

Public Comments submitted for the October 28, 2020 Commission Meeting

From: denisejustis <denisejustis@gmail.com>

Sent: Thursday, October 15, 2020 10:24 AM

To: Pam Petranek <Pam@portofpt.com>

Subject: WA state ferry route PT to Whidbey.

Good Morning!

As a resident of our county for 40+ years as well as a sailboater and frequent employee/visitor to Island County, I am hoping the Port will express the vital importance of this ferry service.

Without it we will be even more isolated from our northern neighbors and all its benefits.

Thank you for standing up for our community and state interests.

Denise Justis

Port Townsend

From: Ernie Baird <erniebaird@gmail.com>

Sent: Tuesday, October 27, 2020 2:44 PM

To: PPT Info <info@portofpt.com>

Cc: Pam Petranek <pampetranek@gmail.com>; Bill Putney <bill@portofpt.com>; Pete Hanke <phanke@portofpt.com>; Eron Berg <Eron@portofpt.com>; Abigail Berg <abigail@portofpt.com>

Subject: Comments on Draft Budget 2021

Honorable Commissioners,
Executive Director Berg,
Finance Director Berg

It is an odd situation that the Port plans to increase payroll during a period of uncertain income. In particular the new position of Director of Capital Projects and Port Engineer stands out as a new and substantial expense. As the introduction to the budget states "much of this increase (in the operations budget) is due to gaining capacity for planning and executing capital projects". It is possible for the Port to undertake this increase due to the contributions of the IDD tax levy. The Executive Director's letter introducing the budget notes "the Port is positioned well thanks to the voter approved IDD tax levy from November 2019 which provides a significant amount of money for capital investment". This amounts to a gamble. The Port will attempt to leverage the money provided by the IDD by developing proposals for grant funding to a point that they are ready for submission when funding becomes available. It is not clear at this time where all those funding sources are. Nonetheless, I believe it is a justified and prudent risk since the Port does not have any other viable path to funding all the capital projects necessary to its survival.

The money for this gamble is derived from the voters' willingness to support the Port through the increase in their tax burden in the IDD. The Port Commissioners are the stewards of that money. The Executive Director signs his cover letter for the budget "Full Speed Ahead". More power to him. We need someone with vigor and imagination to get the Port through this challenge. A useful safety measure should be a policy of review instituted by the Commissioners. At intervals of one, two and three years, the Commissioners should direct staff to deliver a report detailing the grants received and projects initiated by the new Director of Capital Projects. The Commissioners should monitor the success of the strategy the Port is adopting in this budget.

One further note: toward the bottom of page 7 of the budget the text notes "G&A are allocated quarterly to each operating unit based on a weighted percentage of that unit's actual YTD operating revenue." That approach fails to assess the actual cost of each unit in the real world. It would bankrupt a private business. It blinds you from knowing that the Port realizes a huge positive contribution from dry storage of boats on the hard and permanent moorage tenants in the water. It will be important as the Port takes on a multitude of capital projects to know which project is likely to provide a net positive or negative contribution to the Port's financial position. The Port needs a method of tracking G&A by the actual demands on G&A made by each operational unit.

Thanks to all for a job well done.

Respectfully submitted, Ernie Baird