



**AGENDA FOR
PORT OF ILLAHEE COMMISSION
Wednesday, February 10, 2021 - 6:30 p.m.
ZOOM MEETING #715 0997 5823 / Password: Illahee**

1. CALL TO ORDER

2. CONSENT AGENDA

1. Agenda
- *2. January 13, 2021 Regular Meeting minutes
- *3. January 25, 2021 Kitsap All Ports Meeting minutes
- *4. Pay Bills with check numbers 4708 through 4718 totaling \$ 12,532.48

3. SIGNING OF DOCUMENTS

Determine when/how to have at least 2 Commissioners sign the documents

4. PUBLIC COMMENT

5. REPORTS/UNFINISHED BUSINESS

Aho 1. Grants/Waterfront Access Improvements

- Status of grant funding and permits
- *- Memo dated February 9, 2021 from SoundWest summarizing anticipated permits
- *- Memo dated February 9, 2021 from SoundWest outlining the task budget reallocations
- *- Amendment #2 to Task Order No. Five
- *- Email dated February 9, 2021 from John Piccone re: tire reef
- *- BFP Final RCO Presentation scheduled for February 17, 2021 @ 2:25PM
- *- Status of County possibly installing a water filtration system / Shoreline Master Program consultation February 11th @ 4:00PM

Haaland 2. Treasurer's Report as of January 31, 2021 General Fund \$ 4,658.28; Investments \$311,435.73
Good Property Management (GPM) Account \$ 201.00 (total: \$316,295.01)

3. Reports

Aho a. Website

- Illahee Creek Watershed Report/Surface Water Management Plan (SWMP) added?
- Mussel sampling (PSNS & County) results added?

Buesch b. Properties

5560 Ocean View Boulevard/Rental

- Did RCP Construction determine if there is room for a reserve drain field on the lot?

5500 Illahee Road/Rental

- Anything to report?

5507 Illahee Road/Illahee Store Property

- Status of amount owing on tax statement
- Status of discussion with Ms. Wilcox, owner of adjacent property – blocks/fencing?
- PLIA will be contacted again once the conceptual design has been approved

Burton c. Dock/Pier

- Deck boards power washed?
- Status of signs
- Hiring Safe Security

6. NEW BUSINESS

7. PUBLIC COMMENT

8. EXECUTIVE SESSION

- Property negotiation or Potential litigation?

9. ADJOURN - Regular meeting – Wednesday, March 10, 2021 @ 6:30PM via ZOOM



Port of Illahee – Minutes of Regular Meeting on January 13, 2021

Port of Illahee
Minutes of Regular Meeting
January 13, 2021

Due to the COVID-19 Virus and Governor Inslee's Proclamation 20-05 the meeting was being held virtually through the ZOOM app (meeting id# 71509975823 / Password: Illahee). Notice of the virtual meeting was posted near the kiosk at the head of the pier and on the Port's website – portofillahee.com.

CALL TO ORDER

Commission Chairman James Aho called the meeting to order at 6:30PM. Also in attendance were Commissioner Jonathan Buesch; Commissioner John Burton; Administrator, Theresa Haaland; Lee Knapp of TIKAR Services; John Piccone of Soundwest Engineering; Roy Barton; and Ed Seal.

CONSENT AGENDA

Commissioner Buesch moved to approve the consent agenda items: January Meeting Agenda; December 9, 2020 Regular Meeting minutes; January 13, 2021 checks numbering 4694 through 4707 totaling \$29,235.52 as outlined in the attached Voucher Approval; second by Commissioner Burton; approved unanimously.

SIGNING OF DOCUMENTS

Commissioners agreed to individually stop by the Port of Silverdale office Thursday afternoon to sign documents.

ELECTION OF OFFICERS – Commissioner Burton moved to have each Commissioner continue in their current position (Commissioner Aho - Chairman/Auditor/Webmaster; Commissioner Burton – Secretary/Dock Manager; and

Commissioner Buesch – Property Manager); second by Commissioner Buesch; approved unanimously.

PUBLIC COMMENT – Roy Barton said that he saw the 60% design plans that are included within tonight's Agenda Packet. He is concerned about the project including a vault toilet as it would have to be pumped regularly and they tend to smell bad. Since the property has an existing septic system, he questioned why it wouldn't be used instead.

REPORTS/UNFINISHED BUSINESS

Grants – Mr. Piccone explained that he sent an email this afternoon to the Commissioners outlining the status of the Waterfront Access Project and the 60% design plans can be found within the Agenda Packet. The screen was shared with Mr. Piccone so that he could show the plans for everyone to see. The upper garage and house will be demolished. Currently the electricity is all overhead, he is proposing that the power pole be decommissioned and removed with the power placed underground to the pier and also to Mr. Knight's house adjacent to the 5500 Illahee Road (Dietch) house. The site's slope was discussed. He said from a grading perspective he thinks it's all figured out now, although it wasn't easy with the slope. The boat ramp that will be accessible for small watercraft is steeper than your normal ramp. Mr. Piccone suggested the Commissioners discuss signage with the Port's attorney when the time comes. Having the ramp accessible to as many users as possible is a high priority as it will help the project score higher with the RCO. Commissioner Aho asked if it is still a viable option for the County to put in a filtration system near where the



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restroom is located on the plan. Mr. Piccone said, not in that exact location, although it still is an option, but depending on the size it may change things. Commissioner Aho said that that he would like to talk to Michele of Kitsap County Public Works now that we have the sixty percent design, because if the County does decide they want to clean up the water before it goes into the bay in that area, now would be the time for discussion rather than having to dig after the project is complete. It was asked why the Port wouldn't use the current septic system for the restroom. Mr. Piccone said that there just isn't room with the necessary parking area and in addition to a septic system a backup drain field would also be required. He explained that the Illahee Store is going to require a vault toilet system as well, so his thought is that both systems could be coordinated together on a regular maintenance plan. Commissioner Buesch asked if the viewing platform could be enlarged. Mr. Piccone said absolutely. With the boat ramp being steeper than normal boat ramps, Commissioner Buesch is concerned that people may get vehicles stuck down there. He asked if the boat launch could be extended to make it less steep. Mr. Piccone said that it could, but would require the Department of Natural Resources and other agencies to be involved and overall, it would require the upper parking area to be steeper, which would create new problems. Mr. Piccone said there are some deterrents that would be detailed as the design progresses. He said that the most important grant, in his opinion, that is awarded to the Port is the upcoming Boating Facilities Grant (BFP). The funds from this grant are non-refunded boating gas taxes, so to be eligible the project must accommodate motor vessels. He suggested the Commissioners review the plan he

emailed to them and contact him with any questions and/or concerns. He mentioned that he did talk with Commissioner Burton a while back about a concern that the new slips wouldn't accommodate larger vessels. They had discussed the possibility of extending the floats a few feet, but Mr. Piccone determined that this would create a layer of problems during the permit stage. Commissioner Burton asked about the main pier. The plan is for it to remain as is except for a small portion of it being removed along with the second gangway. Commissioner Burton said he was concerned because there is an area of the pier and pilings that need to be included for repair or replacement. Mr. Piccone said that he agrees that the structural integrity of the entire pier needs to be looked at eventually. Commissioner Burton asked Mr. Piccone to review the 2014 structural report of the pier and to keep in mind no major repairs have been completed since that time. Mr. Piccone said that a geotechnical survey will be necessary, which will provide the diameter and thickness of the piles and how far down they are driven. Once that information is received it will be bounced off of the 2014 structural survey. He said that it would be prudent to at least do a visual check prior to the geotechnical survey, although for the sake of the grants and permits this is not a requirement. Commissioner Buesch questioned the length of the gangway on the plan. Mr. Piccone explained that these types of details will be hashed out as the design moves forward. The current plan is adequate for the sixty-percent design. He said that it was his intention not to overspend the Port's budget, but rather just get the necessary information and details to move forward with the grant and permits. Pilings were discussed. Central Kitsap Fire and Rescue has



