

Draft minutes* for
 Quarterly Kitsap All Ports Meeting
 October 28, 2019 at Port of Brownsville

At 6:30PM the meeting was called to order. Those in attendance were:

Warren Hendrickson	Bremerton (Airport Manager)
James Weaver	Bremerton (Director Marine Facilities)
Jack Bailey	Brownsville
Shaun Nye	Brownsville
Wendy Smith	Brownsville/Shelton (Administration)
Terry Asla	Brownsville Yacht Club
Jim Aho	Illahee
Jonathan Buesch	Illahee
Greg Englin	Kingston (Executive Director)
Steve Heacock	Kingston
Darren Gurnee	Kitsap County DCD
Carmen Smith	Kitsap County DCD
Robert Ballard	Manchester
Daniel Fallstrom	Manchester
James Strode	Manchester
Kathy Crabtree	Representative Derek Kilmer's Office (Staff)
Sue Patterson	Shelton
Henry Aus	Silverdale
Theresa Haaland	Silverdale/Tracyton/Illahee (Administration)
Caleb Reese	Silverdale
Gerry O'Keefe	Washington Public Ports (Senior Director Environmental Policy)
James Thompson	Washington Public Ports (Executive Director)
Troy Stariha	Washington Public Ports/Kalama
Brett Guthrie	Waterman
Jeff Reynolds	Waterman

Commissioner Bailey welcomed everyone and expressed his thankfulness of the interest in Kitsap Ports. Washington Public Ports Association (WPPA) personnel were added to the agenda.

Pledge of Allegiance – everyone stood for the pledge.

Introductions were made.

WPPA (<http://washingtonports.org>)

James Thompson explained that he is now the Executive Director of the WPPA. He introduced Gerry O'Keefe the WPPA's Director of Environmental Policy and Troy Stariha, member of the WPPA's Executive Committee and Commissioner for the Port of Kalama. Mr. O'Keefe explained that the National Marine Fishery Service (NOAA) has adopted a

new policy and warned everyone that in-water work in the Puget Sound is going to get much more expensive. Commissioner Stariha explained that he has served as a Commissioner for the Port of Kalama for the past ten years and last year served as the President on the WPPA Executive Committee. He said that once Mr. Thompson officially became the Executive Director, the Executive Committee informed him that they would like to be more involved with the WPPA members, as they had heard that some members feel that they were not being heard; the committee wants that changed. Commissioner Stariha said that Kalama is a small community. He owns an auto shop in the downtown area and hears a lot from the public – good and bad. It's a valuable outlet for the community as he can then relay Port-related issues to the other Commissioners at a meeting in an effort to possibly find a solution to problems or just to inform them of the community's issues, hopes, wants, etc. You could say he has his finger on the pulse of the Kalama community. In a similar effort he along with the other WPPA personnel were attending tonight's meeting to reach out to the WPPA members within Kitsap County. Mr. Stariha said that he was thankful to be in attendance.

Kitsap County Dept of Community Development (DCD) (<https://www.kitsapgov.com/dcd>)
Darren Gurnee of DCD explained that the County is beginning a process for code updates on the allowed use table. Mr. Gurnee said that it is a cumbersome effort as the table lists all of the allowable uses in different zones. An example for Ports is that it basically identifies all of the different things that are allowed on Port properties. Find more project information at: <https://www.kitsapgov.com/dcd/Pages/Code-Updates.aspx>. The County will be hosting a "Come to the Table – Zoning Use Table Update Workshop", which will be held in two sessions. The DCD asks that one or two individuals from the Kitsap All Ports group attend one of the sessions – either on Tuesday, December 10, 2019 from 1:00PM to 4:00PM or on Wednesday, December 11, 2019 from 9:00AM to 12:00PM, both are scheduled to be held at the Kitsap County Administration Building in the Commissioner's Chambers at 619 Division Street, Port Orchard. Anyone planning to attend should RSVP via email to rreadwin@co.kitsap.wa.us. Mr. Gurnee explained that the workshop is a time for Port representation to voice their wants, needs and hopes in relation to zoning. He said that they have received approximately 300 replies to a survey that DCD conducted. The results of the survey lead to some initial changes to the zoning proposals and it is hoped that the outcome of the workshops will fine tune everything. In addition to the workshops there are two open house events scheduled, one on Monday, November 4, 2019 from 5:30PM to 7:00PM in the Kitsap Regional Library, Poulsbo, 700 NE Lincoln Road, Community Room and the other on Thursday, November 14, 2019 from 5:30PM to 7:00PM in the Kitsap County Administration Building in Port Orchard. Carmen Smith is the point-of-contact for all the details ((360) 337-4844). Commissioner Bailey explained to Mr. Gurnee that several Port representatives spent many hours working with Elizabeth Court of DCD back in 2015 to create a Port overlay district, which did not come to fruition, and asked if this effort was similar to that. Mr. Gurnee explained that this project will affect many zones, but it is different than an actual overlay district. He added that an overlay would likely be discussed during the 2024 update. They hope to have this specific use table in place by June of 2020. Commissioner Bailey thanked Mr. Gurnee

