

# PORT REPORT



ECONOMIC VITALITY | COMMUNITY PARTNERSHIPS  
OPENNESS & ACCOUNTABILITY | STEWARDSHIP

WINTER 2025 NEWSLETTER *from the* PORT OF PORT TOWNSEND



**In 2019, voters  
invested in Port  
jobs. Here's the  
result so far.**

## From the Executive Director

# What should we build next?

This issue of Port Report is all about the Industrial Development District (IDD) levy approved by voters in November 2019. It's been five years since you voted "yes," and with humility and gratitude for your trust and money, we want to update you on how those IDD dollars have been invested.



**By Eron Berg**  
Port Executive Director

IDD levies are property taxes available only to port districts. These levies are used to invest in port infrastructure for the purpose of fulfilling a port's economic development mission. All ports are able to levy an IDD levy twice, once by action of the commission and a second time with the vote of the people if they so petition. In 2019, this community made state history when the IDD levy was approved by popular vote. A few ports in the state, those that are contiguous to the Pacific Ocean, have the option of a third IDD levy, with the vote of the people.

This Port's first IDD levy was instituted in the 1960s and collected less than \$100,000, which was used to repair the Point Hudson breakwater. The 2019 IDD will generate about \$16.9 million through 2027 and will fund more than \$50 million worth of projects including the Point Hudson jetties.

With the last dollars projected to be collected in 2027, now seems like a good time to consider whether the third IDD levy should be discussed and if so, what projects would the community want to build with those

dollars. A third IDD levy could be countywide and consistent with the Port's mission of creating good jobs, could include any number of projects from a commercial development in Brinnon, development of a rural industrial site in Quilcene, a log loading facility on the West End, more industrial development at the airport, an expanded boatyard, and an expanded Boat Haven

Marina, as examples.

If the community is interested in more investment in economic development and wants the Port to lead with infrastructure, developing the project array would be a community effort. The Port's role is to serve where needed with projects that are wanted.

What economic development projects would you want to see across Jefferson County? For my two cents, I would hope that any number of projects would be new or expanded, versus maintaining the existing infrastructure. The current IDD effort will have significantly addressed that backlog.

I believe that a number of our community's most pressing issues, including housing, would be improved by creating more, better paying jobs, right here.

As always, I welcome your comments, thoughts and questions about the Port. Email me at [eron@portoft.com](mailto:eron@portoft.com), or call me at (360) 316-6013.

**ON THE COVER:** The 2019 vote by Jefferson County residents to tax themselves through an Industrial Development District levy to rebuild the infrastructure of the Port of Port Townsend has paid off. Marine trades jobs have been preserved, and will grow in the future. Here, Moses Dane of the Port Townsend Shipwrights Co-op takes apart some of the wooden hull of a heavy commercial fishing boat.

## Commissioner's Corner

# Origins, heroes of the IDD levy

With the start of a new year I thought it would be interesting to look at our Industrial Development District (IDD), and what this revenue source has returned in benefits to the Port and the community.



**By Pete Hanke**  
District 3 Commissioner

When I first started as a Port Commissioner in 2014, the Port was struggling to keep cash flow positive, much less repair our aging infrastructure. As we are all aware, we live in a community founded a long time ago. Many of the structures, roads, buildings and utilities are old and very expensive to repair or replace. The Port is no exception.

In those first years as a Port Commissioner, I remember clearly the beginning of the Point Hudson breakwater replacement discussion. There was nothing left to repair. So it truly was a replacement project.

The first estimates of replacement cost were less than \$4 million. There was a concerted effort from staff to cover this cost with debt and potential grants. After several years, a grant was secured but by that point the cost had risen to over \$7 million, far beyond the capabilities of the Port to finance or cover with the grant.

It was very frustrating, because the longer we waited the more expensive it became. After the county's voters approved the IDD levy in 2019, the Port was able to leverage IDD dollars with other grants and cover the cost of the breakwater replacement. In the end, with \$2.7 million IDD dollars, we were able to raise an additional \$10 million and cover the cost of the new breakwater.

The story of how the IDD taxing

authority was approved involved several individuals.

One of the first to show us what the possibility could be was Cynthia M Weed, a lawyer with K&L Gates of Seattle. Her specialty was working with small governments on creating capital through financing, levies or grants. She was an amazing resource and one with whom commissioners

and staff would often talk at conferences about how to sustain our Port. She urged us use the IDD levy to help repair or replace our aging infrastructure.

Over three years, she made several sojourns to our humble offices to work with us on structuring the IDD levy.

Another individual that deserves recognition is Jim Pivarnik.

Jim served as deputy director under Larry Crockett for 11 years and then left to become the manager of the Port of Kingston. When Sam Gibboney departed as the Port of Port Townsend's director, I asked Jim to come back to Port Townsend as interim director until we could find a permanent replacement for Gibboney. During this time, we three commissioners were very keen on putting the IDD levy up for a vote on the 2019 ballot. Otherwise, it was obvious we would never catch up to the rising cost of the jetty replacement and other infrastructure needs. All were becoming more critical as time went by.

I remember one key meeting where the main thrust of the conversation was, "we have nothing to lose. Let's move forward and give it our best

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# The 2019 IDD levy may have saved hundreds of Port-based jobs

## Every \$1 of IDD tax leverages over \$3 in outside funding

It was the fall of 2019.

Jim Pivarnik, formerly the deputy director of the Port of Port Townsend, had been coaxed back to Port Townsend from the Port of Kingston to repair relationships with the marine trades and the surrounding community damaged by earlier missteps. His "listening tour" slowly paid off, especially with the Port Townsend Marine Trades Association (PTMTA).

But strained relations were only one of the Port's problems.

The biggest was that it did not have the funds to repair or even maintain the critical waterfront facilities that allowed dozens of businesses and hundreds of

private employees to build or repair boats. The jetties at Point Hudson were rotting away to the point that they provided scant protection during winter storms. Part of the breakwater that protected Boat Haven was eroding away. State environmental officials threatened to shut the entire boatyard down unless the Port created new controls on contaminants carried by stormwater runoff into Port Townsend Bay.

Port buildings, rented to private tenants, had substandard electrical service, leaking roofs and, at Point Hudson, seeping creosote fumes.

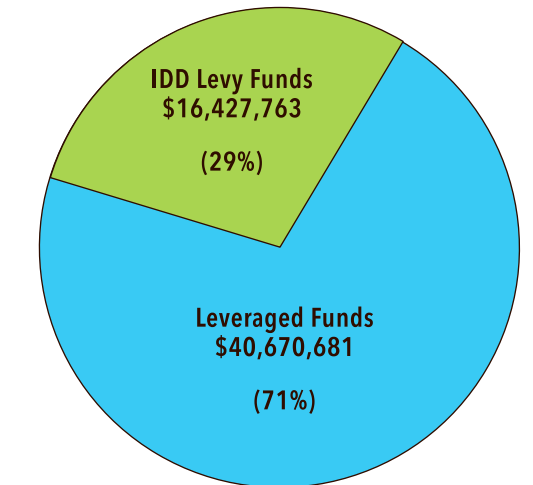
True, there were federal and state grant funds out there that

could be used for Port facilities. But competition was keen for those dollars. They usually went to districts that could prove they had wide public support and some level of matching funds.

The Port had one unique option to generate matching funds. It was called an Industrial Development District (IDD) levy. State law required that property tax dollars raised through an IDD levy could be used only to build or repair facilities (not Port operations). The elected Port Commission — then Pete Hanke, Jr., Bill Putney III and Steve Tucker — voted to levy an estimated \$15 million in IDD property taxes. But tax watchdogs launched a public petition drive that required voter approval of the new tax.

Now it would be on the Nov. 5, 2019 countywide ballot.

