

**Saint Lawrence Seaway Development Corporation  
Advisory Board Meeting  
The White Oaks Conference Resort  
Niagara-On-The-Lake, Ontario  
Wednesday, May 24, 2006**

On Wednesday, May 24, 2006, the Advisory Board of the Saint Lawrence Seaway Development Corporation (SLSDC) convened its quarterly meeting at the White Oaks Conference Resort in Niagara-On-The-Lake, Ontario. Honorable Jack McGregor, Deputy Administrator Craig Middlebrook and Chief of Staff Anita Blackman participated in person while Honorables Jim Simpson (Chairman) and George Milidrag participated via tele-conference.

**I. CALL TO ORDER BY CHAIRMAN**

The meeting was chaired by Chairman Simpson and called to order at 2:40 p.m. He asked that the record note the fine job Jack McGregor did as Chairman of the Advisory Board.

**II. APPROVAL OF MINUTES FROM LAST MEETING (12/19/2005)**

Mr. McGregor moved to accept the minutes from the previous Advisory Board meeting and Mr. Milidrag seconded the motion. The minutes from the previous meeting (12/19/2005) were approved.

**III. QUARTERLY REPORT BY DEPUTY ADMINISTRATOR**

Deputy Administrator Craig Middlebrook summarized that he would cover three main areas in his report to the Advisory Board including: safety and efficiency of the System; what we are doing to promote the viability and competitiveness of the System; and in the longer term, a variety of strategic matters that the Board should be aware of and possibly take a role in.

**1. Corporation Budget Update**

As of May 9, 2006 the SLSDC has expended \$9,191,762 or 51 percent of the \$17,931,000 available. Operating expenses total \$8,981,685 compared to \$17,377,341, or 52 percent. Capital expenses total \$203,418 compared to \$558,633 budgeted, or 36 percent. Travel expenses total \$111,508 compared to \$191,850 budgeted, or 58 percent. Non-federal revenues for FY 2006 are estimated at \$1,019,800, which would be a 31 percent increase over FY 2005 revenues. This is due to higher interest rates, the sale of assets we no longer use, and the leasing of some equipment and services. The FY 07 budget request calls for a 7 percent increase over FY 06 (\$18,245,000). The increase

consists of personnel cost increases and conversion from a mechanical lock system to hydraulics beginning in FY 07. Chairman Simpson asked the status on re-establishment of tolls. Mr. Middlebrook responded that he expects Congress to show the same lack of enthusiasm for this initiative as they did last year.

## **2. 2006 Navigation Season Opening**

The St. Lawrence Seaway's 48<sup>th</sup> navigation season successfully opened on March 23. Opening ceremonies took place both in Montreal, Quebec, at the Canadian St. Lambert Lock, and in Massena, New York, at the SLSDC's Eisenhower Lock. The *Honorable Paul J. Martin* was the first vessel to transit the Seaway for the 2006 season. The Canadian vessel cleared the SLSDC's Eisenhower Lock at just after 10 p.m. on opening day on its way to pick up a load of iron ore. Administrator Jacquez, Associate Administrator Sal Pisani, and Trade Development, Congressional and Public Affairs Director Rebecca McGill participated in the opening ceremony in Montreal. Inter-lake traffic was permitted through the Canadian Welland Canal on March 21 in advance of the opening of the waterway to international traffic on the March 23. Mr. McGregor asked what effect a mild winter has on the opening date. Mr. Middlebrook explained that the MOLO section opened once before on March 23, which is the earliest date for the opening of the Seaway. A mild winter could effect the opening date. If global warming is real, it could become an opening date question.

## **3. Final 2005 Cargo Results and 2006 Cargo Outlook**

Tonnage levels for the St. Lawrence Seaway in 2005 were relatively stable with 43.3 million metric tons moving through the binational waterway. This was 163,000 metric tons below the 2004 level or just below a 0.4 percent drop in overall Seaway tonnage handled. Grain, iron ore, coal, steel and other bulk represented most cargo that passed through the Seaway during the 2005 navigation season valued at \$7.1 billion. New cargoes shipped in 2005 included wind turbines, aluminum ingots, and raw sugar. Grain, a commodity staple for the Seaway since its opening, increased 5 percent to an estimated 9.8 million metric tons. The slight decrease in total Seaway trade was due in part to a substantial drop in iron and steel imports (almost 24 percent) after strong results in 2004. These high-valued commodities include processed iron and steel and steel slabs. Grain increases and steel decreases indicate a classic commodity flow relationship into and out of the System.