and Ms. Smith for attending and told them that the Ports' future is tied to the County's work, so there is a high interest in their work. It was explained that a letter dated October 24, 2019 from the DCD detailing the workshops and open houses was within the agenda packet.

INDIVIDUAL PORT UPDATES

Port of Bremerton (<http://portofbremerton.org>)

James Weaver, Port of Bremerton Director of marine Facilities, reported that they had a great summer. The marina was completely full for the first time since it was built over a decade ago and revenue was in the black also for the first time. At the 2019 Boat Show, Port of Bremerton staff strategically staged a booth next to the Port of Seattle's booth and provided Port of Bremerton information to anyone in the general vicinity. The Port sponsored events every weekend from Memorial Day weekend through Labor Day weekend. Needless to say, guest moorage revenues sky-rocketed. American Cruise lines will moor at the Port a total of eight times per year until 2023 – four times in the spring and four times in the fall. Their 267-foot, six-story American Constellation moored at the marina this summer. Adjustments to the breakwater were completed to accommodate the large boat and an agreement is in place that if wind gusts reach forty miles per hour while the cruise line has a ship moored at the Bremerton marina, American Cruise lines will pull the ship away from the marina. The American Constellation carries approximately 300 passengers and boosted the downtown Bremerton business revenue by 30 percent. A new breakwater for the Port Orchard marina is planned to be built. The costs jumped from 11 million to 15 million.

Warren Hendrickson explained that he is the new Airport Manager for the Port of Bremerton. He said that one unique thing about the Port of Bremerton is that all of the Port-owned property in and around the Bremerton Airport and the Olympic View Industrial Park offers more developable land than that of any other airport between Vancouver B.C. and Vancouver, WA. There are approximately 232 acres in the Industrial Park alone. There are plans to develop some of the land within the park with construction beginning at the end of the year. Prospective tenants are already lined up to rent space. Mr. Hendrickson explained that he will be attending a kick-off meeting next week of the Commercial Aviation Coordinating Committee, which has been tasked with determining the next site for a commercial airport within the State. They will be reviewing and discussing six possible sites, narrowing those sites down to two with a final decision to be made in January of 2022. This is something that will affect everyone.

Port of Kingston (<http://portofkingston.org>)

Greg Englin reported that Kingston also had a good year. They are currently building their cash reserves to fund a capital plan. They have nearly completed a Port rate study and so far have determined that there are huge rate differences between Ports and the Olympic Peninsula seems to have fallen behind. Seattle rates are extremely higher than this side of the water, even though the costs to maintain, let alone new construction,

aren't much different than what Kitsap Ports pay. Kingston didn't have many events this summer, but they plan to turn that around and are working with the Kingston Chamber of Commerce to do just that. They are also working on a dredge plan. The last dredge required \$100,000 in mitigation costs alone. Mr. Englin said that for small ports and marinas, that don't have a strong revenue stream and/or tax base, it's difficult. They realize the rates and fees need to be increased to be more competitive. There is definitely a demand as some marinas have multi-year wait lists, although that just shows that they aren't pricing properly. Mr. Englin said that the Port of Kingston personnel have been tasked with making sure tenants have at least \$500,000 in insurance coverage and the Port is listed as additionally insured. He commended the Port's personnel for all they do. Kingston's dredging plan was discussed. It seems Kingston's sediment issues began shortly after the Navy updated two bridges. Now the creek sediment goes right into the channel, where this was not an issue prior to the Navy's work. The Port didn't need to dredge for nearly fifty years and now every five to seven years it's a must, which creates a huge financial burden for the Port. Mr. O'Keefe warned that it's going to get even more expensive every year, not necessarily the construction end of it, but rather the permitting costs. Mr. Englin was thankful that the Army Corps had a really good survey completed when the marina was first created.