PROJECTS TOTAL THROUGH 2028: \$57.1 million



The combination of infrastructure projects that have been completed, are in progress or are planned for the future total just over \$57 million. Of that, the IDD fund provides \$16.4 million, which has leveraged \$40.7 million in outside funds. IDD funds constitute 29 percent of the total. A table of all IDD-connected projects is on Page 16.

Cards were stacked against public approval. Some 2,000 voters who signed the petition had shown their concern. The Port itself could not campaign for the tax. A port-proposed IDD brought to the voters had never won approval in Washington State.

But the PTMTA rallied its member-businesses in support, including an extensive marketing campaign to remind voters that one out of five Jefferson County jobs was rooted in the marine trades — more than Port Townsend Paper. Support poured in from other sources as well. Pivarnik had calmed roiled waters. Port Commissioner Putney campaigned tirelessly in favor of the levy.

After the votes were counted, 53 percent of the voters of Jefferson County opted to support its Port. They voted to tax themselves nearly \$17 million with the precise levy rates for each year

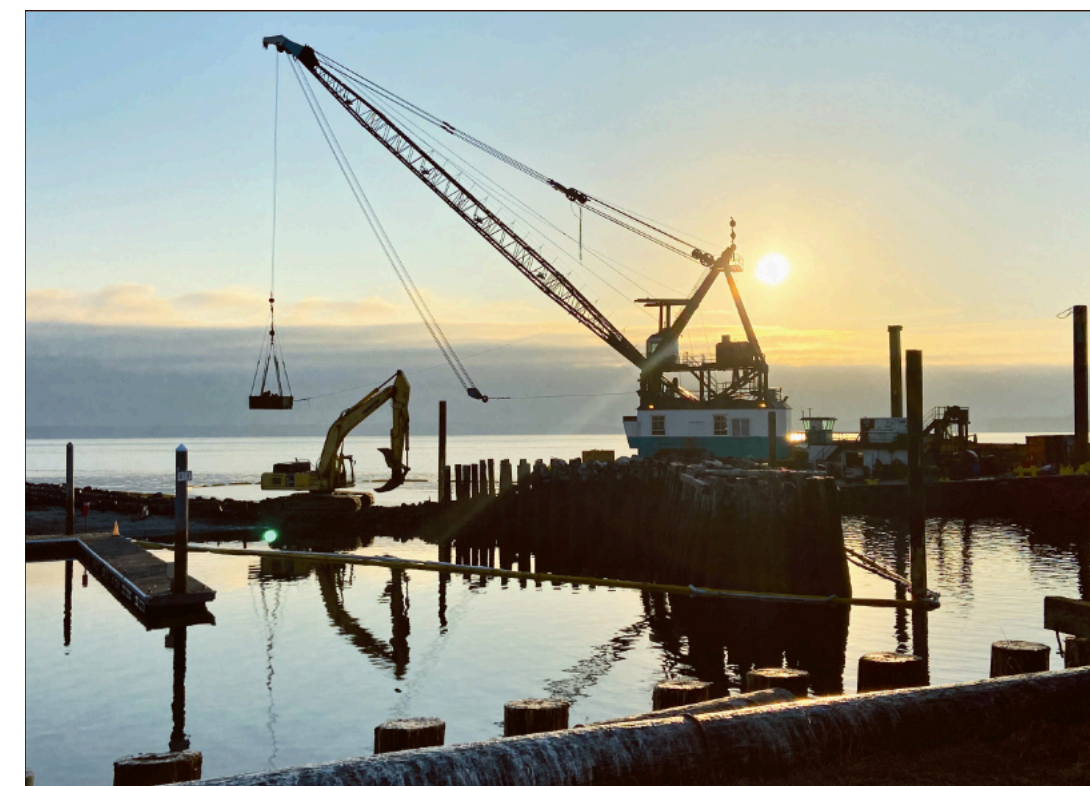
and resulting timing to be set by the Port Commission. (Due to changes in property valuations, by 2024 the IDD levy's total property tax revenue was closer to \$17 million.)

Pivarnik stepped aside as planned, and said later that the community support and the IDD tax revenue made him confident the Port would find a qualified successor. Eron Berg was hired shortly after the vote and started work in the spring of 2020.

Thanks largely to the IDD levy, Berg's tenure to date has been marked by ticking off one crucial infrastructure repair or replacement after another, each of them designed to ensure that Port facilities will continue to support family-wage jobs long into the future.

"Voter support reflected the community's interest, and the ability to provide a local match allowed us to get the grants,"

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One of the first and most important capital projects allowed by the 2019 approval of the Port's Industrial Development District levy was full replacement of the crumbling jetties that protect the mouth of the Point Hudson Marina.

# West Expansion could double Boat Haven job base

One Port project has the potential for the greatest economic impact on Jefferson County.

It is called the Western Shipyard Expansion project. It envisions extending the above-ground storage space for ships and boats 4.7 acres westward, toward the bluff between Boat Haven and Port Townsend Paper. Another 1.5 acres, currently used for dry ground boat storage, could also be upgraded so it, too, can become working space for additional boats.

In total, the project would add 6.2 acres of working boatyard space. The Port currently has 24 upland acres of space for boats. The West expansion would create new space for up to 30 large boats or ships (over 80 feet in length).

Port officials emphasized that this project is in its earliest stages of planning, and that the substantial outside funding it would require has not yet been secured.

To assess the economic impact of boatyard expansion, it's valuable to review what the Martin economic assessment showed in 2017. In Jefferson County, marine trades represent 20 percent of the total job base – a total of 2,243 direct or indirect jobs that generate \$135 million in family income. The Boat Haven alone is home to 60 businesses which employ over 450 highly skilled, family-wage marine trades workers.

Taken together, the marine trades centered at the Boat Haven generated, in 2017, almost \$340 million in economic value.

It's important to note, as the Martin study found, that much of that money comes into Jefferson County from elsewhere. A substantial part of the Alaska commercial fishing fleet, some 150 boats, regularly haul out at Boat Haven for refits and repairs. Thanks to four Travelifts that haul boats of up to 330 tons, and Boat Haven's unique status as the largest publicly accessible boatyard in the Puget Sound area, it also sees business from the Navy, the Coast Guard, Kitsap Transit, the whale-watching fleet and hundreds of recreational boats.

The Port's 330-ton lift is the busiest in the region. The

closure of several Seattle-area shipyards in recent years means it will get busier, as long as there's upland room to place more boats.

A 2024 study by Olympus Consulting concluded that the additional 6.2 acres of shipyard space could more than double the direct boatbuilding and aluminum welding employment at the Boat Haven by the year 2030. That's because work on the bigger vessels takes the most skilled labor. That labor includes many specialties – woodworking, mechanical, welding, plumbing, electrical and other systems.

The additional acreage is also projected to increase the number of students at the Northwest School of Wooden Boatbuilding, which also teaches systems work, according to the study.

The extra space should allow existing marine trades businesses to grow, and would likely also spawn the arrival of new businesses, said Port Deputy Director Eric Toews.

The West expansion project is still in an early phase. In 2025, planning and permitting may be finished. If funding can be found, in 2026 a contractor could be selected and, late that

year, construction could begin. By April, 2027, if all goes as planned, construction will be completed and the new space will be available for more boats.

(Another factor adding new marine trades jobs is a planned variable width Travelift, with delivery expected this May. It will place boats closer together in the work yard, allowing up to 15 percent more to be hauled out even in the existing yard.)

Expanding to the west is not simply a matter of opening up more space. The shipyard must be ballasted with tons of rock and gravel so the soil can hold the weight of the lifts and

vessels. Utilities such as stormwater collection and electrical service must be installed underground.

Port Capital Projects Director Matt Klontz said the 2025 anticipated expense of \$50,000 is to complete grant applications and finalize environmental review. All of these early dollars are from the IDD levy. Because the estimate of the total project is over \$5 million, the Port is looking hard for state and federal fund sources.

If the West expansion gets outside funding in the future, the IDD portion of its total funding might be modest.

