

**Draft minutes* for
Quarterly Kitsap All Ports Meeting
July 18, 2016**

The meeting was hosted by the Port of Brownsville. Prior to the meeting guests sat down for a meal at Brownsville's outdoor shelter. At 6:30PM Port representatives headed over to the Brownville Yacht Club's office to attend the meeting.

Attendees included: Jack Bailey, Bob Kalmbach, Fred Perkins, Jerry and Margie Rowland and Matt Appleton all representing the Port of Brownsville; Cassie Magill and James Aho representing the Port of Illahee; Walt Elliott and Jim Pivarnik representing the Port of Kingston; James Strode representing the Port of Manchester; Brad Miller representing the Port of Poulsbo; Henry Aus, Phil Best, Ed Scholfield and Theresa Haaland all representing the Port of Silverdale; Jack McCarn and Rod Reid representing the Port of Waterman; John Clauson of Kitsap Transit; Claire Chase of West Central Local Integrating Organization (LIO); Harry Chichester of the Washington State Department of Ecology; and Terry Asla of the North Kitsap Herald.

Commissioner Bailey of the Port of Brownsville was scheduled to chair the meeting, but he was a bit under the weather and turned the meeting over to Commissioner Perkins.

Everyone stood for the Pledge of Allegiance.

Introductions were made.

Commissioner Bailey made a motion to accept the agenda as amended; Commissioner Strode of the Port of Manchester seconded the motion. It carried unanimously.

John Clauson, Executive Director of Kitsap Transit, provided a Power Point presentation regarding passenger-only ferry service. He explained that this November on Kitsap County voters' ballots there will be a measure to raise sales tax by 3/10 of 1 percent to support passenger-only ferry service to Seattle from Kingston, Bremerton and Southworth. Mr. Clauson provided some history regarding passenger-only ferry service. In the past, Washington State Ferries (WSF) provided the service as a speedy way for passengers to travel to and from Seattle/Bremerton cutting the travel time nearly in half. The service was available for several years. Shoreline residents began complaining that the wake from the fast ferries was damaging their beaches. Eventually, the residents filed a lawsuit.

It was settled and the boats were required to slow down through Rich Passage. Shortly after that WSF shut down all of the passenger-only service. In 2004, WSF initiated a Bremerton to Seattle passenger-only fast ferry study funded under a federal grant program. In 2005, Kitsap Transit took over the project from WSF. The project included the expertise of several scientists that investigated wake movement, etc. They have since created a vessel, the Rich Passage 1, which can run at high speeds without damaging the shoreline. Five additional boats would need to be built to accommodate service for Kingston, Bremerton and Southworth. The startup costs to build the vessels and some dock improvements, primarily at Kingston, are estimated at \$48,000,000. If the ballot measure passes, Kitsap Transit will apply for federal funding through the Ferry Boat Discretionary Fund to help with the start-up costs. They have had success with obtaining funding through this program in the past. The community has been contacted via phone surveys and several focus groups have been formed to obtain public input. Originally, it was planned to have the passenger-only vessels available only for the commuting hours, but the focus groups determined that the community would like to have passenger-only vessels available to the public at all times. It has since been decided to have the service available from spring through fall at all times and during the commuting hours for winter. Mr. Clauson considers it to be the Kitsap County Light Rail with the beauty of it being that there is no land needed for tracks and much more flexibility in routes. This project will also have a positive impact on the Kitsap Transit buses, possibly with the re-implementation of Sunday service. Commissioner Kalmbach of the Port of Kinston questioned Mr. Clauson about the new vessels ability of handling rough weather. Mr. Clauson explained that the Rich Passage 1 was made to handle rough weather. The main weather condition of concern would be fog. Commissioner Scholfield of the Port of Silverdale questioned what percentage of the County residents the passenger-only service will serve, since all of the County residents will be impacted by the tax increase if the measure passes. Mr. Clauson explained that studies have shown there is sufficient ridership to support the operation, but it is unknown how many residents will actually be served. Commissioner Scholfield talked about his experience with the prior WSF passenger-only service and remembered that many individuals had to be turned away due to capacity limits of the boat. Those boats could hold approximately 300 people; whereas, the new boats will only hold about 115. Mr. Clauson explained that if it is determined there is a consistent demand an additional service will be added to accommodate. Two boats will be designated

for each route. Terry Asla of the North Kitsap Herald asked for Mr. Clauson's thoughts about the Poulsbo City Council's stance of not wanting to be a sleeping suburb of Seattle, with individuals living on this side of the water and commuting to Seattle for work, where the minimum wage is set to increase to \$15 an hour. Mr. Clauson didn't see a problem with individuals living in Kitsap County and commuting to Seattle for better paying jobs. He feels it is a better commute than having to travel on I-5 and chances are they will spend the majority of their earnings where they live. Phil Best, attorney for the Port of Silverdale, asked if WSF has concerns over losing revenue from the lack of non-auto passengers riding auto ferry. Mr. Clauson said that WSF makes money primarily on the auto service and have not mentioned any concerns. Mr. Clauson encouraged everyone to contact him if they have additional questions or concerns ((360) 478-6223 / johnC@Kitsaptransit.com) or Sanjay Bhatt, Kitsap Transit Public Information Officer, ((360) 824-4926 / SanjayB@kitsaptransit.com).

