

**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-Yobechi	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