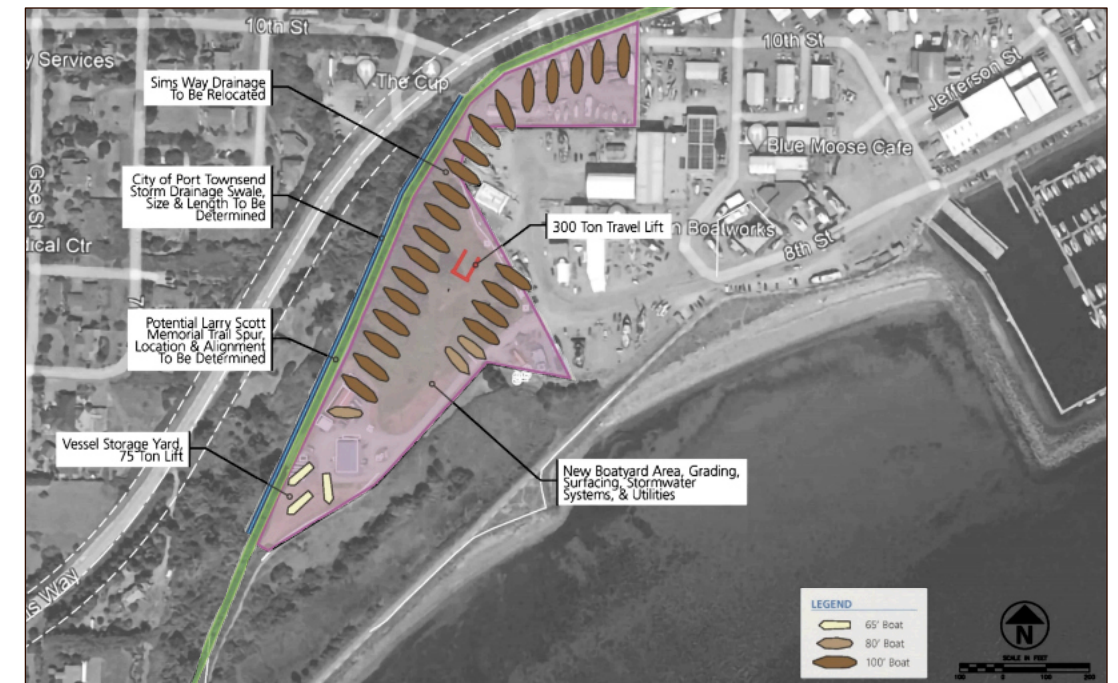
IDD fund: \$50,000  
Leveraged (prospective): \$5,125,000  
Total project: \$5,175,000  
IDD funds would be 1 percent.

## STORMWATER TREATMENT

Few people appreciate how critical the stormwater

treatment system at the Boat Haven Boatyard is to the marine trades in Port Townsend. Much of this system is underground. The above-ground components are industrial containers or tanks squeezed among the land-based boats. But this boatyard, like all boatyards in Washington State, must pass environmental muster with the Washington State Department of Ecology (DOE). The DOE permit sets the standards the Port must meet for treatment of stormwater. That permit can be withdrawn at any time. After all, once the stormwater is treated, it flows into Boat Haven Marina and, from there, into Port Townsend Bay.

The Port's current stormwater system has several collection and treatment points. In 2025, a new system with a single central location and treatment facility is to be built. A local company, Seton Construction, is the contractor. The new system will handle stormwater treatment for not just the current working boatyard, said Port Capital Projects Director



An engineer's sketch shows how additional vessels hauled by the Port's 330-ton Travelift could be arrayed around an additional 6.2 acres of shipyard space, if the project goes through.

Matt Klontz, but accommodate future boatyard expansion as well.

The new, centralized system is expected to include 1,200 linear feet of 8-inch piping that covers 30 acres of the boat yard, along with pumps and vaults. The central treatment system, to be built at the southwest corner of the shipyard near the Larry Scott Trail, will consist

of four vaults of stepped-up filtration, including biofiltration.

Port Deputy Director Eric Toews said the bids for this project have come in under budget.

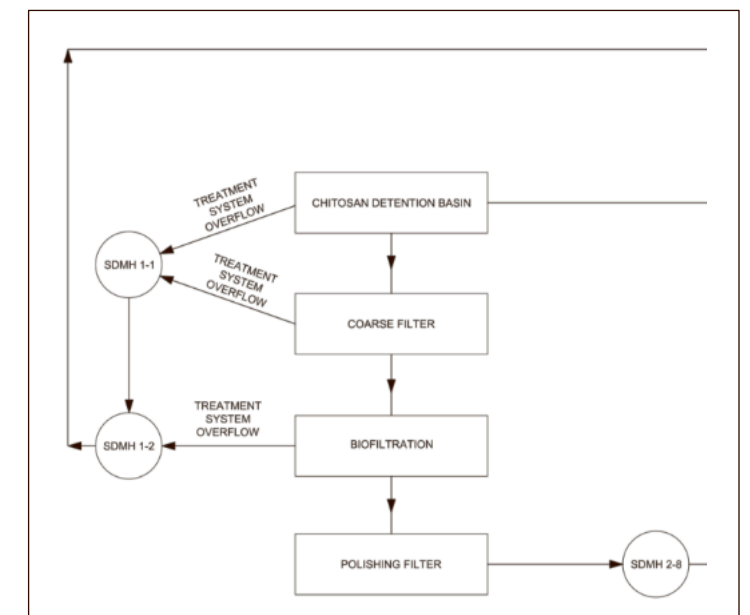
IDD fund: \$1,085,000  
Leveraged: \$5,050,000  
Total project: \$6,135,000  
IDD funds are 18 percent



This aerial image shows some of the undeveloped land to the west of the existing shipyard that could be developed into a 6.2-acre expansion. Planning for the project has just started. But if it comes to pass, an economic study concluded it would provide enough space for additional hauled-out boats to double the shipyard's employment within a few years.



Today's stormwater collection and treatment system in the Boat Haven Boatyard relies on a few treatment components around the boatyard. A newly designed and constructed system would instead bring stormwater to a central filtration system with four successive layers of treatment.



An engineer's drawing shows the four levels of filtration envisioned in a new, centralized stormwater treatment facility in the Boat Haven Boatyard.



The combination of king tides and winter winds blew through the Point Hudson Marina before the old jetties were replaced, starting in 2022.

## IDD's first major success: Rebuild of Point Hudson jetties

Even before Jefferson County residents voted to impose a tax on themselves as part of the Industrial Development District (IDD) levy, they knew quite a bit about the rotting jetties that protected the mouth of the Point Hudson Marina.

The need to replace the jetties was identified as the Port of Port Townsend's most critical infrastructure project, leading a long list of such projects. The jetties, first built in the mid-1930s and periodically reinforced, were failing so badly by 2019, that king tides driven by winter winds were propagating into and through the little marina with ease.

The jetty project became the poster child of the Port's ability to leverage outside funds with IDD levy money.

"It was the sine qua non of why the IDD was approved by the voters," said Deputy Director Eric Toews. "They did not want to lose that jewel in the crown of Port Townsend." The result, he added, is that the marina is now protected for future generations.

The largest of the outside funding sources was the U.S. Economic Development Agency, which granted over \$7 million for the \$13 million project. Washington State also

provided funds, including \$2.5 million appropriated through the state capital budget. Additional funds came from US Fish & Wildlife through the State Recreation and Conservation Office, and Jefferson County's Public Infrastructure Fund (PIF). When all of the outside funds were lined up, the IDD levy provided \$2.75 million, which leveraged \$10.3 million in state and federal dollars. The IDD funds constituted just 21 percent of the total project cost.

All of the local government entities – city, county, PUD and others – also lent their lobbying support to the project.

