustments planned by the Minnehaha Creek Watershed District (MCWD) in 2013).
- A comparison of the Administrative budget to the total salaries plus benefits. In looking at it from a budgetary and management standpoint, he documented a slight trend upwards since 2008 and believed that salaries are being held at a relatively close range.
- A comparison of the total levy received (both Administrative and AIS) to salaries and benefits; providing for a slight trend upwards.
- He asked the Board to consider a motion to provide a salary increase for the LMCD staff at the rate of 1.6% or 2% (as presented above); providing for either one to be retroactive to January 1st.
- He entertained questions and comments from the Board.

A summary of the Board discussion was as follows:

- Roy asked if the above percentage included pension.

Babcock confirmed that the recommended percentage was for total salaries only. He stated the LMCD has a fully compensated budget; acknowledging that the ratio to benefits and salaries is not apples to apples but very close. He verified that the pension offered to employees is through the Public Employee Retirement Association (PERA).

- Klohs requested clarification that (based on a trend chart offered) over the last five years, the LMCD staff's salaries and benefits, as a percentage of the total levy, increased from 58% to 70% since 2007.

Babcock confirmed Kloh's comment; providing an overview of both the Administrative and AIS budgets since the 1980's. He also confirmed that the dark line provided in the chart was a five-year trend.

Nybeck stated that 2008 was the first year the Board budgeted salaries for the Proactive Code Enforcement Program. He acknowledged the program started in 2006 and had originally been funded out of a temporary service line item.

- McDermott recommended the Board put this in perspective and asked for the total fund amount for a 2% salary increase.
- Kask reminded the Board that the information being offered needs to take into consideration the Board's decision in recent years to hire a part-time clerk so that bookkeeping could be completed in-house vs. contracted out. This action provided for a reduction for that budgeted expense but an increase in salaries, which provided for a positive savings to the LMCD.

Babcock acknowledged the numbers he presented at this meeting are not perfect, as his goal was to establish a trend for long-term budgetary and management use.

Nybeck stated, in response to McDermott's question above, the total budgeted salary increase of 2%, which includes PERA, FICA, and long-term liability would be less than \$5,000 and within budgeted funds.

Babcock stated the increased amount is based on variable comparisons. He acknowledged that the 2012 numbers are pre-audited and 2013's are budgeted and not actual. He reiterated the goal is not about the numbers but how the LMCD compares to the member cities and the five-year trending. He confirmed the data provided at this meeting did not take into account the increase in employee staff and the addition of projects. Additionally, a total allocated budget could be considered in looking at this trend; providing for all revenue and expenses associated with salaries and benefits.

The Board had a brief discussion of a salary and hourly rate survey documented via the PowerPoint. This discussion included current salary adjustments approved within the individual member cities for 2013 (including Hunt's comment that the City of Minnetrista is offering a 1% compensation adjustment; acknowledging this was not a reflection on the qualification of both the city and LMCD staff).

MOTION: McDermott moved, Shuff seconded to approve a 2013 compensation adjustment of 2% for all four LMCD staff members; retroactive January 1, 2013.

VOTE: Aye (6), Nays (5, Green, Hunt, Kask, Klohs, Morris); motion carried.

Morris thanked Babcock for not placing this agenda item under the consent agenda.

Kask stated that he personally could support a 1.6% or 2% increase; acknowledging 2% was offered by the City of Deephaven. However, he was sympathetic to his fellow city council members around this table who are being asked to consider a compensation adjustment that is more than what was approved via their respective city council.

Nybeck stated that the member cities and MCWD had requested a copy of the salary and hourly rate survey prepared. This survey will be sent out to these public agencies and will be used as part of the 2014 LMCD Budget process.

E. MCWD, consideration of draft grant application for 2013 Lake Minnetonka Watercraft Inspection Program.

Babcock asked Nybeck for background on this agenda item.

Nybeck directed the Board to his staff memo, dated 2/6/13, in which made the following comments:

- A Minnesota Department of Natural Resources (MN DNR) grant application was recently submitted. As noted at the January 23rd Board Meeting, staff originally submitted the grant for Level 1 watercraft inspectors. However, it was amended to provide for a combination of both Level 1 and 2 inspectors (in consultation with the Chair and former Board Member Olson).

