

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #1: <i>Point Hudson - Jetty Demolition & Replacement (\$5,053,200, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	$3.5 \times 3 = 10.5$
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	$3.5 \times 3 = 10.5$
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	$3.5 \times 3 = 10.5$
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	$6 \times 3 = 18$
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	$3 \times 3 = 9$
TOTALS (note: highest possible score = 58.5)	19.5				58.5 of 58.5

Notes & Comments: A 2013 Engineering Reconnaissance Study conducted by Coast & Harbor Engineering concluded that the Jetty is in severely degraded condition and requires immediate demolition and replacement to ensure the continued viability of the Point Hudson Marina and the businesses that depend upon it.

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #2: <i>Boat Haven – Replacement of Tide Gate Outfall w/Storm Water Lift Station (\$180,000, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 2 = 7
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 3 = 10.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 3 = 10.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 2 = 12
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 3 = 9
TOTALS (note: highest possible score = 58.5)	19.5				49 of 58.5

Notes & Comments: *Recent attempts to repair the tide gate outfall for the Boat Haven Storm Water System have not been successful, and a long-term solution is required. Installation of a replacement tide gate has been considered (estimated cost \$90,000), but is not recommended due to the location of the outfall, which is presently at sea level at a 0 tide. Projected sea-level rise over the coming decades will only magnify the outfall issues associated with our gravity flow system. Installation of a storm water lift station is the most reliable long-term solution to this problem, and will safeguard the 450 jobs in the yard that depend upon the system.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #3: <i>Boat Haven - Breakwater (Original Section) – Coastal Engineer’s Reconnaissance Survey & Repair/Replacement Recommendations (\$60,000, est., leading to a capital project requiring up to \$3,000,000)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 3 = 10.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 2 = 7
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 3 = 10.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 3 = 9
TOTALS (note: highest possible score = 58.5)	19.5				43 of 58.5

Notes & Comments: *Due to storm events during the past decade, the original portion of the Breakwater (circa 1934) protecting the Commercial Basin and Marina Entrance, is showing signs of damage and deterioration. A detailed Engineering Reconnaissance Study must be completed in the near-term to further assess breakwater condition and identify repair options and potential approaches. It is presently anticipated that renovations to this facility recommended by more detailed study could require capital expenditures of up to \$3,000,000 within the timeframe of the initial six-year CFP.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #4: <i>Point Hudson – Armory Building Life/Safety/Fire Protection Measures (\$150,000, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 2 = 7
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 3 = 18
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				38.5 of 58.5

Notes & Comments: A recent inspection conducted by East Jefferson Fire Rescue and City Building Department Staff revealed that the mix of uses in this historic building necessitates installation of fire suppression improvements (i.e., sprinklers/actuators) and a second story emergency egress stairway in order to meet minimum code requirements. This project is non-discretionary.

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #5: <i>Jefferson County International Airport - Runway Resurfacing (\$2,000,000, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	$3.5 \times 1 = 3.5$
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	$3.5 \times 1 = 3.5$
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	$3.5 \times 3 = 10.5$
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	$6 \times 3 = 18$
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	$3 \times 1 = 3$
TOTALS (note: highest possible score = 58.5)	19.5				38.5 of 58.5

Notes & Comments: *In 2013 the FAA and WSDOT Aviation Division completed a runway condition assessment for all NIPIAS (National Plan of Integrated Airport Systems) airports in Washington State. The report identified a need to resurface the runway at the JCIA during the next budget biennium (i.e., 2016-2017). This project is non-discretionary, although 90% of the funding will be federal, with a possibility that additional State WSDOT Aviation Division monies may also support the project.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #6: <i>Boat Haven - C&S/Law/Johnson Bldg. Repairs & Roof Replacement (\$163,048, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 2 = 7
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 3 = 18
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				38.5 of 58.5

Notes & Comments: *This structure was originally constructed in stages, and consequently, the roof has distinctly different framing characteristics. In 2015, the portion of the roof structure on the half of the building facing Haines Street was replaced; however, the rear of the roof is seriously compromised, and requires near-term reconstruction of the trusses, as well as roofing, in order for the building to remain safe and tenantable. This portion of the structure accommodates two (2) marine trades businesses. Because the roof is compromised, further water damage is occurring to the trusses.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #7: Boat Haven – Shoreline Stabilization Study: Beach Southwest of 300-Ton Lift Station & Wash Down Pad (\$25,000, est., for reconnaissance study and recommendations that will likely lead to a capital repair project)					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 3 = 10.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 3 = 10.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 3 = 9
TOTALS (note: highest possible score = 58.5)	19.5				38.5 of 58.5

