Handout 11/10/26



Jetties that protect the Point Hudson Marina were rebuilt in 2022 and 2023.

• Boat Haven Boatyard stormwater system rebuild and upgrade;

• Boat Haven Marina breakwater rehabilitation;

• Site planning, permitting and development for a new light industrial park for manufacturers near the Jefferson County International Airport (JCIA);

• Herb Beck Marina (Quilcene) improvements including a new boat launch, remodeled restrooms and updated parking lot, all funded, permitted and set for completion in 2027;

• Electrical system upgrades at the Boat Haven Marina and Boatyard;

• Runway rehabilitation and new taxiway at the JCIA;

• New fueling station at JCIA;

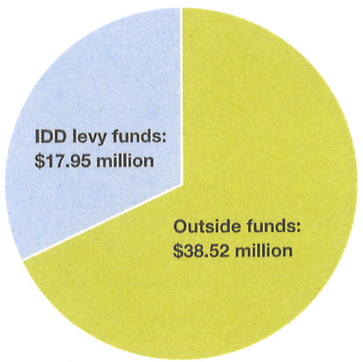
• Rehabilitation of buildings at the Port Townsend Boatyard and Point Hudson Marina, including new roofs, windows, paint and other improvements;

• Upgrades to public boat launches such as at Gardiner, Port Hadlock (now being designed) and Quilcene (scheduled for 2027).

A complete list of 2019 IDD-funded Port projects is available from the Port. It can be found in the January "Port Report" available at every moorage office.

Why does the Port seek another IDD levy?

The funds raised by the IDD2 levy were used to catch up with years of deferred capital maintenance. IDD2 allowed the Port to fix failing infrastructure, such as the Point Hudson breakwaters and the stormwater system that allows the Boatyard to function.



TOTAL: $56.47 MILLION

2019 IDD LEVY GENERATED
$3 FOR EVERY
$1 FROM COUNTY TAXPAYERS

In 2019, voters approved a tax to build or renovate job-generating facilities at the Port. For every $1 spent by local taxpayers, over $3 was leveraged from outside sources. Local taxpayers invested $17.9 million, which allowed the Port to build or renovate $56.47 million worth of infrastructure. Green shows outside funds; blue shows local levy funds.

Today, the Port seeks to renovate or construct facilities that will expand business opportunities and jobs throughout Jefferson County. "Now it's about economic development for the future," said Port Executive Director Eron Berg.

IDD2, approved by voters in 2019, expires in 2027. The 25 cents per $1,000 assessed value from IDD2 will disappear. The Port now asks voters to replace that expiring levy with a new one that would cost about 45 cents per $1,000 – 20 cents per $1,000 more than the previous levy. This new levy would first be collected in 2028. It would expire after six years. By state law, the Port cannot ask for a fourth IDD levy.

What does the Port expect to accomplish with a new IDD levy? (We'll call it IDD3.)

If the 2027 IDD3 levy is approved, the first tax would be collected in 2028. Over the six-year life of IDD3, the Port would raise an estimated $29 million (together with timber tax revenues).

The maximum levy rate would be 45 cents per $1,000 of assessed valuation per year. The average assessed value of a home in Jefferson County is $500,000. If voters approve IDD3, an owner of the average-priced home would pay $225 the first year, with slight adjustments for the following five years.

If IDD3 is approved?

This list describes projects for which IDD3 levy funds will serve as a locally generated downpayment designed to leverage outside dollars. For example, rebuilding the Boat Haven Marina is expected to cost $55 million, including mitigation, of which $10 million would come from IDD3.