- Discussion at this meeting will provide for details on: 1) the proposed 2013 Watercraft Inspection Program and 2) a pending Minnehaha Creek Watershed District (MCWD) grant application for such.
- He provided an overview of two proposed 2013 Watercraft Inspection Programs. Key details of the programs that remained the same included: 1) duration of the inspections; 2) targeted days and coverage times; 3) public accesses to be covered by Volt Workforce Solutions (Volt), MN DNR, and Three Rivers Park District (TRPD); and 4) public accesses not covered and the reasons why. The total number of watercraft inspection hours for both programs was 2,192, excluding the MN DNR and TRPD.
- The first program he provided an overview of was for Level 1 watercraft inspectors. He provided a detailed overview on the type of inspections Level 1 inspectors can perform; acknowledging they are not trained nor authorized to perform watercraft decontamination (offered by Level 2 inspectors only as outlined below). Estimated costs for this program are \$38,115, with proposed financial contributors of \$11,307.50 from the LMCD, \$7,750 from the MN DNR, and \$19,057.50 from the MCWD. He stated there is a \$30,000 line item in the adopted 2013 LMCD Budget for unspecified AIS management and prevention projects. In January, the Board suggested the \$30,000 should be earmarked for watercraft inspections. However, based on the figures noted above, there is a potential to have an estimated \$19,000 of unspent funds for other projects.

Babcock stated that there is a consensus amongst the members of the MCWD AIS Task Force (him included) that believe a watercraft cannot be decontaminated on sight. Therefore, the Task Force recommended moving away from the term "decontamination" and utilize the word "clean" (providing for the effort to reduce the risk of AIS but not decontaminate due to the inability to reach all areas of the watercraft). Some believe that the hot water utilized is not 100% effective and that this matter needs to be addressed at the MN DNR level.

- Nybeck provided a detailed overview of a program that consists of a combination of Level 1 and 2 watercraft inspectors. In 2012, Level 2 watercraft inspections were done only by the MN DNR on Lake Minnetonka. He confirmed that these inspectors are trained and authorized to perform watercraft decontamination. Other key features in this program include: 1) three of the four accesses would be covered by Level 1 inspectors; with two Level 2 inspectors covering the fourth access, 2) it was undetermined whether Volt could provide for Level 2 inspectors (due to training and risk management of the decontamination equipment), 3) decontamination can be performed for both entering and leaving the Lake, 4) the MN DNR compensates the Level 2 inspectors at a slightly higher rate, 5) a proposal that the purchase of the decontamination equipment (estimated at \$12,000 to \$18,000; excluding safety equipment) be made by the MCWD (through the state contract), and 6) in consultation with the MCWD, staff recommends no funds be directed towards the purchase of that equipment. Otherwise, staff would recommend Level 1 inspectors.

Babcock questioned if a Joint Powers Agreement would be needed for the use of the equipment, as well as confirmation as to who would be transporting such.

Nybeck confirmed details would need to be worked out within the Agreement should this option be chosen. However, he understood the equipment would be solely available for the LMCD's

use; providing for the ability to utilize the LMCD truck on Fridays, Saturdays, and Sundays (non-harvesting days) for the transportation of the equipment. Additionally, he confirmed: 1) spray downs could also be performed at the Regional Park (offered via in-kind services by the TRPD) and 2) cost estimates for such (outlined below) would include a more effective sprayer than what the LMCD currently has. Estimated costs for this program, excluding the purchase of decontamination equipment, is \$49,374, with proposed financial contributors of \$24,687 from the LMCD (including MN DNR grant funds) and \$24,687 from the MCWD. He acknowledged the MN DNR would cover the vast majority of the LMCD's contribution and that the MCWD would purchase the decontamination unit (est. \$15,000 to \$20,000; with safety equipment). The unique aspect to this program is that the Level 1 and 2 inspectors would be reimbursed at \$7.75 and \$11 per hour, respectively (providing for a greater coverage by other public agencies; freeing funds up for the LMCD to do other things).

Babcock pointed out there is a \$5,600 difference for the LMCD to utilize a combination of Level 1 and 2 watercraft inspectors rather than just Level 1.

Nybeck explained that if the Board decides to implement a Level 2 watercraft inspection program in 2013, the maximum grant funds available from the MN DNR is \$25,000 vs. \$7,750. The grant application submitted to the MN DNR is for both grant fund amounts (totaling \$32,750). Should all funding avenues be approved, the cost to the LMCD for this program would be very minimal because the MN DNR would re-imburse 1,600 hours at \$7.75 per hour for Level 1 inspectors and 11,000 hours at \$11 per hour for Level 2 inspectors.

Hoelscher stated that she believed expending a lower level of funds to get more is positive. However, she also heard that the decontamination equipment is not 100% effective but yet someone will be paying for it. She questioned what the cost benefit of the equipment would provide.