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asked that the Port install a new fire hydrant on the dock side of Illahee Road. Mr. Piccone has asked if the Port could avoid that additional expense since there is a hydrant fairly close. Commissioner Aho asked if removal of the underwater tire reef barrier needed to be included in the plan. Mr. Piccone said that he plans to mention it in the environmental report, but doesn't plan to state that the Port will remove it, as he doesn't want the Port stuck with anywhere from \$75,000 to \$100,000 in remedial work and removing the entire reef will sure to be an excess to mitigation credit and additional expense to the Port. Commissioner Aho said that in talking with the fishermen on the dock he heard that they get aggravated at losing their lures on the tire reef. Mr. Piccone reminded that the fishermen will be located on the new dock, which will alleviate that issue. The diver that completed the dive survey was a qualified marine biologist and his determination about the reef was that it wasn't supporting marine life of any kind. Once geotechnical data is received the tire reef will be addressed. Commissioner Burton asked to receive a copy of the survey. Mr. Piccone took note. He asked Commissioners to contact him via email or phone with any questions or concerns as they arise.

Mr. Piccone explained that there are numerous permits that will be needed for this project, some are quickly received; whereas, others take much longer. The Joint Aquatic Resource Permit Application (JARPA) issued by the Army Corps of Engineers, the Shoreline Substantial Development permit issued by Kitsap County and a Nationwide permit are three permits that have proven to take a very long time. Mr. Piccone said that if the Port plans to begin construction in 2022 then permit

applications for at least these permits should proceed now.

Regarding the grants, Mr. Piccone reminded everyone that the ALEA and WWRP grant application process is complete. At this point we are not sure if we will be awarded a grant until the RCO publishes its budget, which is contingent upon the State's final budget. Mr. Piccone said that he thinks the Port has a fairly good chance to receive ALEA funding and a not so good chance to receive WWRP funding. The final presentation for the BFP grant is mid-February. He is somewhat confident about the Port's chance at BFP funding as he received some really good feedback after the preliminary presentation. He said that the amount of information that is necessary to keep moving forward is pretty amazing. Next month he will be asking for budget amendments for the tasks. He explained that a couple of the tasks have run overbudget, whereas, others were underbudget leaving a \$7,700 surplus. He explained that overall, we are fairly underbudget, although there is a bit more work to complete including the remaining grant work for the BFP grant presentation and moving forward with the three permits, if the Commissioners agree to that. Commissioner Aho said that looking at the drawings he is happy with the sixty-percent level we are at and with the time it takes to be issued the necessary permits, he is in favor with moving forward with the three permits. He would like to see Mr. Piccone get started on them prior to the February meeting and since we are underbudget to this point the approved funding is there for him to dig in and get a good start. Commissioner Burton said that he has bought into this process and project thus far and believes getting started sooner rather than later



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with the necessary permits is a good idea. Commissioner Buesch concurred but added that since we don't know for sure if we are going to receive any grant money, he would like to have an idea of how much money we are talking to move forward with these three permit applications. It's nice to be prepared and proactive, but if the money isn't there, for whatever reason, where would we go from there – could it be saved for the next grant cycle. Mr. Piccone said the last thing he wants to do is overspend at an early stage to only find out that there is no grant money available. He said at this point we can pause things and wait until the budgets are published, but he is ninety-five percent certain that if these permits are not moving forward now, construction in 2022 will not be possible. If funding isn't received this cycle you can again apply during the next cycle in 2022. The permits are good for five years with a possible two-year extension, so once the permits are issued you shouldn't lose that money you have invested to get them. Commissioner Buesch questioned if we would need to get all three permits in order to proceed or could we just proceed with the JARPA since it seems to take the longest. He said that he understands it's a necessity with the 5500 Illahee Road house being in disrepair and the facility also in disrepair, but he doesn't want the Commissioners to spend the people's money in vain. Commissioner Burton said that at this point if we don't receive any grants we have to get going on repairs. He doesn't see things lasting another two, four, five years. Commissioner Buesch said that he is just hesitant to spend more money if the grants aren't going to be there and thought maybe just spend the money on the JARPA since it sounds like it's the one that is the bottleneck. Commissioner Aho said that he has been working

on grants for the Illahee Preserve for sometime now and it is almost like a gamble, but because they kept moving forward and pushed things it helped them to be successful. Commissioner Aho said that to him, there is no other choice. Commissioner Buesch said that he is in no way suggesting we stop, but rather move forward in stages as necessary in an effort to spend less money in case it doesn't pan out. Mr. Piccone said that it makes sense to move forward with the permit that takes the longest first, but all three are actually very interrelated with two main parts, the biological evaluation and a mitigation report. Each agency requires a version of each of the reports and from there the Army Corps starts notifying all of the other agencies. He said that from his experience applying for all three permits at the same time is the best way to proceed. He added that if all the necessary grant funding isn't received this cycle and the Port moves forward with improvements due to the disrepair of the facility, it will be necessary to have these permits in place in order to perform the needed maintenance. And if the Port does pay for improvements a request to the RCO for a Waiver of Retroactivity can be made, so that if a future grant is awarded some of those costs may be used as matching funds and reimbursed. Mr. Barton asked Mr. Piccone how much more he thinks the Port will be spending. Mr. Piccone said that there is a lot of work that goes into applying for the permits. He said that a good rule of thumb is about twenty percent of construction costs will be spent on permitting, but he thinks it will be closer to seventeen percent, he is going to keep it as low as possible. Commissioner Buesch said that he was comfortable knowing that the costs for the permits can be used for possibly up to two more grant cycles if the Port



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is not successful in being awarded funding this cycle. Commissioner Aho said that the costs were looked at early on and the amount of reimbursement, if successful, was also considered. Commissioner Buesch asked Mr. Piccone if he thought the Port should move forward with all three permits. Mr. Piccone responded, yes, he would like to keep the ball rolling and continue to move forward with more of the planning work and getting things ready in the next few weeks and with the surplus in budget, things won't be too much different financially in February. All three Commissioners agreed for Mr. Piccone to move forward with the three permit applications. on all the tasks

Treasurer's Report

As of December 31, 2020 the General Fund totaled \$28,672.26, Investments totaled \$311,319.95 and the balance of the Good Property Management account totaled \$310.00.

Commissioners' Reports

Website – Commissioner Aho will add the links to the Illahee Creek Watershed Report/Surface Water Management Plan or the County's mussel sampling results when he is able to do so. He reported that he posted the Facility Use and Moorage Rules and Regulations to the kiosk and they are still there.

Rental Properties

5560 Ocean View Boulevard/Rental Property – Commissioner Buesch reported that he received a call from Rob of RCP Construction, the company that is developing lots along Illahee Road. Rob is planning to have a consultant look at the 5560 Ocean View property to determine if there is room for the reserve drain field, which would free up the

Port's lot along Illahee Road, which RCP Construction may be interested in purchasing.