A softening of the domestic automobile manufacturing market resulted in decreased imported general cargo. Reduced demand for general cargoes also resulted in a drop of 484,000 metric tons in metallurgical coal (more than 11 percent) shipped through the Seaway, which is used almost exclusively by the steel industry. While total iron ore trade on the Great Lakes Seaway System in 2005 fell more than 8 percent compared to 2004, iron ore tonnage shipped through the Montreal-Lake Ontario section of the Seaway (from Quebec-Labrador) increased 5 percent.

In addition to cargo movements, estimated total commercial transits through the St. Lawrence Seaway were 4,408 (estimated), almost an 8 percent increase over 2004 levels. For the 2006 navigation season, which began on March 23, SLSDC and SLSMC officials are expecting a modest increase in tonnage, due to lower European steel prices and higher-than-expected inventories of grain at Great Lakes elevators as a result of a strong harvest and Hurricane Katrina backlogs. For 2006, the SLSDC expects a ten percent increase in steel products. Transits are up 17 percent this year over last year. Mr. McGregor asked if there was any measurable increase in tonnage because of hurricanes Katrina and Rita. Mr. Middlebrook responded that there was some diversion, but because the Port of New Orleans got up and running so quickly, we did not experience any significant bump.

#### **4. Maintenance Update: Winter Work Completed and Spring/Summer Work Plans**

Mr. Middlebrook noted that a listing of winter work projects is included in the briefing book, but he highlighted two noteworthy projects including culvert valves and work in the tunnel under Eisenhower Lock. We are continuing a program of inspecting, restoring and repairing all culvert valves. After the winter work was completed, we noticed additional weaknesses in the valve, so we will continue to work on it through the summer and reinstall it then. The tunnel under the Lock is sound, but drainage and tiles are showing deterioration. This will be getting a great deal of attention.

##### **Winter Work Completed:**

The Maintenance Department completed a busy winter work season. Major winter work items completed were:

- Rubber fenders on the downstream south gate at Eisenhower lock were installed along with new wooden fenders on the back side of the gate.
- 48 core drill samples were taken at Snell Lock. The samples will be used to evaluate future concrete replacement at Snell Lock
- The upstream north miter gate strut arm was changed out along with additional structural repairs to the sealing area of the gate.
- The downstream south culvert valve at Eisenhower Lock was removed and the spare valve was put in while the original valve is being repaired and sandblasted and repainted.
- Routine inspections of gates and valves and preventive maintenance of electrical equipment were accomplished at both locks. Three culvert valves at Snell Lock required repairs.
- Several thousand feet of dead ended cable was removed from the cable ways at both locks.

### **Spring/Summer Work Plans:**

Maintenance Department will be extremely busy this spring and summer, with the following major projects planned:

- Security improvements for the gates at the Visitors' Center and the locks will have power run to the gates. This requires extensive trenching and running of conduit to each of the gates.
- Roof covers for the locks have been staged for repairs and metal/wood replacement. This will be an ongoing project throughout the summer.
- The stiff-leg crane at Eisenhower Lock needs to be staged and painted.
- The Culvert valve downstream south at Eisenhower Lock will be reinstalled once all repairs are complete. In addition, the valve stem will be replaced.
- The grading of the area adjacent to the working wall will be graded to finish the drainage project that was finished last fall.
- One stop log will be blasted and painted this summer.
- The tunnel requires major preservation that includes painting and lighting repairs. This will be an ongoing project as manpower permits.

### **5. Engineering Update**

Several projects were completed by contractors under the direction of the Office of Engineering since the last Advisory Board meeting as follows:

- Time Warner Cable with their subcontractor Midlakes Communications installed fiber optic cable to the upriver traffic control radio stations and upgraded the antiquated radio control equipment.
- Slic Network Solutions furnished and/or installed equipment for placing the Local Area Network (LAN) and two (2) T1 telephone/data circuits on the fiber optic backbone which was installed to provide connectivity between Eisenhower and Snell Locks, the Administration Building, the Maintenance Facility and Snug Harbor.
- The Kovilic Construction Company replaced 221 cubic yards of deteriorated/damaged concrete on the north lock wall and took concrete cores from the north and south lock walls at Eisenhower Lock to determine the extent of concrete deterioration/damage for future concrete rehabilitation projects. The Jacques Whitford Engineering Group completed inspection and quality control for the project (if the miter gate were to fail).
- The Fluid Power Service Corporation completed upgrade of the Vertical Lift Gate operating machinery and control. This project was to replace antiquated equipment and to install redundant hydraulic pumps to improve the reliability of this emergency closure.
- B-S Industrial Contractors completed replacement of deteriorated steel stairways with corrosion-resistant stairways at the downstream north cable riser at Snell Lock. This stairway provides access to the downstream crossunder gallery through which electrical, water and compressed air lines

cross from one side of the lock to the other. As part of the same contract, they blast cleaned and painted the machinery in the north No. 2 Wire Rope Fender braking cylinder recess at Snell Lock.