Babcock believed it was difficult to quantify the benefit of utilizing the decontamination equipment; however, believed there was a benefit for the inbound inspections of AIS that are currently not infesting the Lake. Additionally, he acknowledged the \$5,600 difference between the two programs is a low number to obtain a higher level of inspection.

Green asked if the LMCD were to utilize Level 2 inspectors, would the LMCD have the ability to customize the procedures given to the inspectors by the MN DNR (i.e., additional reasons why a decontamination would be done), in which Nybeck believed there could be some leverage but he was unsure as to what level (providing an overview of options to consider at the individual accesses).

- He solicited the Board's direction as to whether a MCWD grant application should be submitted and for which level of inspections. Additionally, he believed the LMCD should receive feedback on the submitted 2013 MN DNR grant application by early March.

MOTION: Babcock moved, McDermott seconded to: 1) direct staff to submit a MCWD grant application for the Level 2 watercraft inspection program for the maximum funding amount possible, 2) that funding from the AIS budget be utilized for any local expenses, 3) support the MCWD in the purchase of the decontamination/cleaning equipment, and 4) participate in this program subject to all grants being awarded.

Morris questioned if the LMCD needed an operating plan as an attachment to the MCWD grant application. Additionally, he expressed concern for moving forward this year at the higher level; providing for setting a bar that cannot be matched in 2014 by a decrease in awarded grant funds.

Babcock concurs that some logistics need to be worked out; however, he believed 80% of the plan will be consistent to last years.

VOTE: Motion carried unanimously.

10. Update from standing LMCD Committees:

Babcock asked for an update from the Chair, or designated representative, of each committee (Save the Lake, AIS Task Force, Finance, Personnel, Public Safety, and Ordinance Review).

Morris stated that the AIS Task Force met on February 8th in the LMCD office. Members have expressed an interest in seeing the Board provide for an action item on the draft Comprehensive Eurasian Watermilfoil and Curly-Leaf Pondweed Plan that the Board has held a public hearing on.

Babcock asked if the Task Force had any comments on his proposed revisions to the draft Plan that he provided to the Board at their January 23rd meeting.

Morris stated the Task Force did not have specific comments; however, that they were happy with the originally drafted Plan provided for public hearing (taking into consideration a few minor revisions from Nybeck). However, he acknowledged it is the Board's decision on what version of the draft Plan to consider.

Babcock stated that John Barten from the TRPD has provided some comments since he was one of the authors of the draft Plan. However, these comments have not been included in an amended draft Plan.

Nybeck stated that McDermott has provided comments as well. He provided an overview of the status of the draft Plan as follows: Two draft Plans were presented to the Board at their January 23rd meeting; one with minor changes reflecting comments made at the public hearing and one with more detailed revisions (including the minor changes noted by Nybeck) from the Chair. At that time, the Chair asked for comments on his changes for future consideration. He concurred with the Task Force that the draft Plan needs to come back to the Board for consideration.

Morris stated that he had received some informal comments that the detailed changes, noted above, were not the Task Force's opinions.

Babcock stated that he believed his proposed revisions reflect polarization and what is right for the Lake; acknowledging they were not consistent with the Task Force's comments.

No report was provided for the Save the Lake Committee.

Babcock stated that the Ordinance Review Committee is working on possible low water ordinance amendments for consideration, in which he has received but not reviewed.

Hughes stated the Public Safety Committee met on February 4th, in which one of the primary topics discussed included a presentation on a warning flag system, proposed for inclement weather state-wide from Mr. Eric Waage of the Hennepin County Emergency Management. Mound Fire Chief Greg Pederson and Gabriel Jabbour were present for this presentation and the general consensus of the committee believed the program would have provided for complex logistics. However, members also considered less complex systems, such as the smart phone. Waage was utilizing the committee as a sounding board to expend grant funds and would be meeting with other groups, as well. Additionally, he stated that he worked with staff and a revised bow-fishing memo (per the direction of the Board) was sent to the member cities.

Nybeck stated that city councils are starting to meet and comments are being submitted to the LMCD. This topic will be re-considered at the Board's March 13th meeting.

Babcock stated the Finance Committee met this date to consider the re-distribution of a matured Certificate of Deposit. Additionally, he solicited the Board's interest in organizing a watercraft operator's license committee based on Jabbour's presentation under Item 9A, in which a recommendation was made to provide for that matter under the Public Safety Committee (if deemed necessary).

11. EXECUTIVE DIRECTOR REPORT

There was no Executive Director Report.

12. ADJOURNMENT

There being no further business, the meeting was adjourned at 8:51 p.m.

Doug Babcock, Chair

Andrew McDermott, Secretary