Port of Manchester (<http://portofmanchester.com>)

Commissioner Strode reported that there is a boat that drifts to and from the Manchester Port facility back out to a buoy quite often and then sometimes it drifts over to the Manchester Fuel Depot and the Coast Guard brings it back to the Port. Unfortunately, when the boat is brought back by the Coast Guard, they don't provide the Port with any information about the owner of the boat. Apparently, the Coast Guard is planning to try to be more proactive about supplying Ports with boat owner information when towing a boat to Port property. Commissioner Bailey said that it's best if the title of the boat is obtained as it speeds the process up quite a bit, unfortunately it is not easy to obtain the title. Mr. Englin suggested the Port of Manchester document everything and then call the Department of Natural Resources (DNR) to report it. He cautioned the Commissioners not to touch the boat and/or the line, but rather, again, document everything and call the DNR to report and then even call the sheriff for assistance. Mr. O'Keefe said that there is money available to get rid of the smaller derelicts. Commissioner Fallstrom of Manchester said that first they need to verify that the funds are available because in the past those funds have been swept, which isn't right as Ports, especially the smaller Ports, depend on that money when dealing with derelicts. Katy Crabtree of Representative Derek Kilmer's office made note. Commissioner Fallstrom recalled an instance back in 2009 when all the money for the hatchery production was swept and to date is still not available and now there is a big panic that salmon in our waters have been on the decline as well as crab. He said that it's really unfortunate and frustrating for the sportsmen who purchase all the necessary gear and required licenses and the season ends in a bust. Mr. Englin said that there have been changes in the areas where the tribe is allowed to fish. The local tribal fleets are smaller, which makes it hard for Washington State

Department of Fish and Wildlife to enforce. If it were enforced when they pull up to land, it might curtail it a bit. No one has heard of any discussion about enforcement at this point.

Port of Waterman

Commissioner Reynolds explained that Commissioner Jack McCarn has officially retired from the Port. Although he is doing well since the setback of the stroke, he felt it was time to retire. In Commissioner McCarn style he found his replacement prior to leaving. Commissioner Brett Guthrie introduced himself and explained that he has known Commissioner McCarn since he was about seven years old when his grandparents bought the house next door to the McCarns. Commissioner Guthrie referred to himself as a “volunteer-aholic” as he is involved with many organizations including Cub Scouts, Peninsula Bird Hunters Association, etc. He knows that Commissioner McCarn was very passionate about the Port and filling his shoes will not be an easy task, if even possible, but Commissioner Guthrie is excited to learn what being a Port commissioner is all about and helping to better his community. Commissioner Reynolds said that it’s rather ironic that he is the “veteran” Commissioner on the Board, yet he has only served in the position for a little over a year. He added that he is really glad that the other two Commissioners are very tech savvy and have even been talking about creating a Port website.

Port of Illahee (<http://portofillahee.com>)

Commissioner Aho explained that good things are happening for the Port of Illahee. The Port now owns the old Illahee Store property via the sheriff sale. The finalization of the sheriff sale is still in the works as the Port is awaiting the final approval from the courts. The property has contamination from underground gas tanks. The Port applied for Pollution Liability Insurance Agency (PLIA) funding to clean up the contamination and ranked number sixteen on PLIA’s 2016-2017 Award Year Project Summary list, contingent on the purchase of the store. Once the final approval is received PLIA will be notified in hopes that the cleanup can begin soon thereafter. Commissioner Aho said that the Port of Illahee is a small Port with less than \$100,000 in annual tax revenue. In order to have a significant project the Port is basically at the mercy of the Recreation Conservation Office (RCO). Recipients of grants are required to pay a percentage of matching funds and when you are a small Port with limited funds that’s a problem. Thankfully, the RCO allows Ports to apply for more than one grant with the funds from the second grant to be used as the matching funds. They want the recipients to have a little skin in the game, so at the very least a Port would be required to pay ten percent of a project. The Port of Illahee has recently hired John Piccone of Southwest Engineering and Associates as their grant writer. Mr. Piccone and his staff are currently updating the Ports comprehensive plan, which is basically the first step in preparing to apply for RCO funding. The Port has scheduled a Special Meeting on November 20th to provide the public with the comp plan update and open the meeting up for discussion. Commissioner Aho said that he and the other two Commissioners are hoping to do big things for the Port of Illahee and the community as a whole.