The actual demolition of the old jetties, and construction of their replacements, took place over two winters, 2022 and 2023, to minimize in-water construction during salmon runs.

The work was contracted by Orion Marine Construction of Tacoma, and carefully overseen by Port engineers and environmental staff. For both of the construction windows, the 50-slip marina had to be emptied of its moorage customers. Room was found for them at the larger Boat Haven Marina.

Orion pulled all the old, creosoted pilings and hauled

them away. For the north jetty, done over the winter of 2022-2023, Orion used the old basalt rock to create a new artificial reef to the side of the jetty mouth, which was quickly occupied by sea life. For the south jetty, done over the winter of 2023-2024, the old basalt was hauled away, but not before volunteer divers moved thousands of sea creatures to the artificial reef.

For the north and south jetties taken together, a total of 365 new steel piles were driven, and 12,000 tons of new rock was placed inside the piling cribs. The south jetty also got a new pedestrian walkway.

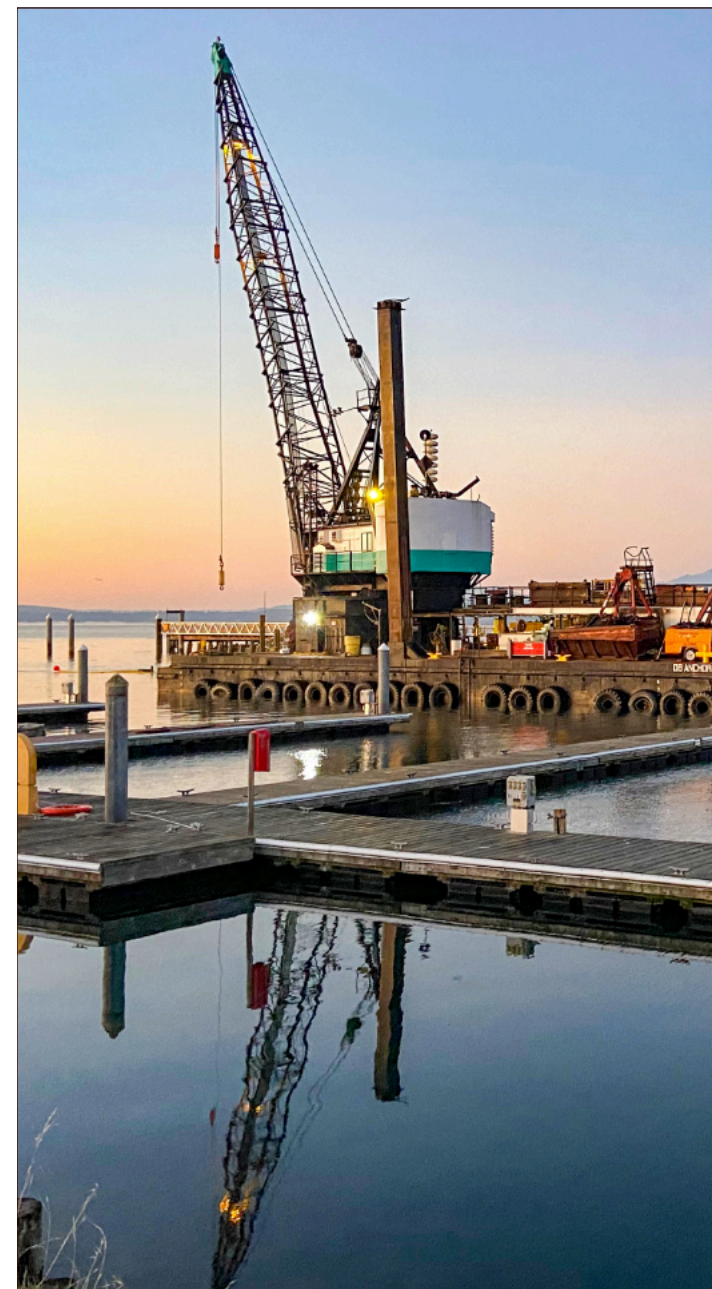
Port Executive Director Eron Berg found that community support for the project was enthusiastic, even after Orion started working through the night to get it done on time.

"All of the entities lined up and delivered the project that the community wanted, under budget and a little ahead of schedule," he said. "We could not have asked for a better response. It's the only project of magnitude that I've been part of that had only one

complaint – from a visitor staying at the Swan Hotel, who thought it was too loud at night."

When people showed up at the job site, he said, it was to watch and enjoy, not to grumble. "I hope we have more projects just like that," he said.

IDD fund: \$2,746,400  
Leveraged: \$10,293,000  
Total project: \$13,038,500  
IDD funds are 21 percent of total.



Orion's crane barge built the new jetty over two winters.



Orion Marine, based in Tacoma, won the contract to tear down the old jetties, and build the new ones with steel pilings and fresh rock. The design is similar, but taller, than the replaced jetties. Orion got the work done on time and under budget.



Director of Capital Projects & Port Engineer Matt Klontz stood at low tide beneath the new steel piles driven as part of the jetty rebuild at Point Hudson in early 2023. When the jetties were done, they were about three feet taller than the ones they replaced.

## Commissioner's Corner

# IDD vote was a win for Port and a win for local democracy

Our blessings in the new year include a bright light on our political landscape: The ongoing gift of Jefferson County voters' passage of the 2019 Port of Port Townsend's second Industrial Development District tax levy.



**By Carol Hasse**  
*Commissioner District 2*

Thanks to voter generosity, 2025-2027 will find the Port able to continue utilizing IDD funds in its ongoing capital projects, fulfilling the IDD's promises and more.

In 1971, the 26th Amendment lowered voting age from 21 to 18, in response to outcry that young men aged 18, 19 and 20, although drafted to fight in the tragic Vietnam War, were not allowed to vote. I turned 20 in 1971, uncertain that my vote would matter, but raring to exercise my rights! My dream ballot (then and now) was one that gave all voting citizens a ranked choice on how their tax dollars would be spent.

Our state is one of 26 that provides citizens with the power of election initiatives and referenda, but the closest I feel to my dream ballot is when tax levies for our schools, hospitals, first responders, environment and other public enterprises and concerns are on our local ballot.

Our public port's share of property taxes is limited by Washington state. The state also gives its 75 public ports the opportunity to ask their voters for additional tax dollars for capital improvement projects through an Industrial Development District tax levy.

It is a big "ask," and one that port commissioners do not undertake lightly. Further, our port can have an IDD only three times in its existence.

The passage of any tax levy is a measure of the generosity, civic mindedness, values and wherewithal of a community's voters, as well as trust that their voluntary tax dollars will be used as promised, with care, wisdom and competence. Your port takes this responsibility seriously, and uses a "triple bottom line" that weighs economic, cultural and environmental well-being equally in its decisions on actions and spending.

Thanks to IDD dollars, Port staff has been able to leverage federal and state grant funding not only for the planning or completion of deferred maintenance and infrastructure projects on the "promise list" made by 2019 Port commissioners and staff, but also for additional project planning. That includes boatyard expansion north and west of current boundaries, Sea Level Rise protection from the bluff on Larry Scott Trail to the

Washington State Ferry dock, and the development of airport light industrial parks and Short's Farm.

In 2019, I'd worked 41 years at my then Sail Loft overlooking beautiful Point Hudson. I knew I was not alone in believing that Point Hudson should be maintained and preserved (complete with solar panels on every roof) for future generations to enjoy. The deterioration and sad state of repair of Point Hudson's charming historic buildings and crumbling jetty were heartbreaking.

Lack of funds for maintenance or restoration regularly threatened the survival of buildings and the harbor, likewise threatening the Wooden Boat Festival and Maritime Center Youth on-the-water programs.

It was voter approval of 2019's IDD that made possible the saving of Point Hudson, the Boat Haven Boatyard and Quilcene's marina from being sold out to "development." Every YES vote was an acknowledgement of our marine trades' contribution to the economy, authenticity and identity of our county, as well as our voters' desire for our Port to protect our working waterfront, marinas, historic buildings, public recreational access to the water, and our natural environment's well-being. See a complete list of IDD-funded projects on page 16.