Design work and preparation of specifications and drawings is underway and at various stages of completion for projects to:

- Replace the leaking roof on the Mechanical Shop.
- Replace the windows in the control rooms in the upstream control houses at both Eisenhower and Snell Locks.
- Place the existing CCTV system on the fiber optic backbone and upgrade some of the system equipment, as funding permits.
- Develop a reliability index for critical lock components.

Finally, the Director of Engineering, Tom Lavigne, continued to work as a member of the Engineering Team for the Great Lakes-St. Lawrence Seaway Study by finalizing inspection reports for Eisenhower and Snell Locks and preparing/providing information for reliability analyses and expert elicitations. This Study will provide a reliability index for all of the components of the Locks over a 50 year period. Mr. McGregor asked given that 221 cubic yards of cement were replaced this winter, how long will it take to complete the entire Lock? Mr. Middlebrook responded that this will be a 5-7 year replacement cycle.

## **6. St. Regis Mohawk Tribe v. Albert S. Jacquez, et al**

### **Basis of the Tribe's Complaint**

The Tribe's complaint alleges that the decision to break ice and open the navigation season prior to April 1 is a major, federal action significantly affecting the quality of the human environment, and thus subject to the procedural requirements of the National Environmental Policy Act (NEPA), as well as the consultation requirements of the National Historic Preservation Act (NHPA). The complaint alleges that SLSDC violated these Acts by failing to publish a detailed statement of environmental impacts relating to the Seaway Notice announcing an opening date of March 25, 2004.

### **Background of Seaway Opening**

For the Seaway to open in late March is the rule, not the exception. Since 1980, the Seaway has opened approximately 75 percent of the time during March. In 9 of the last 10 years and 17 of the last 20, the Seaway has opened in late March.

### **SLSDC Response to Complaint**

The SLSDC challenges the Tribe's allegations that the icebreaking activities in question are subject to NEPA and its related statute, NHPA. The activities in

question have been occurring for many years prior to NEPA's enactment in 1970, and even if NEPA applied, the activities are considered to be categorically excluded from NEPA.

### **Procedural History of the Case**

On March 25, 2004, the District Court denied the Tribe's request for an injunction and directed that the case be scheduled for Court proceedings. Since that time, the federal magistrate has postponed the status conference to allow the parties to seek a settlement in lieu of litigation. The next date for a status conference with the magistrate is for October 27, 2005.

### **Next Steps/ Settlement Negotiations**

The U.S. and Canadian Government representatives met with the representatives of the Akwesasne Mohawk Tribe on January 20. At that meeting, each side responded to proposals put forth by the Tribe and government representatives to settle this matter short of litigation. It was agreed that there is a broad area of consensus among the parties on many of the outstanding issues. There are several significant matters that require further discussion, however, and as a result, another settlement negotiation is being arranged for January. It is the expressed hope of the U.S. and Canadian Government parties, as well as the Tribe, that a settlement agreement can be reached and publicly announced before the opening of the 2006 Seaway navigation season.

Mr. McGregor asked if the suspicion that the Tribe was fronting for Save the River! was not accurate. Mr. Middlebrook commented that all negotiations were conducted in good faith and that all parties agreed to confidentiality. The Tribe has been committed to this which is probably the reason that Save the River! has requested several FOIA requests in lieu of being kept apprised of litigation progress by the Tribe.