Claire Chase with West Central Local Integrating Organization (LIO), which is led by the Puget Sound Partnership (PSP), asked everyone how each Ports uses the Puget Sound waters. Most answers boiled down to providing public access to the water. Ms. Chase continued on with a Power Point presentation, which outlined the LIO's near-term actions and ecosystem recovery goals. An ecosystem recovery plan is due to be finalized by the end of September. More information can be found at <http://www.westcentrallio.org>. An elected leadership committee has been working on this for some time now. It was questioned why Ports haven't been involved prior to this. Ms. Chase explained that it has been determined that Port representation is a missing link and that is why she was at tonight's meeting to provide information about the LIO and possibly identify potential partnership opportunities. Commissioner Perkins of the Port of Brownsville voiced his concern about this possibly creating more restrictions for Ports. Commissioner Elliott of the Port of Kingston suggested Ms. Chase contact Gerry O'Keefe the Senior Director of Environmental Affairs with the Washington State Public Ports Association (WPPA) and/or Peter Schrappen, Director of Government Affairs, with the Northwest Marine Trade Association. Ms. Chase thanked the Port representatives for their time and asked that they contact her via e-mail at cchase@triangleassociates.com with any further questions, suggestions and/or concerns.

Harry Chichester, Geographic Response Plans (GRPs) Lead with the Washington State Department of Ecology (WSDOE), introduced himself and thanked everyone for their time. He provided a Power Point presentation regarding the WSDOE and U.S. Coast Guard's efforts to update the GRP for Central Puget Sound (CPS-GRP). The plan was last updated in 2003 and focuses on the protection of sensitive natural, cultural, and certain economic resources after an "on water" or "near water" oil spill occurs; usually something more significant than a sheen on the water or a sunk recreational-type boat. GRPs protection is typically afforded through the temporary deployment of "boom-on-water" response strategies or through early notification to sensitive resource owners so they can take action to protect the resources under their control. GRPs purposely don't focus on control and containment of spills at or near the discharge source since that's covered by other plans that are incident specific. The updated CPS-GRP will be more robust than the existing plan and will have detailed 2-page information sheets for every response strategy, notification strategy, boat launch, and staging area referenced in the plan. Ecology hopes to have the draft CPS-GRP completed and out for a 30-day public comment period before the end of summer and the final plan published before the end of this year. Kitsap Ports are important because they have resources that would likely be needed after a larger, more substantial oil spill occurs. These resources include but are not limited to boat launches, parking lots, waterfront parks, piers and docks. In updating the CPS-GRP, Ecology wants to ensure that Ports are notified early about any incident that requires the use or potential use of any Port-owned resources during an oil spill emergency. Mr. Chichester explained that he wants to make sure Ports are informed, at the very least, with a voice mail message prior to WSDOE having to temporarily use a facility in response to a major incident on the water. He does not want a Port representative finding out from the five o'clock news that their Port facility is being used in response to an incident. That is why the plan will include several points-of-contact for each Port in order to immediately communicate if/when a facility is going to be used. In the event of a large incident we need to remember we are all in it together, working to lessen the impact on our waters. WAC 173-340-800 allows Ecology or its contractors to access private property to mitigate or abate an oil spill, provided reasonable efforts are taken to promptly notify property owners. GRPs are part of the Northwest Area Contingency Plan (NWACP) just maintained and distributed separately. The NWACP is Washington State's Master Plan for oil spills and hazardous substance releases per 90.56.060 RCW. The presentation is available at ftp://ecy.wa.gov/spills/GRPs/GRP-Temp/CPS-GRPs_June12016.pptx . Retired from the Coast Guard, Mr. Chichester is very passionate about his work and the waters surrounding our beautiful area we call home. He encouraged anyone who may have questions or concerns about anything water-related to contact him via e-

mail at hchi461@ecy.wa.gov . Even if he doesn't have the answer he will try to find out who does and direct you in the right direction.

Derelict boats were discussed. Mr. Chichester provided the Department of Natural Resources (DNR) derelict boat contact, Melissa Ferris, who can be reached at (360) 902-1574 or melissa.ferris@dnr.wa.gov. The DNR also has a website for the derelict vessel removal program. It can be found at <http://www.dnr.wa.gov/programs-and-services/aquatics/recovering-derelict-vessels>

Port of Kingston

Jim Pivarnik, the new Executive Director for the Port of Kingston, reported that fuel numbers have been through the roof lately, which is good for the Port. Kingston plans to replace the covered moorage by next year.

Port of Poulsbo

Brad Miller, Poulsbo's Port Manager, reported that they have been taking advantage of the nice weather by rewiring "B" dock and installing safety ladders. The fuel barge will be hauled out in November for inspection and maintenance. The annexation effort continues to move forward and is planned to be on the November ballot.