The gifts provided to our community by the passage of 2019's IDD are immeasurable. Thank you voters! Score one big win for democracy.

# Saved jobs: IDD will fund 40 projects

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Berg said recently. "You've got to have match to get the grants, but just as important is the show of community support. Funding agencies aren't excited to support controversial projects. Voter approval of the IDD signaled that local residents wanted these things to happen."

With the IDD support in hand, the Port's top priority, then and now, said Berg, is to maintain the job-creating facilities already in place.

Eric Toews, the Port deputy director who also worked with Pivarnik, said voter support of the IDD fund probably saved the Port from such substantial decline that extinction of the marine industry was a possibility.

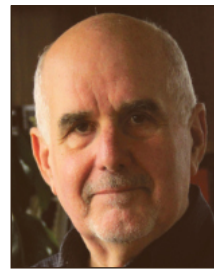
"The term 'working waterfront' is almost a cliché, but you can imagine this becoming like Poulsbo, given over to the service industry," he said. "The Boat Haven, with some businesses at Point Hudson, are the last places outside of home construction where people actually build things, repair things. Having that nucleus of people in the community is a rare thing. It's a rare skill set."

Before the IDD, the Port would lurch from crisis to crisis, he said. "There was no plan. There was no comprehensive assessment to even know what the plan should be. We were just focused on what was already broken or what was going to break next."

Now, with the IDD in hand, Toews said, "we have bought another generation or two of life for all the facilities that allow the Port to be a port — and for Port Townsend to be Port Townsend."

There's a 40-project list of Port upgrades and repairs built around the IDD funds. Some of them are completed; some are underway; some are being planned for future years.

Taken together, the list shows that about \$16.9 million raised through the IDD property levy has allowed or will allow the Port to build \$57 million in improvements and repairs. The IDD funds have or are expected to leverage over \$40 million, or 70 percent of the total, in outside funds from state or federal sources.



**Jim Pivarnik,**  
former Port executive director



**Eron Berg,**  
current Port executive director



**Eric Toews,**  
Port deputy director

## Commissioner's Corner

# Marine trades and community helped IDD win the vote

I would like to share with you some personally experienced and key events that have taken our Port from devastating storms on the horizon, towards the "fair seas and following winds" of today. I will speak from my marine trades perspective.

Our Port had developed serious problems, with breakwaters in danger of complete failure, stormwater requirements failing, an "empty" boat yard, and untenable leases being proposed. The lifeblood of our working waterfront and community's maritime heritage was being threatened. Our marine trades pulled together creating several task groups to guide a Port planning process, and initiated the campaign, "We are the 20 percent."

This campaign featured many individual stories highlighting the marine trades families.

Perhaps most significantly, in 2018, our marine trades took the initiative to organize, lead, and fund -- independent of any government agency -- the Jefferson County Marine Trades Economic Impact Study. Three high points of this study demonstrated the marine trades in Jefferson County:

Represent 20 percent of jobs in our county,

These jobs earn 25 percent more than the average wage jobs in our county,

\$12 million in tax revenues are generated annually from these jobs back into our county and state.

This was a key part of historical events which have clearly demonstrated the vital role of our marine trades and community support for our working waterfront and maritime heritage:

100 years ago, in 1924, the citizens of Jefferson County voted to tax themselves to create a brand new government entity -- our port, named after its seaport of Port Townsend and with countywide



**By Pam Petranek**

*Commissioner District 1*

jurisdiction. The fundamental purpose of a port, then and now, was to allow public investment to build job-creating facilities.

30 years ago, in 1994, an extensive community driven planning process resulted in the City and Port adopting the Point Hudson Master Plan. It emphasized the working waterfront, community access, and the historical district.

15 years ago, in 2010, another extensive community planning process to develop vision and guidance for port-wide activities resulted in the Port Strategic Plan.

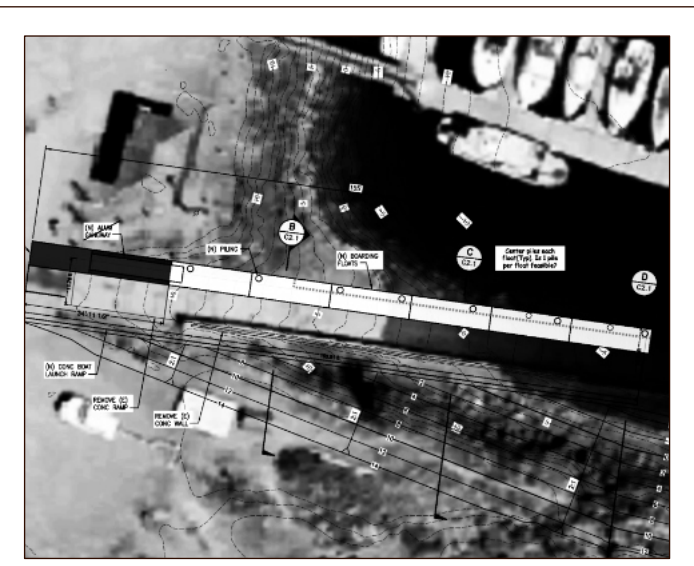
7 years ago, in 2018, the Jefferson County Marine Trades Economic Impact Study is presented to our community, proving the significance of this vital sector.

And then 6 years ago, in 2019, the Port Commission decided to ask the citizens of Jefferson County to approve the Industrial Development District levy, a tool to tax and leverage local dollars for state and federal funding to support critical infrastructure needs. On Nov. 5, 2019, the citizens of Jefferson County once again, rallied to support our working waterfront and passed this monumental vote.

I will conclude by emphasizing that WE ARE THE WORKING WATERFRONT, which includes the largest/last open public boatyard on the West Coast of the U.S.

Our marine trades and related small businesses are the primary and most significant economic sector in this county, contributing to our deeply rooted connections to self, community, culture, and our unique geographic location surrounded by water. The citizens of Jefferson County, our marine trades and all of our government agencies working together, have built an anchor of strength for this and future generations to thrive.

We couldn't have done it -- without all of us!



Quilcene's set to get a new boat ramp access float.

# Hanke: Bill Putney III worked hard for IDD win

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shot by explaining the ask to the public.' It was at that meeting in the early spring of 2019 that Jim agreed, and we moved forward with the IDD levy.

The last notable individual was Commissioner Bill Putney III. Bill seized on this task of 'community buy-in' from the beginning. Being a part of KPTZ as an engineer, he was able to keep the conversation going on the air waves. It was almost like a non-stop town hall discussion on the merits of this levy.

In addition, Bill wrote several articles in the Leader about why the Port needed this levy and the benefits the levy would bring to the community. Lastly, he held several community meetings to discuss and answer questions about the levy. In the end I believe his efforts provided the last stretch that pushed voter approval for the levy.

Looking back over what has been accomplished in the last five years with IDD funds, the results are truly amazing. In our current capital improvement plan, we have over \$57 million budgeted for infrastructure repair or replacement. Examples include refurbishing the Point Hudson buildings, repaving the airport runway, replacing the boatyard stormwater system, expanding the boatyard, and a new boat ramp in Quilcene. These five projects will cost a total of \$23.7 million. The IDD fund will contribute \$4.75 million. The outside dollars leveraged to complete these projects will be \$19 million.

The results are obvious today. I think it's clear that the Port, its business tenants and the taxpayers of Jefferson County are better off for it.

# Delivered: Completed IDD projects blaze the trail

The Port got busy on its long list of deferred maintenance and rebuilding soon after the IDD levy was approved and the additional source of property tax revenues came in. This summary captures many of the projects at the top of that list and which have already been completed. The largest of those was the replacement of the jetties that protect the mouth of the Point Hudson Marina, described elsewhere.