## **7. Trade Development and Marketing Initiatives**

### **Spring 2006 Trade Mission to China**

From April 21 – 28, the SLSDC and SLSMC jointly led a delegation of 20 senior executives from the Great Lakes St. Lawrence Seaway System to Beijing, Shanghai and Hong Kong, China. This visit to China marked the Seaway's 29<sup>th</sup> trade mission since the program commenced in 1985. Participants met with high level government officials and key industry contacts in each city. The delegation members capitalized on the opportunity for collective as well as individual business agreements to be developed with the Chinese on this trade mission. They presented a short sea shipping operational plan to Chinese maritime leaders that will provide a bulk cargo and container service from the Port of Halifax to destinations within the Great Lakes. Richard Corfe, President and CEO of the SLSMC and Administrator Jacquez made presentations to two of China's

major liner services, China Ocean Shipping Company (COSCO) and China Shipping Container Lines (CSCL). The delegation also had one-on-one meetings with potential Seaway users and port officials and conducted two informational seminars for senior executives and officials representing a cross section of the Chinese maritime community in Shanghai and Hong Kong. Meetings were also held with representatives from the Port Authorities of Shanghai, Hong Kong and Shenzhen as well as the Water Transport Department of the Chinese Ministry of Communications.

A highlight of the week was the signing of a cooperative marine transportation agreement in Beijing with the Chinese Ministry of Communications' Water Transport Department. The 'Implementation Plan for Cooperation' calls for a more structured exchange of information and expertise between the nations in the field of waterborne transportation, specifically in the areas of technology, marketing, and water management. After the signing ceremony, the delegation met with high level executives from COFCO, the China National Cereals, Oils, and Foodstuffs Corporation to discuss shipping opportunities through the Great Lakes St. Lawrence Seaway System. COFCO is China's largest state-owned importer of food products from the United States and Canada.

Another significant event was the signing in Shanghai of a Memorandum of Understanding (MOU) between the Seaway Corporations' port stakeholders and the Port Management Bureau of Shanghai. The MOU affirms a cooperative partnership between the ports to promote trade and maritime business on the inland waterway systems and to further enhance port management and economic development. After the signing ceremony, the delegation participated in an informational seminar with leaders from the Chinese maritime industry. They also attended a VIP dinner with high level executives from the Shanghai Port Authority, China Ocean Shipping Company (COSCO) and China Shipping Container Lines. They toured the Yangshan Deep Water Port before departing for Hong Kong.

In Hong Kong, the delegation met with representatives of Invest Hong Kong, Hutchinson Port Holdings, and the Hong Kong Shipowners Association. Discussions focused on bulk and container cargo shipments to North America and the potential for increased shipments through the Seaway for smaller vessels. The delegation also toured the Port of Hong Kong. They spent a day in Shenzhen, meeting with the Yantian Port Group and touring the port facilities there. The delegation participated in a seminar and networking session with carriers, shippers, Yantian port officials, and terminal operators.

### **Spring 2007 Trade Mission to Brazil and Argentina**

The SLSDC and SLSMC will co-sponsor the Seaway's 30<sup>th</sup> binational trade mission to Brazil and Argentina, South America. The Trade Mission program last visited Brazil in 1995 and Argentina in 1991. Brazil ranks second for overall seaway tonnages, accounting for more than a million tons annually. Many of the Great Lakes Seaway System stable commodities originate from Brazil and Argentina, such as pig iron, steel coils & slabs and sugar. There is a significant potential for new cargoes like fuel based alcohols such as methanol and ethanol made of sugar cane.

The delegation will host formal presentations with ship owners, operators, cargo representatives, and government and maritime officials from both countries. The two Seaway Corporations will facilitate one-on-one meetings and tour some of South America's largest ports and cargo facilities.

Potential participants include:

Ports of: Duluth; Cleveland; Toledo; Erie; Quebec; and Hamilton;  
McKeil Marine; Quebec Stevedoring; Navitrans Shipping Agency;  
Transcare Logistics, Hamilton

### **Highway H2O “One-Stop Shopping” Workshop**

As an important component to the St. Lawrence Seaway's *Highway H2O* marketing program, a workshop focusing on how the Waterway could be more “user-friendly” for carriers was held in Montreal on March 30, 2006. As well, the workshop discussed the opportunities for consolidating cargo in order to accommodate a future liner service into the Great Lakes. Mr. Middlebrook noted that 5-10 years ago, we were the driving force in System marketing, but in the last 3 years, the SLSMC has been very aggressive.

This meeting was the fifth in a series of joint sessions between transportation and logistics professionals from various shipper sectors and the region's marine service suppliers. The goal of these Saint Lawrence Seaway Development Corporation- and St. Lawrence Seaway Management Corporation-organized sessions is to discuss the range of options and opportunities available to North America's manufacturing and shipper industry to move their products through the Waterway.

In attendance were more than twenty officials from the region's carrier, port and shipper community; cargo handling, terminal and stevedoring operations; and, Seaway Corporation, pilotage authority, and Canadian/U.S. federal government officials. The workshop had two goals: to discuss opportunities for increased Seaway efficiency and to consider the development of scheduled liner services into the system.