5500 Illahee Road/Rental Property – nothing to report.

5507 Illahee Road/Illahee Store Property –

Commissioner Buesch reported that the orange fencing continues to be fastened to the building, so as far as he can tell it isn't being moved. An email dated January 7, 2021 from the property owner adjacent to the south of the Illahee store property, Robin Wilcox, was reviewed. Commissioner Buesch reported that he had called Ms. Wilcox, but didn't receive a returned call yet. Within the email Ms. Wilcox outlines her concerns about people sleeping in their cars and/or leaving their cars overnight at the store parking lot and the theft in the area. Ms. Wilcox requested a "No Over-Night Parking" sign be posted in the store parking area. She also said that they are looking to install large concrete blocks with a chain link fence on top between the store and their property, which would not only provide a clear boundary but also keep people from being able to climb and gain access to the roof of the store. She asked if the Port would be willing to pay for a portion of the blocks. She finished the email by stating that she is not considering selling any part of her property to become a parking lot for potentially more issues. Commissioner Buesch said that if he doesn't get a returned call from Ms. Wilcox within a couple of weeks, he will give her another call. He said that he didn't think it would be in the best interest of the Port to just put up a fence, but there may be other avenues that prove more beneficial to both parties. Posting a no overnight parking sign conflicts with the seventy-two hours allowed for



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pier parking, so this may need to be further discussed. Commissioner Aho reported that a car was parked at the store parking lot for three to five days with the windows down and it looked abandoned with no current license. The Kitsap County Sheriff contacted Commissioner Aho about it because they had received complaints. The deputy told Commissioner Aho that the Port needs to do something about it and informed him that a notice would need to be posted on it before the Port could tow. Within two hours of the phone call Commissioner Aho posted a notice on the car, warning that it would be towed if it was not moved within twenty-four hours. By the next day the car was gone. Commissioner Burton said that he normally posts the Port's Rules and Regulations on boats that overstay the authorized timeframe and/or provides copies to individuals that are not following the rules. He said that as far as the community is concerned, he isn't sure if the vehicle that was at the store parking lot for days is solved as it seems the car was just moved down Illahee Road a bit. Commissioner Burton said that at one point there were three vehicles parked at the store parking lot. If this continues the Port may need to enforce towing. He said that the Port's Rules and Regulations should also be posted on the Illahee store. If vehicles stay parked past the seventy-two-hour allowance they should be towed, unless they have received permission from the Port to remain longer. Commissioner Buesch said having a couple seventy-two-hour parking signs posted would at least let the people know in advance that there is a timeframe. Commissioner Burton said he would have a sign made to post at the store. Commissioner Buesch suggested a couple of extra signs be ordered to post at the Illahee store property. He said that placing the notice on the car

is the reasonable thing to do and so is posting the rules. An email dated January 8, 2021 from Steve Vargas was reviewed. Mr. Vargas informed the Commissioners that he has seen suspect activity at the end of All View and Illahee Road. According to Mr. Vargas the individuals seem to be relentlessly loitering, vandalizing and participating in drug activity. He has contacted the Sheriff, but wanted to make sure the Port Commissioners were aware. Commissioner Burton said that he has made mention in the past of other neighbors informing him of basically the same thing. He would like to go back and discuss the possibility of Safe Security performing random patrols of the area. He sees strange activity at 6:15AM as he and others wait for the work bus. He believes the Port properties are being used as a weigh station for negative behavior. He suggested that once the power to the store is back on surveillance cameras be purchased and installed and any information affiliated with negative behavior be forwarded to the Sheriff. This way it isn't just hearsay. Commissioner Aho agreed that cameras are a good deterrent. He recently talked to Port of Waterman Commissioner, Jeff Reynolds, about video surveillance. Waterman has installed cameras and have had good results.

Dock/Pier - Commissioner Burton asked Lee Knapp if there was anything to report on this month. Lee said that an invoice was submitted for work that was done the previous month. At this point TIKAR is on standby until the Commissioners ask for additional work. Commissioner Burton said that it is about time to again power wash the deck boards of the docks. He said it should be completed twice a year. Lee said he will talk to Tim and get it on TIKAR's schedule although it might not happen in



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January as they have been busy with sunken boats, etc. at other locations.

Commissioner Aho had provided a copy of the Port of Waterman's sign they have posted on their pier. Everyone seemed to like the format of Waterman's sign. Commissioner Burton said that he has surveyed all the signs that are posted at the dock and compared them with the Port's Rules and Regulations. He determined that for the most part the signs that are posted are correct although there is the sign that states the dock is just for the Illahee residents, which is not true and will be changed. Most of the signs are very faded. He was planning to make three sets of the Rules and Regulations signs and post one at the head of the pier and one at each of the floats, but since the signs will also be posted in the parking areas, he will adjust the wording to make them a little more generic to both boats and vehicles while keeping in accordance with the wording of the Rules and Regulations. He now plans to order a total of five signs. Adding a Port phone number to the signs was discussed. It was agreed adding the Port's email address would be sufficient. Commissioner Aho said that allowing people to park at the store for seventy-two hours isn't appropriate. Once the building is being used as a community center, random cars will not be allowed to park in the limited parking area for up to seventy-two hours. Allowing them to do so now would set a bad precedent and may cause confusion later. Commissioner Buesch agreed. Commissioner Burton said that the Rules and Regulations, which includes parking have already been adopted. The intent is to keep someone from parking a derelict vehicle and/or camping for long periods of time, this provides them a reasonable amount of time

and the information of the timeframe allowed. Commissioner Buesch said that once the water access project is complete and the store becomes a community center with a sandwich shop or something in it, he doesn't think that people who will be using the dock will actually park at the store as there will be adequate parking in the vicinity of the dock. He sees it as a short-term issue and now questions if additional signage would need to be added to the store since towing signs are already posted. Over the years there haven't been too many instances where cars are parked for long periods of time. He thinks, until the development of the properties is complete, if they just keep up on it, by posting towing notices on cars that are blatantly abusing the parking, that should be adequate. Commissioner Burton said we have to have the Port's Rules and Regulations posted on Port properties and it is even recommended by other Ports. There is just concern that if it is announced that seventy-two-hour parking is allowed it will encourage people to park there for up to three days. Commissioner Burton clarified that it is okay to post the rules signs on the dock but not the parking areas. Commissioner Aho said that he doesn't see the store as an extension of the dock. It even has the physical boundary of Illahee Road. It will eventually become a community center and the Port just recently got control of it. Commissioner Burton said that he talked with Port of Brownsville personnel and they post their rules and regulations on all of their properties. Commissioner Aho questioned that vehicles would be allowed to park in front of the deli at the Port of Brownsville for three days. Commissioner Buesch said that the Illahee Preserve has the same issues and it has been alleviated just by talking to people with vehicles. Currently, people see the Illahee



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store as an abandoned vacant building, which has been that way for over twenty years, so parking there for long periods of time was probably never a big deal. Commissioner Burton said that he will order the signs for the docks but no extras.

Commissioner Buesch suggested Commissioner Burton have an extra sign made and place it on the building. He doesn't see the extended parking problems, but he's not down in that area every day like the other Commissioners.

NEW BUSINESS

None

PUBLIC COMMENT

Mr. Barton said that the tow notice that Commissioner Aho posted on the car only listed the Port's PO Box; maybe it's time for the Port to buy a cell phone for these types of things or hire an answering service. Mr. Barton suggested that the future design of the Illahee store property be kept in mind when discussing cement blocks and a new fence with Ms. Wilcox. He said it would be nice for Mr. Piccone to provide an estimate for the permitting costs. Commissioner Aho said that Mr. Piccone did provide information early on, we just don't have that information on hand.

Commissioner Buesch said that Mr. Piccone has worked on so many projects and you would think he would know the figures off the top of his head, but in reality, no two projects are the same, there are just too many variables. Commissioner Buesch commended Mr. Piccone's work thus far because everything he has provided has been top notch. Mr. Barton said that he is just concerned that Mr. Piccone is going to come back next month with a

request for more money. At this point the Port is in too deep to change course and there is confidence moving forward that grand funding will be awarded.