Boat Haven Marina • Rebuild several of the docks and infrastructure at the Boat Haven Marina, the hub of Port Townsend boating.
Estimated IDD cost:
$10 million (spread over four years at about $2.5 million per phase)

Herb Beck (Quilcene) Marina • Marina rehabilitation, dredging, RV park improvements.
Estimated IDD cost:
$2.5 million ($1.5 million for marina work; $750,000 for dredge; $250,000 to develop RV park)

Airport Industrial Park • Port-supplied planning, permitting, roadwork and utility infrastructure for 20-acre new industrial park near Jefferson County International Airport.
Estimated IDD cost of Phase 1:
$2 million

Short's Family Farm • Ag processing and storage infrastructure improvements, rehabilitation of existing structures, new crossing for Chimacum Creek, water and septic system improvements.
Estimated IDD cost:
$1.5 million

Boatyard • Construction of a new sandblasting and painting building, sought by several boatbuilders (partial funding).
Estimated IDD cost:
$1.5 million

Point Hudson Marina • Rehabilitation of infrastructure such as roads, water, sewer and stormwater utilities; latest phase of multi-year plan.
Estimated IDD cost:
$1.5 million

Countywide Industrial Parks • The Port is unique among local government entities in that its mission is economic development – building the infrastructure that allows private companies and jobs to flourish. Port officials would look to advance a range of industrial and commercial developments, with a focus on property acquisition and development in urban growth areas (UGAs) where concentrated infrastructure and economic activity can occur.
Estimated IDD cost:
$10 million

The Port also collects a portion of property taxes that can be used for operations, known as the Port's general levy.

Combined with tax support for operations, what would be the total impact of IDD3 be on property taxes?

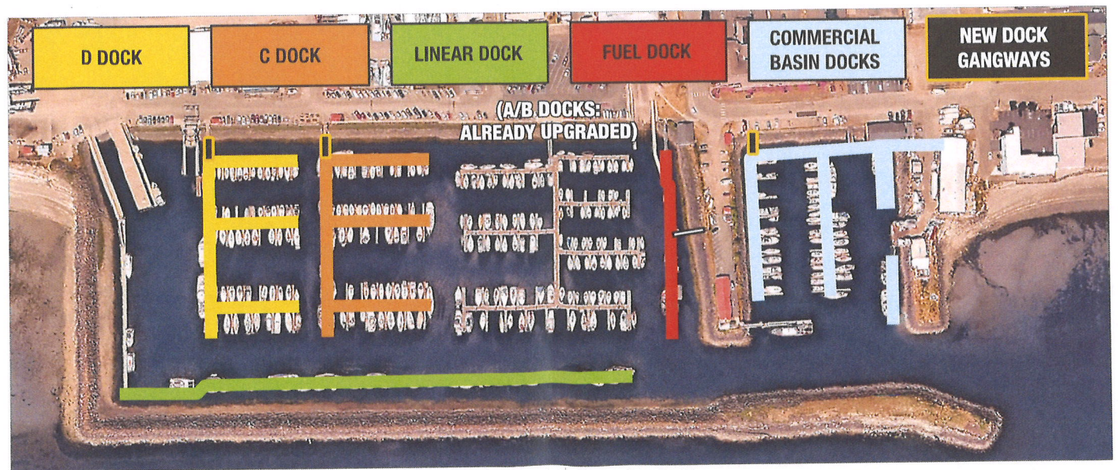
To understand the whole picture, it's important to place Port-related property taxes into two buckets.

General Levy: The Port funds most of its operations through earned revenues – what it earns from boat moorage, boat haulouts, the lease of Boatyard space, airplane hangar rent and leases to many private businesses. From property taxes, the Port collects less than 10 percent of its total revenue. The other 90 percent is earned from Port enterprises like its marinas, dozens of buildings, the airport, etc.

For its General Levy, the Port expects to collect $1.2 million in property taxes in 2027. A raise in the general levy is capped at 1 percent per year. The current rate is about 12 cents per $1,000 assessed valuation, or approximately $60 per year on a $500,000 house. (Note that the Port of Port Townsend's property tax collection is only 25 percent of the property tax level for ports allowed by state law.)

The combined Port General Levy and the IDD2 property tax (for infrastructure) for 2026 was 4.6 percent of all the property taxes paid by Jefferson County residents.

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The Boat Haven Marina is the entry point for most of the marine trades. Several docks need a rebuild.