### **Cruise Ship Initiatives**

#### **Seatrade Cruise Convention–Miami, FL**

The SLSDC and the Great Lakes Cruising Coalition (GLCC) led a binational U.S. – Canadian delegation of seven maritime officials to the annual Seatrade Cruise Convention in Miami, Florida, March 13-16. This marked the seventh time the Seaway and GLCC members participated in the annual event and promoted the Great Lakes Seaway System's unique cruising opportunities. As an Ex Officio Member of the GLCC, the Office of Trade Development, Congressional and Public Affairs contributed to the funding for booth space and was responsible for staffing the booth during the four-day

event along with attending meetings with current and potential Seaway customers. The delegation was able to meet personally with three cruise lines that currently operate smaller type cruise ships; Hebridean Cruises, American Cruise Line and Holland American.

We expect a slight increase in voyages for the 2006 navigation season. The seven vessels scheduled for Great Lakes Seaway System cruising will conduct 59 voyages as compared to 57 in 2005. The 2007 cruising season could possibly reflect an increase of three vessels. The Cape May Light and Cape Code Light and Holland American's recently launched cruise ship Noordam. Mr. McGregor asked if any cruise liners are thinking about coming into Montreal and then load into smaller vessels. Mr. Middlebrook noted not that he is aware of.

## **8. Great Lakes St. Lawrence Seaway (GLSLS) Study Update**

The GLSLS Study is an ongoing project that has been in existence since 1999. The costs of the Study are being shared equally between the U.S. and Canada. For the U.S., the USACE is the primary source of funding for the GLSLS Study. For Canada, Transport Canada is the principal funding agency. The funding pressure on the Corps has remained difficult throughout FY 2005 and for FY 2006. The funding challenges facing the USACE have caused the completion date of the Study to move back from October 2006 to the spring of 2008, with a final internal draft report completed in October, 2008. To ease some of the funding pressure on the Corps, both the U.S. Maritime Administration and Transport Canada agreed to contribute additional funds to the economic analysis to complete studies that the Corps had originally agreed to complete. Finding sufficient funds to complete the GLSLS Study by next summer (2007) will be a challenge on the U.S. side.

Late last week, amendments were adopted by the House Appropriations Energy and Water Development Subcommittee on the USACOE's FY 2007 Appropriations Bill , including one offered by the Chairman of the Subcommittee, Congressman Dave Hobson (7<sup>th</sup> District, R-Ohio), who recommended that the GLSLS Study be appropriated \$2,034,000 instead of \$600,000 in FY 07. His amendment was approved by the Appropriations Committee. The full House is scheduled to consider the bill this Friday.

## **9. Ballast Water/Invasive Species Update**

Ballast water/invasive species is an issue that has been with us a number of years. It has grown and intensified significantly both at the state and federal levels. While the SLSDC is assisting the Coast Guard (i.e. ballast water inspections) and is involved in several programs, we have to do more.

### **Green Marine (A Marine Industry Environmental Partnership) Program**

The SLSDC is playing a leading role in the latest U.S. and Canadian efforts to promote maritime industry performance. Green Marine, a marine industry environmental

partnership, is a voluntary program aimed at demonstrating and communicating the maritime industry's commitment to addressing a number of key environmental issues. There are seven marine associations collaborating on this project, representing over 500 member companies in the Great Lakes St. Lawrence Seaway System both in Canada and the United States. It brings together domestic and international shipowners, ports and the St. Lawrence Seaway as well as other important marine service providers.

The objective of the Green Marine program is to build and maintain strong relations with key stakeholders and develop a greater awareness of the maritime industry's activities, benefits and challenges. To accomplish this, activities will be directed towards strengthening the industry's environmental standards and performance through a process of continuous improvement, helping the maritime industry to speak as one voice, and strengthening industry involvement in regulatory processes and improving regulatory outcomes.

Recently, the SLSDC initiated a contract on behalf of the Green Marine membership to develop a Communications Strategic Plan. The communications strategy, co-funded by the two Seaway entities, is expected to be completed in July and will serve as the communications "roadmap" for the program to ensure that a common message and delivery/presentation protocols are used when highlighting the advantages of the program and its activities.