In total, almost \$21 million of projects have been completed since voters approved the IDD levy in 2019. The IDD levy contributed almost \$5 million toward them, with outside funding responsible for the other \$16 million. Other early and now completed projects included:

## NEW MOORAGE OFFICE AT BOAT HAVEN

Moorage tenants and visiting boaters at the Boat Haven Marina already benefit from the complete rebuild of the century-old former Coast Guard headquarters building (originally an Army building from Fort Worden). Now rolled to a prominent place in the middle of the Boat Haven Marina, the red-roofed building serves as the moorage office, boatyard office and as the home of the Port's harbormaster and environmental specialist. Most of the work was done by the Port's capable maintenance staff. It gives the Port a welcoming and professional "front door" for boaters – before, those seeking to pay a moorage bill

or schedule a haulout had to stand in the weather and talk through a window. The work was completed and the new moorage building was opened in mid-2024.

IDD fund: \$542,000  
Total project: \$542,000  
IDD funds are 100 percent.

## DOCK & ELECTRICAL UPGRADES

The Boat Haven Marina is in constant need of dock repairs and improvements, and the electrical transformer that serves D Dock needed a retrofit. The work was completed in 2024.

IDD fund: \$54,040  
Total project: \$54,040  
IDD funds are 100 percent

## BOAT HAVEN LINEAR DOCK UPGRADES

The linear dock, located just inside the Boat Haven breakwater, welcomes longer vessels and those getting in position for a haulout in the near future. Its electrical service was substandard until the IDD helped pay for a 2020 upgrade that makes the dock more welcoming to visiting boaters.

IDD fund: \$54,800  
Total project: \$54,800  
IDD funds are 100 percent.

## STORMWATER PUMP REPAIRS

Maintenance on one of the stormwater pumps was needed in 2021 to keep the system functioning. An upcoming project involves a complete upgrade and rebuilding of the

stormwater system (Start of construction is expected February 2025).

IDD fund: \$53,740  
Total project: \$53,740  
IDD funds are 100 percent.

## REMODEL OF NOMURA BUILDING

The Nomura Building, clad in corrugated metal at Benedict and Jefferson streets near the Boat Haven, is one of the Port-owned buildings leased out to marine trades or other businesses. To welcome new tenants, including the Northwest School of Wooden Boatbuilding and EDC Team Jefferson, it needed an upgrade in 2021.

IDD fund: \$54,360  
Total project: \$54,360  
IDD funds are 100 percent.

## AIRPORT RUNWAY

**Airport runway rehabilitation:** Starting in 2020, the runway at the Jefferson County International Airport (JCIA) was completely rebuilt to meet current federal standards. Old standards allowed diverting rainwater with a shed-type design. New standards called for a crown design. The runway rebuild also led to other airport improvements. Almost all of the project was funded by the Federal Aviation Administration (FAA), with assistance from Washington State's aviation branch of the Department of Transportation.

By 2022, settlement and compression of the runway was causing some problems with rainwater pooling, so a repair was authorized that, in the end, added about 2 inches of asphalt to the runway, said Deputy Director Eric Toews. That phase of the work relied heavily on IDD funds.

IDD fund: \$299,500  
Leveraged: \$4,843,800  
Total project: \$5,143,200  
IDD funds are 6 percent.

## AIRPORT TAXIWAY CONNECTORS

The FAA funded one taxiway connector as part of the runway reconstruction project, and a second one in 2023, again with most funding coming from the FAA.

IDD fund: \$116,000  
Leveraged: \$872,400  
Total project: \$988,400  
IDD funds are 12 percent.

## POINT HUDSON PAVILION BUILDING

When built in 1935, what's now called the Pavilion Building was a group shower



IDD funds played a small but significant role in the rebuild of the Jefferson County International Airport's runway, with almost all of the outside funding coming from the Federal Aviation Administration. Photo by Jim Pivarnik

for quarantined sailors. Later, in the 1970s, it was extensively remodeled by Seattle architect Victor Steinbrueck as a live theater, which brought scores of people from Seattle. Later it became the home of John

Lockwood's Pygmy Kayaks. Today, the Pavilion Building is used for meetings by the Port of Port Townsend Commission and other public events. It also needed HVAC improvements, indoor air quality and energy

efficiency upgrades as well as new windows, doors, paint, flooring, an additional restroom and small food prep area.

IDD fund: \$405,500  
Total project: \$405,500  
IDD funds are 100 percent.



The Cupola House at Point Hudson is probably one of the most architecturally unique buildings in the Port's portfolio. Since built in 1935, it has been home to quarantine station administrative staff, the U.S. Coast Guard, the Navy, the Army, private tenants and now, since mid-2024, the Port's engineering and Point Hudson Marina & RV Park staff.

## POINT HUDSON CUPOLA HOUSE

The Cupola House at the head of the Point Hudson Marina is probably the most iconic of any building on Port property, with its octagonal tower. Since it was built in 1935, it has been home to a dozen users, starting with staff for the quarantine station, the Coast Guard and Navy, and many private leaseholders. In mid-2024, it became the new home of Point Hudson's marina office and the busy Port engineering department.

As with almost all Point Hudson buildings, creosote fumes from beams and even floors are a significant challenge. An air movement system was installed that pushed creosote-laden air from the crawlspace to the outside while drawing and conditioning fresh air from the outside. The building also got an energy efficiency upgrade with the installation of a new heat pump, new windows and additional insulation.

IDD fund: \$357,800  
Total project: \$357,800  
IDD funds are 100 percent.

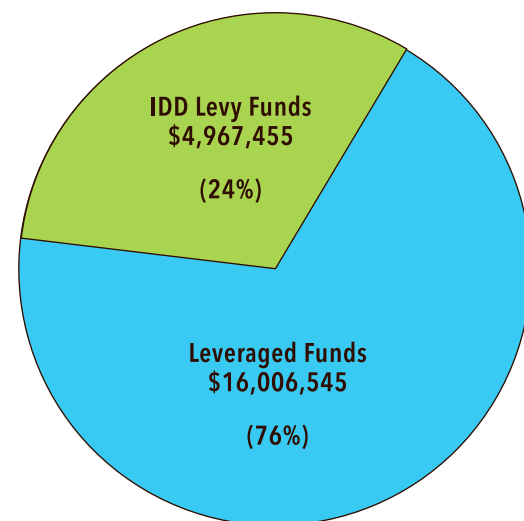
The Cupola Building complex includes a smaller annex building which is being rebuilt from late 2024 to early 2025.

IDD fund: \$125,000  
Total project: \$125,000  
IDD funds are 100 percent.



The Port recycled the old U.S. Coast Guard building, which had been hauled off Benedict Spit years ago, into a completely rebuilt Boat Haven Moorage office, which was moved to its new location in the middle of the boatyard in early 2024. Much of the work was done by the Port's maintenance staff, including Dave Johnson, left, and Chris Sparks.

## COMPLETED PROJECTS TO 2024: \$21 MILLION



Since voter approval of the IDD levy, the Port has completed several projects with IDD support. A total of \$21 million worth of projects has been finished, as of early 2025. Of that, the IDD fund provided \$4.97 million, which has leveraged \$16 million in outside funds. IDD funds constituted 24 percent of the total.

# IDD-funded projects that are underway, not yet completed

The largest batch of Port infrastructure projects, by dollar volume and made possible by the match provided by Industrial Development District levy funds, are those already in progress but not yet completed. Those projects can be seen as the next chapter of the IDD story.

This category of projects is expected to cost a total of \$22.2 million over the next two or three years. Of that, \$6.7 million is expected to come from IDD funds, with outside sources paying \$15.5 million of that total. Given that math, the IDD would provide 30 percent of needed funds, leveraging 70 percent from outside sources.