EXECUTIVE SESSION

None

ADJOURN

At 9:10PM Commissioner Burton moved to adjourn the meeting; second by Commissioner Buesch; approved unanimously.

Approved:

Commissioner

Commissioner

Commissioner



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VOUCHER APPROVAL

We, the undersigned Board of Commissioners of the Port of Illahee, Kitsap County, Washington, do hereby certify that the merchandise and/or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of \$29,235.52 and from the General Fund, this 13th day of January, 2021.

[Signature]
Port Auditor

[Signature]
Port Commissioner

[Signature]
Port Commissioner

Number	Name	Amount
4694	JAMES AHO	\$256.00
4695	JOHN BURTON	\$256.00
4696	JONATHAN BUESCH	\$256.00
4697	CASCADE NATURAL GAS	\$5.00
4698	HONEY BUCKET	\$63.00
4699	PUGET SOUND ENERGY	\$126.37
4700	WASTE MANAGEMENT	\$22.60
4701	WASHINGTON STATE DEPARTMENT OF REVENUE	\$1,213.38
4702	WASHINGTON PUBLIC PORTS ASSOCIATION	\$300.00
4703	KENNETH W. BAGWELL, INC., P.S.	\$268.00
4704	SOUNDWEST ENGINEERING ASSOCIATES	\$24,775.00
4705	ALL LAWN MAINTENANCE	\$270.00
4706	TIKAR SERVICES, LLC	\$784.17
4707	THERESA HAALAND	\$610.00

Draft minutes* for
 Quarterly Kitsap All Ports Meeting
 January 25, 2021 via ZOOM

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

Lary Coppola	Port of Allyn (Executive Director)
James Weaver	Port of Bremerton (Director Marine Facilities)
Jack Bailey	Port of Brownsville
Fred Perkins	Port of Brownsville
Jim Aho	Port of Illahee
Jon Buesch	Port of Illahee
John Burton	Port of Illahee
Brian Watne	Port of Keyport
Greg Englin	Port of Kingston (Executive Director)
Steve Heacock	Port of Kingston
Mary McClure	Port of Kingston
Robert Ballard	Port of Manchester
Jamie Green	Port of Poulsbo
Carol Tripp	Port of Poulsbo (Manager)
Henry Aus	Port of Silverdale (Former Commissioner)
Phil Best	Port of Silverdale (Attorney)
Randy Hunt	Port of Silverdale
Caleb Reese	Port of Silverdale
Ed Scholfield	Port of Silverdale
Theresa Haaland	Port of Silverdale/Tracyton/Illahee (Administration)
Kirvie Mesebeluu-Yobech	Kitsap County
Angie Silva	Kitsap County
Dave Ward	Kitsap County
Gerry O'Keefe	WPPA (Senior Director – Environmental)
James Thompson	WPPA (Executive Director)

WELCOME - Commissioner Bailey thanked everyone for attending the virtual meeting. With the State restrictions of holding in-person meetings the Kitsap All Ports group hasn't met since January of 2020. Commissioner Bailey said that he has sorely missed the meetings as he finds a confidence in sharing problems/concerns with the group and discussing ideas and possible solutions.

PLEDGE OF ALLEGIANCE was recited.

INTRODUCTIONS were made.

MUTUAL INTEREST ITEMS – Commissioner Aho of Illahee explained that he suggested County personnel attend tonight's meeting to provide the group with an overview of the County's 2020/2021 Shoreline Master Program (SMP) periodic review. He said that

through the years the County has provided many presentations to the Kitsap All Ports group. The SMP is probably the one item that we can most likely come to some agreement on how to do things better. He introduced Kirvie Mesebeluu-Yobech, Kitsap County Department of Community Development (DCD) Associate Planner. The ZOOM screen was shared with Ms. Mesebeluu-Yobech as she made the presentation. The SMP consists of policies and regulations that guide development of the County's shoreline. The periodic review is required every eight years and this review is due June 30, 2021. There are several items that the periodic review process does not include such as: ecological functions; baseline conditions; changes to shoreline jurisdiction, environmental designations or shoreline maps. There are four phases to the periodic review timeline. Phase 1: Project Development and Initiate Public Participation; Phase 2: Development of the Code Updates; Phase 3: Review and Analysis; and Phase 4: Adoption. Ms. Mesebeluu-Yobech explained that beginning February 2nd through March 3rd is the Public Comment period. Public comments can be made via email:

ReviewSMP@co.kitsap.wa.us or mailed to: 614 Division Street – MS36, Port Orchard, WA 98366 or online at Kitsap SMP Periodic Review Online Open House "SMP proposed amendments" section. There will be a joint local and State public hearing on March 2, 2021 at 5:30PM via ZOOM: <https://us02web.zoom.us/j/82667833221> Meeting ID: 826 6783 3221 / Password: 588757 or dial in by phone +1-253-215-8782. The County plans to be providing monthly project updates the third Thursday of each month, which will also allow for public input. Commissioner Aho said that he has concerns as Ports are expected to follow the rules and regulations outlined within the SMP no different than a private citizen must, yet Port facilities function to allow water access to the public in general. He suggested an ad hoc committee of Port and County representatives be formed in an effort to figure out how to do things better and asked if anyone would be interested in serving on that committee. James Weaver agreed to serve on the committee. Commissioner Aho said that he may reach out to Port of Manchester Commissioner Dan Fallstrom as he thought Commissioner Fallstrom served on the original SMP task force back in 2010. Dave Ward told Commissioner Aho to feel free to pull together the group of Port representatives and the County will be more than happy to meet.

Washington Public Ports Association (WPPA) (<http://washingtonports.org>)

James Thompson commended the Port representatives for continuing to meet despite the pandemic. He said that one piece of business that he wanted to mention to everyone is that this is a redistricting year for local governments. The census data drives the redistricting efforts. Due to the pandemic the census information is falling behind and that has led to a bill in the legislature which, if passed, will give local governments more time to redistrict. He explained that there are several companies that can draw up the new boundaries for the Ports once the census information is available. With Kitsap County having twelve Port districts it was thought working together to hire a company to redistrict all of the Ports that are affected may prove beneficial and cost effective. He said that the WPPA can provide information of those companies to anyone deciding to move forward with hiring an outside source to perform the redistricting. The redistricting deadline was discussed. Commissioner Coppola said that he had heard that the census data would be

available in May. The County representatives were asked if the County contracts for redistricting. Angie Silva explained that it is all done in-house.

Mr. Thompson informed everyone that February 2, 2021 is Port Day in Olympia. It will be virtual and in three parts. Mr. Thompson suggested Port representatives attend.

James O'Keefe explained that overall, there aren't as many bills this year, but there are some very large, complicated ones. A lot of energy is being spent on a wide-range of equity issues and how the State deals with them. It seems legislature is taking on the bigger issues this year and not so much the nuts and bolts.

INDIVIDUAL PORT UPDATES

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

Commissioner Reese introduced newly appointed Commissioner Randy Hunt to the group. Commissioner Reese explained that Commissioner Aus retired on January 15th and Commissioner Hunt was appointed on January 21st. A boat that was recently tied up to the facility sunk. He said that he knows this is something that a lot of Ports are dealing with and he has heard of one individual, in particular, residing in our area who has twelve boats listed on the Department of Natural Resources (DNR) derelict vessel list. Apparently, the Port of Bremerton kicked him out of the facility. The Port of Silverdale has applied for two Recreation Conservation Office (RCO) grants to install a float for non-motorized boats. The Port and the County are entering into an agreement to move the County's sewer pump station off of the waterfront onto Port property. The Port has hired a new architectural firm to design the building, which will also include a community meeting space. The firm will also be working with the County on the pump station design of the building. Commissioner Scholfield asked how the other Ports deal with boats that are anchored outside of their DNR boundaries for months at a time. One boat has been in Dyes Inlet for nearly three years. They apparently dinghy in and out for supplies, but sewage disposal is a concern. Commissioner Bailey said that Brownsville has trespassed boaters who anchor out and park their vehicles in the Port's parking lot. The County is working on the Bayshore/Washington/Byron Street project and so construction in Old Town will last for another year and a half. An environmental group is holding up the Port's permit to perform a maintenance dredge. Commissioner Hunt was welcomed and former Commissioner Aus was thanked for his years of service.