### **Great Ships Initiative (GSI) Activities**

The SLSDC is involved in several initiatives to combat the spread of invasive species in the Great Lakes Saint Lawrence Seaway System. One such effort is the Great Ships Initiative (GSI) which is focusing resources and expertise on producing solutions to the problem of ship-mediated invasive species in the Great Lakes.

The GSI program is an industry-led cooperative effort initiated by the Northeast-Midwest Institute, in collaboration with the American Great Lakes Ports Association. It will operate on two fronts: 1) activating a set of "technology incubators" to accelerate the identification and verification of treatment alternatives to stop organism introductions by ocean-going ships; and 2) monitoring Great Lakes ports and harbors for new introductions of invasive species by ships.

The SLSDC was charged by the Department and Rep. David Obey (WI) with serving as the "project manager" for the FY 2005 earmark grant for \$500,000 awarded to the University of Wisconsin at Superior for GSI ballast water research. In addition, the SLSDC and SLSMC are committing \$50,000 each this year for the purchase of a mobile laboratory to be used by GSI program officials. The mobile lab will be climate controlled, equipped with bathroom and sinks (as well as sleeping berths when traveling), and have space for microscopic analysis, suction filtration of phytoplankton and zooplankton samples, store, small incubators (for bacteria samples on the road), desk space, and a meeting/eating space.

## **10. Other**

### **Thousand Islands Pier at Frink Park Project in Clayton, N.Y.**

On April 17, the SLSDC provided the Village of Clayton with a “letter of intent” for \$200,000 to support the rehabilitation of the Thousand Islands Pier at Frink Park. The letter served as consideration for a long-term lease (25 years) between the agency and the Village of Clayton for a portion of the dock to be used by the SLSDC for the storage of its navigation aids and/or other equipment. A previous “letter of intent” was submitted by the SLSDC in September 2005 in support of a former dock rehabilitation plan with former Clayton Mayor Debbie Sephton. A re-design of the construction plans by new Clayton Mayor Dale Kenyon voided the terms of the previous letter and required a renegotiation of terms.

The pier, which is in need of repairs/rehabilitation, has been used for several decades by the SLSDC for the placement of navigation aids and other equipment during the winter, non-navigation months.

Since the presentation of the letter of intent, the Village Board of Directors and the Dock Committee met and countered the SLSDC’s proposal of a 25-year lease with a proposed 20-year lease. After discussions with SLSDC officials, the Village Board and Dock Committee accepted the SLSDC proposal of a 25-year lease for \$200,000. A bi-product of our monetary contribution is our contribution to the well being of the community.

The Village has received bids on the construction project and is expected to award a contract in early June. The portion of the dock to be used by the SLSDC (200 feet) is expected to be completed in early December. In the event construction is delayed, the Village will make available other accommodating dock space to the SLSDC from December 2006 until April 2007 for storage of navigation aids. The SLSDC funding for this project will be made in two equal amounts of \$100,000 each during both fiscal year 2006 and 2007.

### **International Joint Commission Study**

The IJC has a 5 year study to look at water flows out of Lake Ontario into the St. Lawrence River. The study emphasizes the political and operational impact of this matter. The criteria is being looked at closely. Last week the State Department asked the SLSDC for our views on 3 potential plans being considered by the Study Board. We are paying close attention to this situation.

### **Former Acting MARAD Administrator Forms a Trade Association**

John Jamian issued a news release yesterday that he has set up a trade association (Seaway Great Lakes Trade Association) that will be focused on Seaway and Great Lakes initiatives with offices in Detroit and Washington, D.C. We welcome this development and look forward to working together.

## **Administrator Jacquez**

The Deputy Administrator noted that the Administrator's schedule prevented him from attending this meeting; however, he plans to touch base with each of you before his term ends on June 30. Chairman Simpson asked for an update on the next Administrator. Mr. Middlebrook explained that the White House is looking at options. DOT's White House Liaison, Lori McMahon, suggested that we can expect a nomination sometime over the summer.

## **IV. OLD and NEW BUSINESS**

### **1. Future Meetings**

Chairman Simpson suggested that the next Advisory Board meeting be held in Washington, D.C. at SLSDC Headquarters. Anita Blackman was asked to poll the Members to see what date in September works for everyone.

## **V. CLOSING DISCUSSION AND ADJOURNMENT**

Mr. McGregor thanked Mr. Middlebrook for his thoughtful presentation and commented that he provided a great review and thorough briefing. He also thanked Mrs. Blackman for her work in organizing the meeting.

At 4:00 p.m., Mr. McGregor moved to adjourn the meeting and Mr. Milidrag seconded the motion.