The largest of these started projects – the West Boatyard Expansion and the rebuild of the Boat Haven stormwater collection and filtration system – are described on pages 4-5. Below are other Port projects already begun and likely heading for completion in the next two or three years.

## BOAT HAVEN BREAKWATER REHABILITATION

The Port operates and maintains many facilities in Jefferson County. Some are as small as a boat ramp. The biggest and busiest, by far, is the Boat Haven Marina and Boatyard. That’s where 450 jobs, some 60 businesses, 24 acres of hauled-out boats and almost 500 moorage slips are used by boaters.

The Boat Haven Marina breakwater has been damaged by winter storms over the decades, but the damage is uneven. The newer part of the breakwater, built, owned and maintained by the U.S. Army Corps of

Engineers in the 1960s, remains intact.

The older part, built in the 1930s by old-school contractors hired by the Port, is badly damaged and is eroding away. That older part is critical. It forms the breakwater that protects what is called the Commercial Basin – home to most of the Port-based commercial fishing fleet, along with the U.S. Coast Guard cutter Osprey. It also forms the entryway of the entire marina.

Further erosion could block the entryway and expose the commercial vessels to winter winds.

The Port has been working with the marine engineering firm Mott MacDonald toward a repair and rehabilitation plan for this older breakwater, which is 550 feet long with an exposed top width of about 40 feet. Through close inspection and bore holes, the engineers concluded the old breakwater was built with a dual wall of pilings filled with the mud dredged to dig out the marina. The engineer concluded that the piling walls have deteriorated along more than 65 percent of the 550 feet of the breakwater. and the mud, in some places, is scouring away. That has resulted in the washout of fill material and sinkholes.

The repair, according to Capital Projects Director and Port Engineer Matt Klontz, will rebuild the breakwater along the lines of the U.S. Army Corps breakwater. The sides of the breakwater will be shored up, and new layers of high-quality rock will be embedded.

The schedule of the in-water work, limited by fish migrations, will likely be set for the period between July 15, 2025 to Feb.

15, 2026, said Klontz. The Port will coordinate the work so that it never entirely blocks the entrance to the marina. Deputy Director Eric Toews said a construction barge anchored outside the marina mouth could use a crane to rebuild the inside of the breakwater, with help from equipment operating from the top of the breakwater itself.

IDD fund: \$1,333,000  
Leveraged: \$1,967,000.  
Total project: \$3,300,00  
IDD funds are 40 percent.

## BOAT HAVEN AREA SEA LEVEL RISE PROJECT

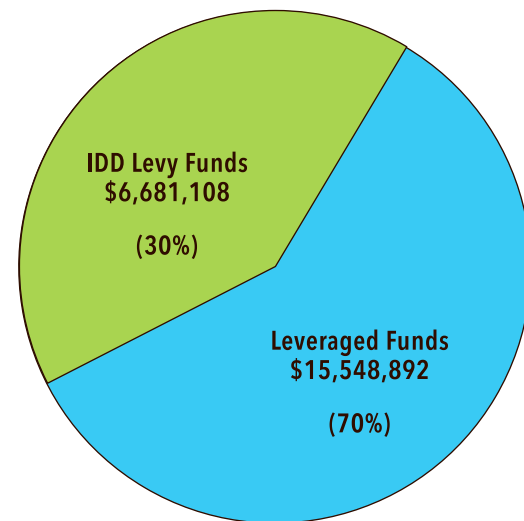
Rising sea levels are a fact of modern life. They are an acute issue for Port of Port Townsend facilities, most of which exist on low-lying land on or near the water. The Port is designing ways to keep seawater out of Port facilities (and surrounding neighborhoods), starting with the Boat Haven. The extremely expensive prospect of construction, and who will help pay for it, lies ahead.

The marine engineering firm of KPFF, Inc. from Seattle has reported that, by the year 2073, sea levels in the Port Townsend area could rise in some range from six inches to almost three feet. Its medium prediction is



What’s left of pilings originally placed in the mid-1930s are shown in this photo of the entryway into the Boat Haven Marina. This section of the breakwater could be rebuilt, thanks to IDD matching funds.

### IN PROGRESS TO 2024: \$2.2MILLION



Several Port projects have been started but are still underway in early 2025. This category includes a total of \$22.2 million. Of that, the IDD fund is providing \$6.7 million, which has leveraged \$15.5 million in outside funds. IDD funds constitute 30 percent of the total.

over eighteen inches of sea rise. However, even with no change, Port facilities have already experienced flooding from the combination of king tides and wind-driven waves.

According to Capital Project Engineer Dave Nakagawara, phase I of this project is focused on the design of features that can protect the zone between the bluff at the beginning of the Larry Scott Trail to the Washington State Ferry terminal,

a coastal distance of 1.5 miles. The early design work includes engineering studies and the pursuit of state and federal grants. Once designed, Nakagawara expects the project to consist of some combination of berms, walls and what Nakagawara calls “soft treatments” like raised street ends and landscaping. “We expect that the diversity of structures will help keep the cost down,” he said. The work may also include raising the grade of the Larry

Scott Trail and raising the bulkhead along the Port parking lot and Washington Street along the marina waterfront. Once grants are in hand, the design will be completed, said Nakagawara, and then the Port will pursue further funding for construction.

Funding is being sought from federal sources such as the Federal Emergency Management Agency’s Building Resilient Infrastructure and Communities (BRIC) fund, and from state sources.

Port Executive Director Eron Berg emphasized that, in the immediate future, the Port only seeks funds to complete predesign work. The long-term picture, however, is that of a huge project. Just the complete design, Berg said, is probably an \$8 million task. Construction, including acquisition of rights of way, could be in the range of \$55 million. Major outside funding must be found for most of that.

IDD fund: \$270,000  
Leveraged: \$50,000  
Total project: \$320,000  
IDD funds are 84 percent.

## BOAT HAVEN NORTH EXPANSION

The 6.2-acre west expansion of the boatyard, described earlier, is not the only way to increase space to work on boats at Boat Haven. Another is the proposed expansion to the north, where the Port would gain use of a linear strip of land along Sims Way. The Port estimates it could gain an acre of land, again allowing for more, or at least bigger, boats to be worked on by the marine trades, with a possible increase of 10 jobs.

“We would wind up with far more flexibility in the boatyard,” said Deputy Director Toews. “We

can probably pack in more boats and, because we can angle them toward the fence, we can take longer boats.”

The project has been planned in partnership with the City of Port Townsend and with the Jefferson County Public Utility District, which has seen arcing from its high-voltage transmission lines to nearby Lombardy poplars.

This project is more visible, since it includes removing the poplars.

Engineering and permitting for the project is underway. The plan calls for the PUD to remove the trees and dig in underground conduits for the transmission lines in 2025. The Port would expand its boatyard toward Sims Way, install new landscaping and build a sidewalk. Then the PUD would move its transmission lines to the underground conduits and remove the above-ground transmission line poles.

IDD fund: \$920,000  
Leveraged: \$1,273,000  
Total project: \$2,193,000\*  
IDD funds would be 42 percent.