Port of Waterman

Commissioner Jack McCarn reported that the new pier is complete. The lights are on all through the night to accommodate the squid fishermen. Commissioner Reid encouraged everyone to check out the lights after dark. It's really something.

Port of Illahee

Commissioner Magill wanted everyone to be aware of a movie coming out on August 2nd – The Boys of '36". It's based on the book "The Boys in the Boat," a true story about nine Americans on a rowing team going for gold in the 1936 Berlin (Hitler) Olympics. Commissioner Magill explained that years ago she worked with the lead stroke on the team, Don Hume. She believes only one of the teammates is still living. She is looking forward to the movie and thought others might as well. Commissioner McCarn offered to give Commissioner Magill some information about a daughter of one of the rowers, who lives in Bremerton. Commissioner Magill reported that the cross bracing project on the dock is finished. It is very stable now. She asked if other Ports might have extra items they would be willing to donate or sell at a lower price. Commissioner Bailey of Brownsville thought they had extra round hoop rings that the Port of Illahee could use, but it was determined they were not round so would not work for the Port of

Illahee. Commissioner Magill reported that she was able to acquire free fire hose from the Fire Department to use as bumpers on the dock. Commissioner Scholfield of Silverdale suggested Commissioner Magill contact the Central Kitsap Fire District as he believes they are getting rid of five inch hose. Commissioner Magill expressed a concern she had about a resolution the other two Port Commissioners passed regarding the Port's interest in the purchase of a property that was a store/gas station. Apparently the property may be sold at a Sheriff's auction because property taxes have not been paid on it. Commissioner Magill's concern is that Illahee's Comprehensive Scheme does not include the purchase of this property and an appraisal has not been conducted. Commissioner Elliott of Kingston explained that the annual budget is normally the update to the Comprehensive Plan, which is a little different than the Comprehensive Scheme. If it's listed in the budget you should be covered, but it was suggested to discuss with legal counsel. Commissioner Aho explained that although it's not listed in the Port's Comprehensive Scheme or budget, the purchase of this property has been discussed for the past fifteen years by prior Commissioners. So, once the Port was notified that the property may be sold at auction, it seemed logical to proceed. Phil suggested they hold a special meeting and adopt an updated Comprehensive Scheme to include the purchase of the property or contact the County Treasurer and try to negotiate and ask for more time. Commissioner Magill is not in favor of the Port acquiring this property. She would rather see money invested into the house that they already own, which is right by the dock. She has concerns about soil contamination of the store property. Mr. Miller mentioned that there are grants available to clean up such property and suggested they contact the environmental engineering and consulting firm, Maul, Foster, Alongi. Their website is <http://www.maulfoster.com>. Commissioner Bailey believes that the original owner's insurance company would be on the hook if the ground was contaminated. Commissioner Strode of Manchester said anytime you can buy property for fifty cents on the dollar – jump on it.

Commisisoner Aho reported that the Port of Illahee has also recently updated the Public Records Act policy and Illahee will be celebrating its 100th birthday this year on August 13th from 4:00PM to 7:00PM with the annual Illahee Day.

Port of Manchester

Commissioner Strode reported that the Port of Manchester has been busy. They brought in two big dumpsters for the 4th of July and they were filled to capacity. The clean-up person asked that larger dumpsters be ordered for next year. Commissioner Strode was encouraged with the public's self-monitoring of the clean-up effort.

Port of Silverdale

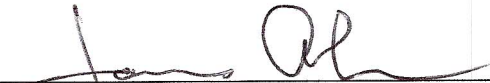
Phil Best reported that the Kiwanis of Silverdale recently installed a life jacket loaner station near the Port's boat launch. They have several other stations throughout Kitsap County. Commissioner Scholfield explained that the Port of Silverdale recently had a public records request from a data mining company. At one point the company requested the Port convert files into a format that they could read. According to the law existing documents should be provided. By converting files we would have been "creating" something new, so the company was informed we could not meet that request. Several files were provided to them and all in all it took about five hours to complete.

Port of Brownsville

Commissioner Kalmbach reported that the dock rebuild is nearing completion. Matt Appleton has been bringing boat houses up to standard, which includes electrical upgrades, and getting rid of foam and aluminum siding. Out of 49 boat houses only four are not up to standard at the moment. Brownsville Appreciation Day is scheduled for September 24th. Jerry Rowland explained that they have been busy making the place pretty. The fire hall has recently been painted and the parking lots are due to be striped soon. The Port of Brownsville continues to help the Port of Keyport with minor maintenance. Brownsville will also be providing the "duck" barge for this year's Whaling Days in Silverdale. Commissioner Bailey talked about the issue of homelessness in our area and how prevalent it has become.

Mr. Clauson said that next year Kitsap Transit will be celebrating a 100th birthday party for the Carlyle II, the wooden ferry boat that was part of the Mosquito Fleet. Everyone will be invited!

The meeting adjourned at 9:08 PM.



Commissioner



Commissioner

Commissioner