Port of Silverdale (<http://portofsilverdale.com>)

Commissioner Reese reported that the Port of Silverdale has hired Safe Security to add three random daytime security patrols within Port properties. The Port has recently awarded both a paving contract and a painting contract. It is hoped dredging will take place next year. Several hurdles continue to be jumped to make that happen. The Port comprehensive plan is in the process of being updated as the Port will also be applying for RCO funding in the upcoming cycle. Commissioner Reese will be making a presentation of the updated comprehensive plan at an upcoming Central Kitsap Community Council (CKCC) meeting in December. He explained that the Port has also recently had "No Wake" buoys placed along its outer water boundary and is now the owner of a derelict vessel. A seaplane crashed into Dyes Inlet in August, when the pilot forgot his landing gear was in the down position. Thankfully, he was not injured, but the plane was totaled. The Port retrieved and removed the plane and debris from the water and is now attempting to collect the costs associated with that from the owner of the plane. Since the Central Kitsap Fire Department asked for the Port's assistance in the cleanup the bill will be forwarded to them next. Clam Island Rowing (CIR) houses all of the shells and equipment on the side of the Port office building. It was decided to fence off the area on the water-side of the Old Town Pub property and allow CIR to move everything there, which will be safer for rowers as they won't have to cross a road with the large shells and it will free up the space on the side of the Port office to be used as a staging area for Port projects. There has not been an official decision about the future of the Old Town Pub.

Port of Shelton (<http://portofshelton.com>)

Commissioner Sue Patterson reported that the airport has been repaved and new lighting installed. The project cost approximately 3.6 million. The marina has been sold, so now the Port is basically re-grouping to determine where and what the future holds. They are continually thinking: jobs, jobs, jobs.

Terry Asla of the Brownsville Yacht Club provided some slides of the recent "Haunted Harbor" at the Brownsville marina. He explained that the event is the club's way of attracting new members and the Port's way of showing appreciation to the non-boating community. Mr. Asla said that Brownsville's fourteen-foot wide docks allow for the event as it safely gives enough room for the public to gather. They fit children under twelve with personal floating devices, prior to allowing dock access and send the public down in groups of ten to fifteen at a time. The Yacht Club envisioned it to be similar to a Casper the friendly ghost event, but some boaters have different thoughts. About five hundred kids were tricked and treated – it was another successful event. Look for information on Jingle Bell Dock to be held in December.

Port of Brownsville (<http://portofbrownsville.org>)


Wendy Smith introduced herself and said that she appreciates being here as she is helping out the Port of Brownsville on an interim basis. She has currently been working

on the budget as it is due to be approved in November. The budget includes a capital project for an automated fueling system that will automatically call the fuel company when the fuel hits a certain low point. Commissioner Bailey reported that Brownsville Appreciation Day (BAD) was another well-attended event and this year it ran a little more smoothly as the public didn't arrive all at once. It is unknown if BAD will continue as some of those that made it happen may not be as involved next year, but Commissioner Bailey is hoping the Port will host a 100-year celebration next year. He said that he has noticed when boaters are retrieving their vessels at the boat launch the majority of them don't get out of their boats and use their wench to get the boat onto the trailer, but instead they power up onto the trailers. This seems to be causing a cupping effect at the end of the ramp and now the main dock doesn't have enough water at low tide and it's believed that this is the culprit. Commissioner Bailey said that they may consider installing a sign at the ramp that states "Do not load your boat under power" or something to that effect. Mr. Englin said that it is prevalent at lots of boat launches and most just keep filling it.

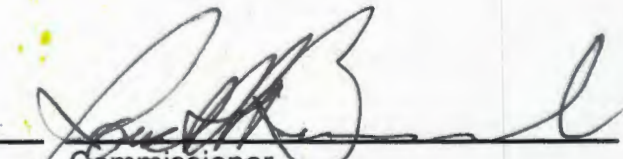
Washington State Representative Kilmer (<http://kilmer.house.gov>)

Commissioner Bailey said to Kathy Crabtree that he was unaware that staff from Representative Derek Kilmer's office was going to be in attendance at tonight's meeting, but was very thankful she was here. Ms. Crabtree explained that she is Representative Kilmer's Outreach Coordinator for Kitsap and Mason counties. She said that Representative Kilmer is aware of a lot of the permitting issues for in-water construction and he is working with the Army Corps of Engineers to try to figure out ways to lessen the time it takes to be granted permits. She was thankful to attend the meeting.

At 8:10PM the meeting adjourned.



Commissioner



Commissioner

Commissioner