Notes & Comments: *This is the only portion of the Port’s Boat Haven property that is not protected by a breakwater or shoreline armoring. Prior to its removal, the railroad “Y” in Port Townsend Bay helped to dissipate wave energy along this beach. This beach is highly vulnerable to wind and wave action at present, and projected sea-level rise over the coming decades will only increase the risk of flooding and erosion along this stretch of shoreline, especially during storm*

events. Immediately behind the beach on its eastern end are high value Port assets, including the wash down pad, as well as the 300-ton lift station; beyond, lies the heart of the Boat Haven Industrial area.

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #8: Point Hudson - Asbestos Remediation (i.e., Main (Shanghai) Building, Duplex Building & Commander's Beach House) (\$92,423, est.)					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a "mission critical", high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 3 = 18
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				38 of 58.5

Notes & Comments: These buildings all have deteriorating ("friable") asbestos insulation protecting plumbing in under floor crawl space areas. The Port has been systematically remedying this issue throughout Point Hudson, but these three buildings remain unaddressed. In the event of cracked pipes during a winter

freeze event, Port staff would be prohibited from entering these “permit entry confined spaces” to repair broken pipes. Consequently, it is recommended that remediation be completed in the near term, rather than occasioning the disruption and inconvenience caused by inevitable future plumbing failures.

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #9: Boat Haven - Linear Float + C&D Dock Repairs/Renovation (\$1,606,227 est. (Linear Float = \$323,372 + C&D Dock = 1,282,855))					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 2 = 7
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 7
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 10.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				36.5 of 58.5

Notes & Comments: *These docks were constructed in the late 1960s and are now well past their anticipated useful lives. The Port's Engineer has concluded that renovation of these facilities (similar to that completed for the Commercial Basin) can further extend the useful life of this infrastructure for 10 years or more. Alternatively, the docks could be entirely replaced for an estimated \$7,905,767 (i.e., \$1,624,196 for the Linear Float and \$6,281,571 for C&D Docks), with an anticipated life expectancy of 40 years. Replacement is not recommended at this time.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #10: <i>Boat Haven - Public Restroom Renovation (\$58,191, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	$3.5 \times 2 = 7$
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	$3.5 \times 1 = 3.5$
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a "mission critical", high value asset 	3.5	1	2	3	$3.5 \times 2 = 7$
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	$6 \times 1 = 6$
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	$3 \times 3 = 9$
TOTALS (note: highest possible score = 58.5)	19.5				32.5 of 58.5

Notes & Comments: *These restrooms were originally constructed in the mid-1980s and have sustained consistent and heavy public use. Port Maintenance Staff has estimated that approximately 53,000 showers are taken annually at this facility. Black mold has been identified, and was addressed temporarily (i.e., through a chlorine treatment) in 2014. The facility requires complete renovation, including improved ventilation, in order to maintain existing levels of service for Port users.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #11: <i>Boat Haven – D-Dock Commercial Basin Repairs/Renovation (\$47,710, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 2 = 7
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 2 = 12
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				32.5 of 58.5

Notes & Comments: *This dock, primarily used by commercial fishing vessels, is one of the most deteriorated docks operated by the Port. Because this facility supports both the commercial fishing industry as well as New Day Fisheries, it is important to the local economy. This combination of condition-related project urgency and economic impact is the basis for its prioritization.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #12: <i>Quilcene - Marina Public Restroom Renovation (\$50,000, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 2 = 7
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 3 = 9
TOTALS (note: highest possible score = 58.5)	19.5				32.5 of 58.5

Notes & Comments: *These facilities are heavily used by the Quilcene Community, and are in need of complete near-term renovation. Because of the caustic marine environment, nearly all metal fixtures and doors are heavily oxidized and in need of replacement.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #13: <i>Quilcene – Maintenance Dredging of Marina Entrance (\$195,075, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 3 = 10.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 3 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				30 of 58.5

Notes & Comments: *In 2010 the Port conducted comprehensive dredging of the marina entrance channel. Due to littoral sediment drift within Quilcene Bay, Coast & Harbor Engineering has recommended maintenance dredging be undertaken every 5-7 years to maintain minimum depths*

necessary for safe navigation. It has recently been observed that sediment has been accumulating within the channel, and that maintenance dredging is likely to be necessary within the next two (2) years.