Port of Poulsbo (<http://portofpoulsbo.com>)

Commissioner Green reported that the Port of Poulsbo has a new website with a lot of fun information and the Port's 2021 -2026 Draft Comprehensive Plan is available for review via the website. Permits for the boat ramp and breakwater project continue to be pursued. It is hoped that construction will begin on both later this year. One exciting feature is a kayak and paddle board rack.

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

Commissioner Ballard reported that a 32' black derelict sailboat that apparently came from Bainbridge Island is and has been at the Port of Manchester. DNR has been called

and were wanting some numbers off of the boat, but the numbers were blacked out. The DNR was able to add the boat to their derelict vessel website list. A couple of months ago the DNR said that they would contact the sheriff's office, but there has been no action up to this point. Commissioner Ballard said that Manchester has some boats that also anchor out past the allowed thirty-days and also dinghy in on a little inflatable raft. Mr. O'Keefe said that derelicts haven't been a high legislative budget item, but another avenue could be to report them to the Washington State Department of Ecology (ECY) if they pose an environmental hazard. Staying in contact with the DNR could also be helpful. He offered to help in whatever way possible. Commissioner Scholfield said that Silverdale at one point had a family with three sailboats anchored out in Dyes Inlet. Apparently, they were told by Washington State representative, Christine Rolfes, that they were allowed to anchor out for any period of time. They ended up calling 9-1-1 on two separate occasions with the last one ending in an emergent water rescue. Two of the boats were taken by one of their friends and the DNR was involved in the removal of the third boat. Commissioner Scholfield said that removal and disposal of these derelict vessels cost anywhere from \$15,000 to \$25,000. The State will reimburse up to ninety percent of the costs through the derelict removal program, but it is uncertain how long that program will be funded. And even the ten percent is a lot to a smaller Port. Commissioner Reese said that there is a Facebook group called Puget Sound Derelict Reporting that may be beneficial to Port representatives to follow. Daniel McGlasson is the individual that apparently has twelve boats on the DNR derelict vessel list. He also has raved on Facebook about having several sunken vessels; one was at the Kirkland dock and another is up on the beach near Edmonds just to name a couple. Commissioner Bailey said that Brownsville has taken on several of these derelicts and are hopeful to receive reimbursement. Commissioner Watne said that the Port of Keyport had to apply for the derelict reimbursement program, but they have a very limited amount of money in that fund, so he encouraged everyone to start the reimbursement process as soon as possible. He is aware of a black wooden sailboat called the "Broad" that was off the shores of Keyport. The Sheriff has been involved with the individuals living on it as they apparently have warrants. Their names are Colton and Christina Andreoli, although they use several alias's. It seems there are a lot of theft issues related to the Andreoli's. They move from place to place. Commissioner Ballard said it might be the same boat that is now at Manchester as the police seemed to be familiar with it. Commissioner Watne offered to talk more about it with Commissioner Ballard outside of the meeting. Commissioner Watne said on a personal note a small yellow derelict sailboat was anchored out off the shores of Keyport, with an individual that did not know how to sail. The winds picked up and a distress call was made. A motor boater tried to help tow her and the lines got caught. The boat ended up hitting Commissioner Watne's brand new boat causing \$100,000 worth of damage; needless to say, there was no insurance coverage. The boat had stolen registration numbers and a stolen jet ski on it. This has become a huge burden to society as a whole and no one is willing to put any emphasis and/or enforcement on it. There are laws on the books, but no enforcement. Commissioner Watne said this is where we need to get together with our law makers.

Commissioner Bailey said this would be a good topic of discussion during the Port Day on February 2nd.

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

Greg Englin reported that there are two tugs sitting out off the waters of Kingston. He said that the Port of Kingston has contacted all of the agencies – Kitsap County Sheriff, Coast Guard, ECY, DNR. At this point all the Port can do is document everything. The problem starts when people see a boat they can own for fairly cheap, if not free, and they have no money to maintain it or moor it, so they anchor out and the problems begin. The Port of Kingston staff have worked hard on the outlining the process taken and Mr. Englin would be happy to share that with others. He suggested that all the Ports sign off on an itemization of issues related to derelict vessels and submit it to the WPPA to bring before the legislature. Commissioner Watne said that this is a top action item for the Port of Keyport as they are on about their fifth derelict vessel that he is aware of. Mr. Weaver said that he would be willing to help in whatever way necessary. He said that there have been times when the derelict vessel operators will pay for a couple of nights of moorage and then they fall under COVID-19 help for housing. Commissioner Heacock of Kingston said that currently the State law requires renters and/or individuals with housing accommodations be subject to protections under COVID-19. Commissioner Bailey said that they too have the issue where boaters were moored just for the winter and then they decided to stay and stopped paying for moorage due to COVID-19. Commissioner McClure of Kingston reported that they are getting ready to begin work on the strategic plan. The Port continues to work with other agencies for a future holding lane for Washington State Ferry (WSF) traffic. Especially in the summer, the line of ferry backup traffic is tremendous so they are continuing to work together on a solution. Mr. Englin said that a lot of parking lot revenue was lost this last year, but thankfully the moorage is still really strong. Overall, they have actually done pretty well. He met with the DCD today and had good dialog regarding changing the use tables. He thinks adding in another use: “Marinas”, would be very beneficial to Ports. He also talked to the County about stormwater and had previously talked to Port of Manchester Commissioner Jim Strode about the process. He was very thankful for Commissioner Strode’s input. They are number two in line for grants with the ECY. Mr. Englin said that he received some contacts from the WPPA for companies that can help the Port redistrict and they plan to contract that out as he knows there is a lot that goes into it.

Port of Keyport (<http://portofkeyport.com>)

Commissioner Watne reported that the new boat ramp is complete and it turned out fantastic. So, Phase I is complete. They are still awaiting on the Army Corps of Engineers permit before Phase II can start. Phase II will consist of replacing part of the pier and adding a floating dock to assist with boat launching and make the facility Americans with Disabilities (ADA) compliant. If they don’t get the Army Corps permit soon there is a chance the funding could be lost. John Piccone with Soundwest Engineering is assisting Keyport on this. Commissioner Watne said that the lack of diligence from governmental agencies seems almost criminal. It seems there is a lot of fighting between agencies. From his understanding the Army Corps and National

Fisheries are at odds, which is causing delays. It seems the agency is in a state of disarray. It's doing a huge disservice to the Port and the Keyport community and if this were to fall through it would be a huge blow to the community. Overall, it's a good project for the community and the environment. It seems to be just a political feud. Carol Tripp of the Port of Poulsbo said that they too have had nothing but problems with permitting for the breakwater. It's been a nightmare. They have both a Federal and State grant. It seems the Corps and Fisheries are just pointing fingers at each other and it is ridiculous and maddening. Commissioner Watne said that something needs to be done and someone needs to get control over this situation. They are mandated to an eighteen month turn around, but it's not followed and there seem to be no repercussions. It's almost to the point where the project goes on with or without a permit.

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

Commissioner Burton thanked everyone for speaking out about the derelict boat issues. The Port of Illahee has had a couple over the past couple years. And he believes a some of the boats that were discussed tonight have moored at Illahee. He appreciates getting ideas about other avenues. One big tug boat was an issue over a year ago. It should have never tied up to the Port. He said that the Facebook site might be beneficial to follow. Commissioner Aho said that two weeks ago the Port was at sixty percent for design related to the Port's waterfront project. John Piccone of Soundwest Engineering is pursuing three grants on behalf of the Port. Mr. Piccone is now applying for three permits related to the project and the Army Corps Joint Aquatic Resource Permit Application (JARPA) is one of the three. Mr. Piccone warned that the Army Corps permit has the longest lead time and pushed the Port to move forward with application. Commissioner Buesch said that Mr. Piccone warned that it could take upwards of a year to receive the permit. Commissioner Watne said that it's been about two and a half years for Keyport.

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

James Weaver said that they too share all of the concerns related to the derelicts. Several of them have been at the Bremerton and Port Orchard marinas. They also see many boats anchored out in the bay. They drift between Port to Port. It has caused the Port of Bremerton to have a close relationship with the Kitsap Sheriffs Department. He added that anything that we as a group can do to work together on this item helps us all. They have had some downtime with the pandemic. COVID relief has been granted on some of the moorage to allow the long-term tenants to be able to weather the storm. Fifteen tenants took advantage of it and all but three or four have paid it back. The Port partnered with the Marina Square, a multi condominium tower in Bremerton, to have parking on the ground floor. The Marina Square lost its funding, but construction is now set to begin in the next month or two. The parking for the Port has been moved for at least another year and a half. They have parking contracts all over Bremerton for their marina tenants. It has been quite a challenge and somewhat of a juggling act. They should have temporary parking in January of 2022. The 1,500 linear feet of breakwater is over forty-seven years old and consists of lots of duct tape and bailing wire. The maintenance staff has been inventive of making it last much longer than anticipated. This is a \$15,000,000 project funded federally. The Army Corps permit will be applied for later

this year. They are looking at the two-year mark. Regarding boating revenue - last year was the first year that both marinas operationally broke even in over twelve years, which has been a goal for Bremerton. Once the Governor lifted the ban on boating it got really busy. He said that they want to revive the Kitsap Ducks joint marketing effort that was discussed around this time last year. The ducks can be branded with each Port's logo and/or name and come in a variety of costumes. The intent is to encourage guest boaters to visit all of the Kitsap Ports to complete their "Kitsap Rubber Duck" collection. If anyone is interested in information or would want to partner with the promotion please contact Mr. Weaver at (360) 876-5595 or e-mail him at jamesw@portofbremerton.org. He thinks it would be a good promotional opportunity with the Ports working together. A lot of people are having staycations these days and some are even using the money saved on a vacation to buy a boat. He said that he is looking forward to the vaccination so that they can serve the public as best they can.

Port of Allyn (www.portofallyn.com) - Lary Coppola said that Allyn has a historic restoration project to tear out an old existing launch pad and pilings. They have been waiting a year and a half for the Army Corps permit. The new marina opened last year and it is doing well. The Port purchased the one remaining property that bordered the park in Allyn. There was an old house on the property that was torn down. One issue they have is when the launch ramp gets really busy the traffic starts to back up onto the highway. It is hoped that with this new purchase the problem will be alleviated. They are working on updating the comprehensive plan. It isn't actually due until 2024, but they perform an annual update. The growth of the community water system in Allyn has exploded within the last nine months. Mr. Coppola said that they have issued over ninety water availability letters and another eleven will go out tomorrow. The gazebo at the park is a very popular wedding venue from mid-May through Labor Day. It is booked just about every weekend both Saturdays and Sundays. Due to COVID-19 it was not usable last year and although they don't know what the Governor is going to do with the social distancing guidelines, they are booking reservations for this year. They have applied for a grant with the RCO, but until the State and RCO budgets are set it is unknown if they will receive funding.

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

Commissioner Bailey reported that they are still looking for a Port Manager. Jerry Williams has been hired as the Port's maintenance manager. Mr. Williams tries to communicate with other Ports giving them a heads up about derelict vessels possibly headed their way. The Port of Brownsville also lost a lot of revenue from not having any park weddings this past year and no yacht club reservations. It's been a tough time. One of the boats previously mentioned moored at the facility and claimed to be a minority. Before they knew it, Brownsville received a threatening letter from the State Attorney General on behalf of this non-paying boater. There have been a lot of people that stopped by the Port, that probably never would have if it weren't for COVID-19. There is a higher amount of local people out walking and lots more kayakers. Commissioner Bailey said that the Port is still hemorrhaging money and they have unfortunately not been able to assist the Ports that they have maintenance agreements with. He said that

he was surprised when he asked the maintenance manager the costs the Port is paying for employees and he never received a response. Commissioner Perkins said that the Port has also been very short-staffed, which hasn't helped with fulfilling the agreements with the other Ports. Hopefully that will change. Commissioner Bailey said that the State audit is now complete. It took nearly two grueling years with epic expenses. He expects the results to be posted anytime now. He is not sure how many findings, but they have paid very dearly for any indiscretions they had. Hiring contractors was one hit and he thought the other Ports may want to view the results to learn from their mistakes. He said that he appreciates the Kitsap All Ports meetings as some successes we can work from and even our failures are good to help others not make the same mistakes.

At 8:17 PM the meeting adjourned.

Commissioner

Commissioner

Commissioner

Date: February 9, 2021
To: Port of Illahee Board of Commissioners
From: John Piccone, P.E., Soundwest Engineering Assoc.
Subject: Summary of Anticipated Permits for Water Access Project

Commissioners;

As we've discussed previously, we have completed the scope of work associated with the "preliminary permitting task" which included outreach and meetings with several agency representatives and preliminary research associated with the items necessary for the various permits that will be required for the water access project. As discussed at your January 13, 2021 Board meeting, we are under budget on this task and will apply the remaining balance to continuation of the permitting work described below as phase 1 permits.

Based on our preliminary permitting work we have prepared the following two summary tables outlining the next two phases of permitting effort required. The first of these two phases are summarized in the blue table below and involves the long lead time environmental permits based on the completed 60% site plans. The second of these two phases summarized in the gray table below involves upland building activities and will be based on 100% site plans once completed. Keep in mind that the gray summary table will also apply to the store renovation, so we will want to discuss incorporating the store renovation into the water access project prior to initiating 100% site plans and those phase 2 permit tasks (*this discussion to occur after grant funding is fully known*). The anticipated permits required are as follows:

- Kitsap County Shoreline Substantial Development Permit (SSDP) (phase 1)
- USACE Nation Wide Permit 3 (NWP) (phase 1)
- WDFW Hydraulic Project Approval (HPA) (phase 1)
- Kitsap County Site Development Activity Permit (SDAP) (phase 2)
- Kitsap County Building Permit (BP) (phase 2)
- Kitsap County Right of Way Permit (ROW) (phase 2)
- Kitsap County Fire Code Permit (Fire) (phase 2)

This is a "high-level" summary based on early agency correspondence; please keep in mind that agency reviewers often require additional information that was not anticipated and sometimes alter their review process, so this list of permits and associated application deliverables is an estimation only and although we've done our best to capture everything required, the list is not necessarily all inclusive of every regulatory requirement or permitting effort necessary for this project.