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #14: <i>Point Hudson – Overlay Paving (\$97,560, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 3 = 9
TOTALS (note: highest possible score = 58.5)	19.5				29 of 58.5

Notes & Comments: *The visitor-serving uses at Point Hudson attract heavy vehicle traffic (i.e., over 5,000 RVs per year), particularly during the summer months. In consequence, this roadway is one of the most intensively used facilities at the Port. Although patched repeatedly, the roadway has not been resurfaced since its construction in the late 1930s; it is severely degraded and should be addressed in the near-term.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #15: <i>Quilcene – Marina Docks Renovation/Repairs (\$200,298, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	$3.5 \times 2 = 7$
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	$3.5 \times 1 = 3.5$
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	$3.5 \times 2 = 7$
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	$6 \times 1 = 6$
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	$3 \times 1 = 3$
TOTALS (note: highest possible score = 58.5)	19.5				26.5 of 58.5

Notes & Comments: *Constructed in the late 1960s these docks are approaching 50 years of age, have exceeded their estimated useful life, and are in need of complete renovation. Because the Quilcene Marina is small and not heavily used, dock repair and renovation is recommended, rather than replacement.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #16: <i>Point Hudson – Cupola House + Annex Repairs (\$143,313, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 2 = 7
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				26.5 of 58.5

Notes & Comments: *All of the Point Hudson Station Buildings were constructed by the US Military between 1934 and 1939. Hence, all of these structures are well past their anticipated useful lives, and are in need of ongoing basic capital repairs (e.g., roofs, windows, painting, etc.). The Cupola House is quite possibly the most iconic building at Point Hudson, and requires re-roofing, electrical and plumbing improvements to ensure that it remains lease-able into the future.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #17: <i>Point Hudson – WDFW Roof Replacement (\$87,802, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 2 = 7
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				26.5 of 58.5

Notes & Comments: *All of the Point Hudson Station Buildings were constructed by the US Military between 1934 and 1939. Hence, all of these structures are well past their anticipated useful lives, and are in need of ongoing basic capital repairs (e.g., roofs, windows, painting, etc.). Although the WDFW or “Hospital” building was substantially renovated in 2008, it has never been re-roofed. Replacement of the original asbestos shingle roof is now required.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #18: <i>Mats Mats Bay - Boat Ramp & Dock Repairs (\$78,263, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 2 = 7
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				26.5 of 58.5

Notes & Comments: *Community access, as articulated in the 2010 Strategic Plan, elevates the priority of this project. However, this ramp was never designed or intended to accommodate the scale and intensity of trailer boat use it now experiences. If the ramp is to continue being used by larger trailer-able boats, repairs to both the ramp surface and dock decking are necessary.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #19: <i>Point Hudson - Main Building (i.e., Shanghai Restaurant, etc.) Repairs (\$483,592, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				26 of 58.5

Notes & Comments: *All of the Point Hudson Station Buildings were constructed by the US Military between 1934 and 1939. Hence, all of these structures are well past their anticipated useful lives, and are in need of ongoing basic capital repairs (e.g., roofs, windows, painting, etc.). The Point Hudson Main Building requires more attention than any other structure at Point Hudson. The repairs and renovations outlined in this plan are intended only to fix failing components; a more comprehensive redevelopment of the facility would likely require additional funding.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #20: <i>Point Hudson - Doc's Restaurant Roof Replacement (\$57,987, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a "mission critical", high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				26 of 58.5

Notes & Comments: *All of the Point Hudson Station Buildings were constructed by the US Military between 1934 and 1939. Hence, all of these structures are well past their anticipated useful lives, and are in need of ongoing basic capital repairs (e.g., roofs, windows, painting, etc.). Although this building was substantially renovated in 2009, it has never been re-roofed. Replacement of the original asbestos shingle roof is now required.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #21: <i>Boat Haven - Gold Star Marine Doors & Roof (\$143,748, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				23 of 58.5

Notes & Comments: Comprised of three separate buildings and a satellite shelter, these core marine trade buildings lie at the center of the Port's Boat Haven property. The main building is in need of significant door and roof repairs. It should be noted that discussions are presently underway concerning potential future surplusings of these buildings. Nevertheless, near-term repairs to these structures should be planned and programmed within the CFP.

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #22: <i>Boat Haven - Admiral Ship Supply Building Wall, Roof & Window Repairs (\$68,147, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				23 of 58.5

Notes & Comments: *All of the former Port Townsend Industrial Park buildings were constructed in 1974 (i.e., the “Sperry Buildings”) and are nearing their expected life of 50 years. All of these structures have moderate condition issues, although all roofs have been replaced within the last three years.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #23: <i>Point Hudson - Pygmy Kayak Building Repairs (\$114,663, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	$3.5 \times 1 = 3.5$
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	$3.5 \times 1 = 3.5$
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	$3.5 \times 2 = 7$
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	$6 \times 1 = 6$
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	$3 \times 1 = 3$
TOTALS (note: highest possible score = 58.5)	19.5				23 of 58.5

Notes & Comments: *All of the Point Hudson Station Buildings were constructed by the US Military between 1934 and 1939. Hence, all of these structures are well past their anticipated useful lives, and in need of ongoing basic capital repairs (e.g., roofs, windows, painting, etc.).*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #24: <i>Point Hudson - Commander's Beach House Repairs (\$83,602, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a "mission critical", high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				23 of 58.5

Notes & Comments: *All of the Point Hudson Station Buildings were constructed by the US Military between 1934 and 1939. Hence, all of these structures are well past their anticipated useful lives, and in need of ongoing basic capital repairs (e.g., roofs, windows, painting, etc.).*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #25: <i>Jefferson County International Airport – Building “A” Repairs (\$132,432, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				23 of 58.5

Notes & Comments: *The Port owns three buildings at the JCIA, including Building “A”, which are well past their anticipated useful lives, and have serious condition issues. In consequence, they are in need of substantial capital repairs. It may be more cost effective to entirely demolish and redevelop these structures.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #26: <i>Jefferson County International Airport – Building “B” Repairs (\$130,568, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				23 of 58.5

Notes & Comments: *The Port owns three buildings at the JCIA, including Building “B”, which are well past their anticipated useful lives, and have serious condition issues. In consequence, they are in need of substantial capital repairs. It may be more cost effective to entirely demolish and redevelop these structures.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #27: <i>Jefferson County International Airport – Tailspin Tommie’s Repairs (\$246,881, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 2 = 7
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				23 of 58.5

Notes & Comments: *The Port owns three buildings at the JCIA, including “Tailspin Tommie’s”, which are well past their anticipated useful lives, and have serious condition issues. In consequence, they are in need of substantial capital repairs. It may be more cost effective to entirely demolish and redevelop these structures. It should be noted, however, that this structure is one of the original US Army Air Corps Buildings from the 1930s (moved from Sand Point in Seattle).*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #28: <i>Point Hudson - Duplex Building Repairs (\$142,083, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 1 = 3
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *All of the Point Hudson Station Buildings were constructed by the US Military between 1934 and 1939. Hence, all of these structures are well past their anticipated useful lives, and in need of ongoing basic capital repairs (e.g., roofs, windows, painting, etc.). However, given the project's low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #29: <i>Point Hudson – Puget Sound Express Building (\$45,128, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *All of the Point Hudson Station Buildings were constructed by the US Military between 1934 and 1939. Hence, all of these structures are well past their anticipated useful lives, and in need of ongoing basic capital repairs (e.g., roofs, windows, painting, etc.). However, given the project's low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #30: <i>Point Hudson – Schooner Martha Foundation Building (\$100,809, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: Notes & Comments: *All of the Point Hudson Station Buildings were constructed by the US Military between 1934 and 1939. Hence, all of these structures are well past their anticipated useful lives, and in need of ongoing basic capital repairs (e.g., roofs, windows, painting, etc.). However, given the project's low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #31: <i>Boat Haven - Craftsmen United Building (\$73,205, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project’s low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #32: <i>Boat Haven – Design Craft – Blue Moose Building (\$68,147, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project’s low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #33: <i>Boat Haven – CJ's Restaurant Restrooms (\$35,303, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project's low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #34: <i>Boat Haven – Key City Fish Building (\$39,930, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project’s low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #35: <i>Boat Haven – Steelhead Marine Building (\$68,946, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project's low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #36: <i>Boat Haven – Port of Port Townsend Maintenance Buildings (\$66,648, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6