PHASE 1 ENVIRONMENTAL PERMITS BASED ON 60% DESIGN

PRIMARY APPLICATION DELIVERABLE	APPLICABLE PERMIT	COMPLETION STATUS
60% Site Plans	HPA, SSDP	COMPLETE
County Pre-Application Meeting	SSDP	IN PROGRESS - AMD 02
Permit Narrative & Questionnaires	SSDP	IN PROGRESS - AMD 02
Photo Figures	SSDP	IN PROGRESS - AMD 02
Engineered Drainage Report	SSDP	IN PROGRESS - AMD 02
Concurrency Test Application	SSDP	IN PROGRESS - AMD 02
Landscape Plans	SSDP, NWP, HPA	IN PROGRESS - AMD 02
JARPA Form and Drawings (based on 60% site plans)	SSDP, NWP, HPA	IN PROGRESS - AMD 02
SEPA Checklist	SSDP, HPA	IN PROGRESS - AMD 02
Cumulative Impacts Report	SSDP	IN PROGRESS - AMD 02
Habitat Management Plan	SSDP	IN PROGRESS - AMD 02
Biological Evaluation Report	NWP, HPA	IN PROGRESS - AMD 02
Mitigation Plan Report	SSDP, NWP, HPA	IN PROGRESS - AMD 02
Flood Evaluation Report	SSDP	IN PROGRESS - AMD 02
Habitat Survey (dive survey)	SSDP, NWP, HPA	COMPLETE - AMD 01
Geotechnical Report	SSDP	IN PROGRESS - AMD 02

Phase 2 permits require several of the same items listed above under phase 1 permits, the following table only lists those additional necessary items for phase 2 permits.

PHASE 2 PERMITS BASED ON 100% PLANS

Additional Permit Application Deliverables	Applicable Permit	Completion Status
100% Site Plans	SDAP, BP, ROW, Fire	PENDING AUTHORIZATION
Building & Drainage Questionnaires	SDAP, BP	PENDING AUTHORIZATION
Fire Code Questionnaires	Fire	PENDING AUTHORIZATION
Right of Way Application	BP, ROW	PENDING AUTHORIZATION
County Pre-Application Meeting	SDAP	PENDING AUTHORIZATION
Parking Anaylsis Worksheet	BP, ROW	PENDING AUTHORIZATION
Engineers Affidavit	SDAP	PENDING AUTHORIZATION
Flood Evaluation Certificate	SDAP, BP, ROW	PENDING AUTHORIZATION
Traffic Impact Analysis Report	SDAP	PENDING AUTHORIZATION

Again, this is a high-level summary only, if you would like any additional detail or have questions, please don't hesitate to ask.

Sincerely,

John Piccone, P.E.
 Soundwest Engineering Associates
 President

Date: February 9, 2021
To: Jim Aho, Port of Illahee Commissioner
From: John Piccone, P.E., Soundwest Engineering Assoc.
Subject: Port of Illahee Waterfront Access Project - Task Budget Reallocation

Jim;

As we've discussed previously, I have reallocated portions of the currently authorized budgets for several tasks. The conceptual design tasks are fully complete and will not be included in future monthly contract summaries. The remainder of the reallocations are as described to the Board in my January 13, 2021 Commissioner update. The following table is provided for the Port's record and tracking of the authorized budget for this project. Please don't hesitate to let me know any questions or concerns.

Sincerely,
 John Piccone, P.E.

Task Budget Reallocation, January 2021

Task No.	Task Name	Invoice to Date Through January 2021	ORIGINAL Task Budget	REVISED Task Budget	Budget Remaining As of January 31, 2021
TO-01	On-Call	\$32,185	\$34,000	\$34,000	\$1,815
TO-02	Conceptual Design - BFP	\$16,156	\$16,600	\$16,156	\$0
TO-03	Grant Assistance	\$28,305	\$24,000	\$32,497	\$4,192
TO-04	Conceptual Design - Water Access	\$13,748	\$14,600	\$13,748	\$0
TO-05	Project Permitting Assistance	\$17,435	\$24,900	\$28,900	\$11,465
TO-06	60% Design	\$30,189	\$43,400	\$32,200	\$2,011
TOTALS			\$157,500	\$157,500	

PORT OF ILLAHEE – AGREEMENT TO FURNISH ENGINEERING SERVICES
AMENDMENT #2
to
TASK ORDER NO. FIVE
for
Project Permitting Assistance

In accordance with the Agreement to Furnish Engineering Services dated the 1st day of October 2019 by and between The Port of Illahee and the engineering firm of Soundwest Engineering Associates, Inc., Task Order **No. 5** is hereby amended as follows:

- The Engineer agrees to perform the following additional services:
 1. Prepare and submit permit applications and supporting documents for phase 1 permits as described in the February 9, 2021 Summary of Anticipated Permits memo (enclosed).

- The maximum budget allowance is amended as follows:

Current Maximum Budget Allowance:	\$28,900
<i>(Per amendment #1 & January 2021 budget reallocation)</i>	
Amendment #2 Scope Anticipated Budget:	\$52,400
Task 05 Remaining Budget Allocated to Amend #2 Scope:	(-\$11,000)
Amendment #2 Maximum Budget Allowance Increase:	\$41,400
Amendment #2 New Task 05 Maximum Budget Allowance:	\$70,300

- Additional assumptions associated with this scope and budget amendment include:
 1. The geotechnical report included in this scope of services will be based on presumptive soil parameters. Borings or other geotechnical field investigations are not anticipated to be needed however, should such need arise it will be considered out of scope effort.
 2. Effort and scope associated with phase 2 permits (as described in the 2-9-21 memo) is not included in this amendment #2 to task order five.
 3. It is extremely difficult to know with certainty the full effort required to complete and receive environmental permits as further described in the 2-9-21 memo and it is therefore expressly agreed that this budget amendment represents an allowance of effort only and does not guarantee issuance of phase 1 permits within the budgeted allowance.
 4. Allowance effort for this task will be billed hourly at the Engineers then-current billing rates. Direct expenses shall be reimbursed at actual cost. Subconsultant assistance shall be reimbursed at cost plus 8%.

Dated this **10th** day of **February, 2021**.

SOUNDWEST ENGINEERING ASSOCIATES

PORT OF ILLAHEE

John Piccone, President

Jim Aho, Commissioner



Theresa Haaland <portofillahee@gmail.com>

Submerged Tires Off Dock

1 message

John Piccone <jpiccone@soundwesteng.com>

Tue, Feb 9, 2021 at 4:37 PM

To: Jim Aho <jimaho@gmail.com>, John Burton <illaheeportone@gmail.com>, Jon Buesch <illaheeport2@gmail.com>

Cc: Theresa Haaland <portofillahee@gmail.com>, Lauren Swanson <lswanson@soundwesteng.com>

Commissioners -

At your January board meeting Commissioner Burton asked to see what information we had on the location of the submerged tires. The attached figure shows the planned improvements overlaid onto a NOAA bathymetry image. Keep in mind that we do not yet have actual bathymetry survey so this was done by correlating aerial photos and the accuracy is probably about +/- 5' - 15' horizontally in any direction. But, it does give a decent idea of where the tires are.

Regarding the tires in general, and especially this figure, I recommend not making the specifics of this a topic for public meetings or discussing prematurely with permitting agencies or others at this time. Permitting projects like this have become exceedingly complicated at the federal level (especially where the national marine fisheries service is concerned) and I anticipate we will reach a point in the future where the Port is negotiating mitigation requirements. In my opinion, that will be the right time to discuss the tires further with others. We will address some of this in the upcoming permit reports to be prepared, and I'll plan to talk with you all more as we prepare those reports, but certainly feel free to call me anytime with questions or comments about this in the meantime.