TOTALS (note: highest possible score = 58.5)	19.5	19.5 of 58.5
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Notes & Comments: *Given the project's low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #37: <i>Boat Haven – Sunrise Coffee/PT Furniture Building (\$39,930, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6

Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project's low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #38: <i>Boat Haven - Peter's Marine Building \$39,930, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a "mission critical", high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency 	6	1	2	3	6 x 1 = 6

<ul style="list-style-type: none"> Reduces legal liability Necessary to satisfy a regulatory/legal requirement 					
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project's low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #39: <i>Boat Haven - Taku Marine/PT Brewing Building (\$39,930, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a "mission critical", high value asset 	3.5	1	2	3	3.5 x 1 = 3.5

Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project's low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #40: <i>Boat Haven - PT Brewing Building (\$49,247, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue 	3.5	1	2	3	3.5 x 1 = 3.5

<ul style="list-style-type: none"> Preserves a “mission critical”, high value asset 					
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	$6 \times 1 = 6$
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	$3 \times 2 = 6$
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project’s low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #41: <i>Boat Haven – Net Float Replacement (\$125,000, est.)</i>					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	$3.5 \times 1 = 3.5$
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	$3.5 \times 1 = 3.5$
Infrastructure Maintenance & Development: <ul style="list-style-type: none"> Maintains a core Port function/service 	3.5	1	2	3	$3.5 \times 1 = 3.5$

<ul style="list-style-type: none"> Preserves/replaces/repairs an existing asset Addresses a deferred asset maintenance issue Preserves a “mission critical”, high value asset 					
Project Urgency/Risk Management: <ul style="list-style-type: none"> Addresses a life/safety or public health emergency Reduces legal liability Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project’s low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*

PORT OF PORT TOWNSEND: CAPITAL REPAIR/REPLACEMENT PROJECT EVALUATION MATRIX					
PROJECT #42: JCIA – Underground Fuel Tank Replacement (w/Above Ground System) (\$125,000, est.)					
Project Evaluation Criterion	Weighting Factor	Priority Factor 1 = Low Impact	Priority Factor 2 = Moderate Impact	Priority Factor 3 = Direct Impact	Total (Weighting Factor x Priority Factor = __)
Community Access: <ul style="list-style-type: none"> Maintains or expands physical access to, and affordability of, Port facilities and services Maintains or expands opportunities for recreational boat owners and/or pedestrian access to the shoreline 	3.5	1	2	3	3.5 x 1 = 3.5
Sustainable Economic Development: <ul style="list-style-type: none"> Helps to stimulate countywide economic vitality Supports a key component of the local economy or a sector likely to expand Contributes to job creation, community well-being and resilience 	3.5	1	2	3	3.5 x 1 = 3.5

Infrastructure Maintenance & Development: <ul style="list-style-type: none"> • Maintains a core Port function/service • Preserves/replaces/repairs an existing asset • Addresses a deferred asset maintenance issue • Preserves a “mission critical”, high value asset 	3.5	1	2	3	3.5 x 1 = 3.5
Project Urgency/Risk Management: <ul style="list-style-type: none"> • Addresses a life/safety or public health emergency • Reduces legal liability • Necessary to satisfy a regulatory/legal requirement 	6	1	2	3	6 x 1 = 6
Volume of Use: Likely to be used by a high volume of public/tenants	3	1	2	3	3 x 2 = 6
TOTALS (note: highest possible score = 58.5)	19.5				19.5 of 58.5

Notes & Comments: *Given the project’s low score, limited Port funding capabilities, and the unlikelihood that temporary deferral of the proposed work will lead to significantly higher future maintenance costs, this project is not recommended for FY 2016-2021.*