Kind Regards,

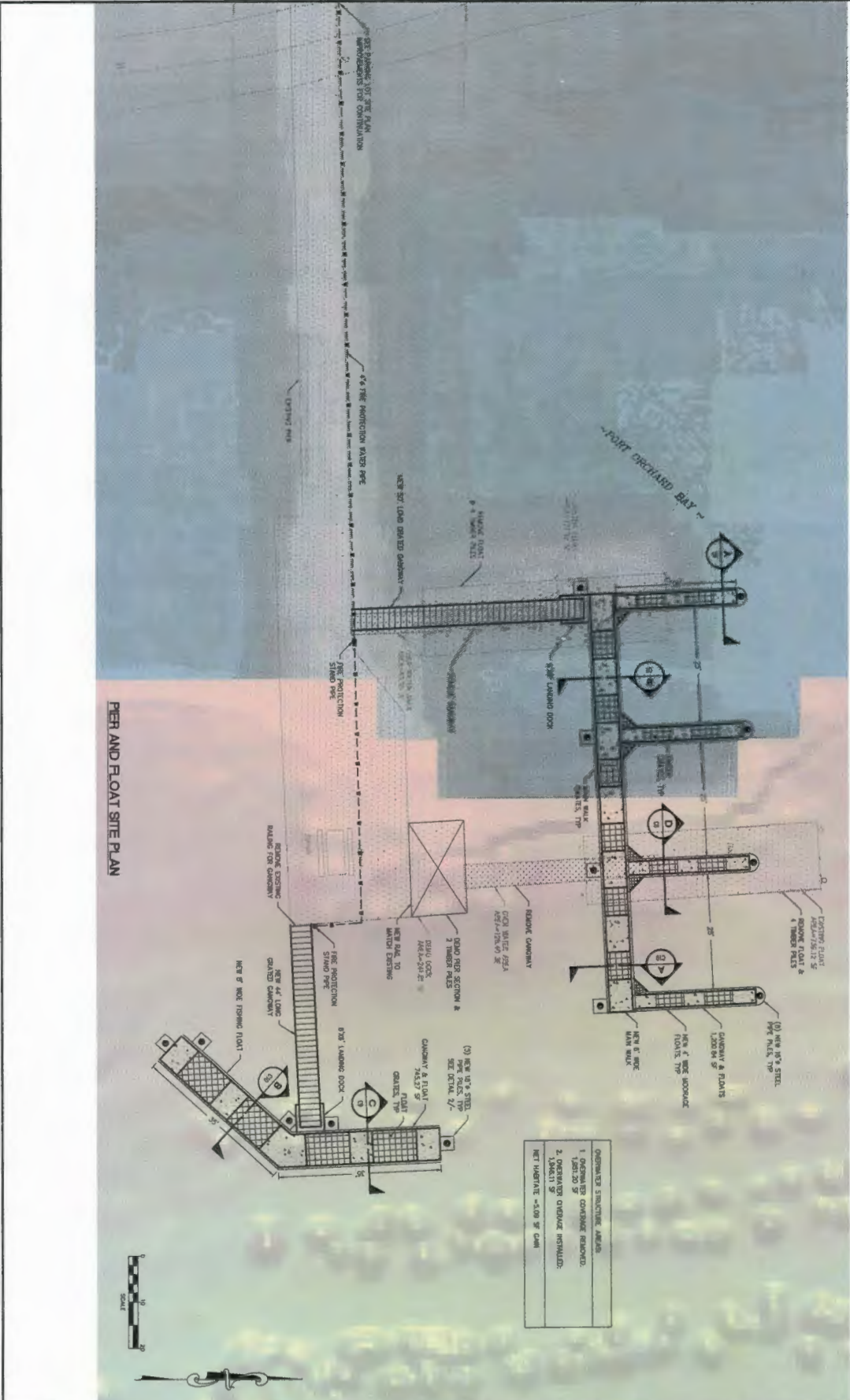
John Piccone, P.E.**SOUNDWEST**

ENGINEERING ASSOCIATES

Cell: 360.337.0029

jpiccone@soundwesteng.com

 **Approx.Tire Multibeam _ CAD Figure.pdf**
2027K



PIER AND FLOAT SITE PLAN

DESCRIPTION	AMOUNT
1. ORIGINAL CONCRETE REMOVED	1,981.20 SF
2. DEGRADED OVERLAP REMOVED	1,986.11 SF
NET VOLUME = 3,967 SF GRAB	

	<p>SOUNDWEST 10000 1st Avenue SW Suite 200 Everett, WA 98203 Phone: 425.337.2020 Fax: 425.337.2025 www.soundwest.com</p>
	<p>PORT OF ILLAHEE PUBLIC PIER & DOCK REHABILITATION PIER AND FLOAT IMPROVEMENTS</p>
<p>DATE: JANUARY 8, 2021 SHEET: C8</p>	<p>60% PRELIMINARY DESIGN NOT FOR CONSTRUCTION</p>



RCO Evaluation Meeting Schedule Boating Facilities Program

Feb. 17, 2021

1:50 PM	DanH	Lake Stevens City of	North Cove Guest Moorage Development	20-2158	D	Boating Facilities Program - Local
2:10 PM		BREAK				
2:25 PM	KimS	Illahee Port of	Transient Moorage Improvements	20-2059	D	Boating Facilities Program - Local
2:45 PM	KimS	Brownsville Port of	Port of Brownsville Boating Facilities	20-2217	D	Boating Facilities Program - Local
3:05 PM		BREAK				
3:20 PM	MichelleB	Fish & Wildlife Dept of	Lake Terrell Boarding Float Replacement	20-2314	D	Boating Facilities Program - State
3:40 PM	MichelleB	Fish & Wildlife Dept of	Million Dollar Mile North Access Area Redevelopmen	20-2230	D	Boating Facilities Program - State
4:00 PM		END TIME				



Theresa Haaland <portofillahee@gmail.com>

Re: Illahee project

Jim Aho <jimaho@gmail.com>

Mon, Feb 8, 2021 at 6:42 AM

To: Michelle Perdue <mperdue@co.kitsap.wa.us>

Cc: John Piccone <jpiccone@soundwesteng.com>, Lauren Swanson <lswanson@soundwesteng.com>, Theresa Haaland <portofillahee@gmail.com>, Kirvie Mesebeluu-Yobech <kyobech@co.kitsap.wa.us>, Angie Silva <asilva@co.kitsap.wa.us>, Dave Ward <dward@co.kitsap.wa.us>, James Weaver <jamesw@portofbremerton.org>, Daniel Fallstrom <dfallstrom3615@gmail.com>

Michelle,

It is time to give you an update on where we are at with our Port grants .

The Port has proceeded to a 60% design of the project and is moving ahead with permitting. We are hopeful for success on 2 of the 3 grant submittals. With deteriorating floats and pilings we don't have much of a choice but to move forward, or spend funds on extensive intermediate repairs. The Corps permit will take the longest which is why we have to get the permitting started now.

The benefit of having a 60% design is we can now look at where and how the underground stormwater vault system that has been previously discussed might fit in with our plans. There are great efficiencies to be gained if both projects could be accomplished at the same time.

A second item that is being discussed as part of the SMP that is being updated, is whether the Port would be eligible for any regulatory credits for all the work that has been done since the watershed study of the Illahee Creek watershed was completed almost 15 years ago. Public Works Stormwater Division has done major work in the watershed over the years and one year ago this month the last of the Timbers Edge development was purchased with funding from the State, the County, and the community, which has helped decrease the sedimentation that had previous Port commissioners concerned about the eventual need to dredge at the dock. All those efforts and expenditures have helped with getting things under better control and should be considered in no-net loss calculations.

We are trying to schedule a meeting with DCD for Port representatives to talk about some of these issues and how we can work together since we have shared goals for our shorelines.

It would be good to talk about these items before our Port meeting on Wednesday if you are available.

Jim Aho, Cell 360-649-1049

[Quoted text hidden]