*Note: These costs do not include the PUD’s electrical undergrounding project.*

## AIRPORT’S LIGHT INDUSTRIAL PARK

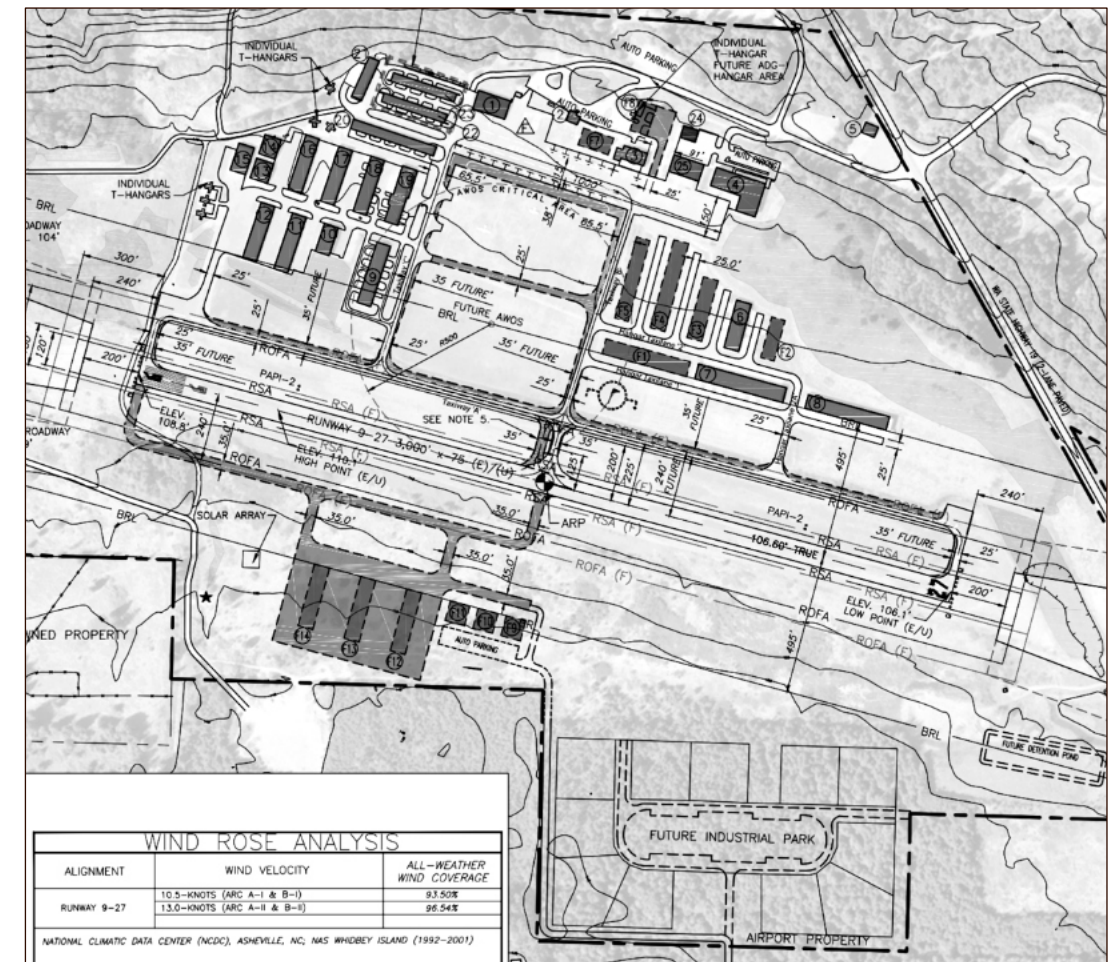
In the early 2000s, then-Port Manager Larry Crockett purchased 24 acres on the south side of the runway of Jefferson County International Airport with the plan to make it into a light industrial park – a new location for low-scale manufacturing businesses. At the time, Crockett’s hopes were stymied by zoning and land use laws that directed future economic growth into incorporated Port Townsend city limits.

>> Continued on page 14



About 550 feet of the Boat Haven Marina breakwater (yellow line) was built in the mid-1930s and is failing. The Port expects to extensively rebuild that section with heavily leveraged IDD funds, hopefully starting this summer.

*Photo from Google Earth*



An engineer’s drawing shows, bottom, the location of the proposed light industrial park south of the runway at the Jefferson County International Airport. The Port already owns or plans to acquire other land along the southern border of the runway.

# More: Projects now underway but with completion still ahead

» [Continued from page 13](#)  
 With commercial city land now mostly filled in, and healthier relationships between the Port (with the necessary zoning designations in place), the City and Jefferson County, the Port has rebooted the light industrial park proposal near the airport. The acreage has been set aside, and the Port’s first step, expected in 2025, is an access road and site design for the park.

Future steps will include what Executive Director Berg calls “pad-ready” sites for a series of buildings up to 10,000 square feet, to be funded and built by future tenants who want to either expand or relocate industrial companies in Jefferson County.

“In early 2025, we’ll have it fully designed,” said Berg. A future phase of the project includes an oval-shaped road to serve all the new businesses, utilities like a septic system, water, and electrical power. Then the new park will be ready for tenants poised to construct their buildings.

Port Engineer Nakagawara said a design team led by engineering firm AHBL of Tacoma is already completing the design work. Permits are in the process of being obtained from Jefferson County, said Nakagawara.

The Port is in pursuit of state and federal grants to complete the site development of the 24 acres, said Toews.

An additional 44 acres adjacent to the airport runway on its south side might soon also create new Jefferson County jobs, say Port officials. There is

immediate interest from the Jefferson Timber Collective, a group of small, private timber growers and wood processors devoted to building high-value furniture and other wooden products from locally harvested logs. The vacant land sought by the Timber Collective is to the west of the proposed industrial park, closer to the Jefferson Transit complex on S.R. 20 and Four Corners Road.

The Collective does not seek or need a fully developed site, said Toews. Some of that work will be outdoors or in rough buildings.

“The Collective is a co-op in formation,” said Berg. “It will be more like the funky boatyard of yesteryear, and we expect to see people working in early 2025, processing local timber right here.”

The site has power, but the Collective will bring other needed utilities online.

Taken together with the proposed industrial park’s 24 acres and some other smaller acquisitions, in time almost 67 acres could become job-generating property owned and operated by the Port. Some of it is publicly owned already, and discussions are underway with private owners.

The Port’s current project, using some IDD dollars, is to complete the designs and open an access road to the light industrial park.

IDD fund: \$730,000  
 Leveraged: \$800,000  
 Total project: \$1,530,000  
 IDD funds are 48 percent.

## BOAT HAVEN SPERRY BUILDING UPGRADES

What are called the Sperry Buildings at the Boat Haven are a dozen mostly one-story, Port-owned buildings, with metal exteriors either light blue or light green. They were built by either Ray McGowan or Bill Sperry in the late 1970s on Port property, and later sold to the Port. Many marine trades tenants call these buildings home via long-term Port leases.

“We try to work on every building at least once a decade to upgrade and refresh them,” said Toews. “That’s in keeping with what we told the voters before they approved the IDD – that we were going to focus on fixing up the aging infrastructure that supports the marine trades. We regularly work on the exterior walls, the roofs, the doors, the painting, the utilities. It’s all done with IDD money.”

IDD fund: \$225,000  
 Total project: \$225,000  
 IDD funds are 100 percent.

## DOWNTOWN’S CITY DOCK REPAIR

City Dock, the Port-owned visitor and large-ship moorage facility in the middle of downtown Port Townsend, needs repairs. In December 2021, a winter storm event damaged several of the heavy timbers on the seaward section, said Klontz. Doing work on the over-water facility requires studies and permits. The repair project will bring the pier up to current code and standards, Klontz said, and the

design and permitting for the reconstruction work will begin in 2025.

IDD fund: \$18,108  
 Leverage (anticipated): \$163,892  
 Total project: \$182,000  
 IDD funds would be 10 percent.

## POINT HUDSON’S CUPOLA HOUSE ANNEX

The renovation of this small building, consisting of window replacement, siding installation, ADA ramp installation and insulation, behind Point Hudson’s Cupola House is almost completed.

IDD fund: \$125,000  
 Total project: \$125,000  
 IDD funds are 100 percent.

## QUILCENE MARINA’S CAMPGROUND

Several pending upgrades, rebuilds and renovations at the marina and nearby grounds are outgrowths of extensive meetings that Port staff held with south county residents in 2022 and 2023. Port staff is on the hunt for state and federal grant support for major portions of the work, expected to begin in 2026.

Three major projects are planned; work on one of the three has begun with the other two poised for design, pending financial support.

Improvements to the upland campground at the marina have already begun, with completion expected later next year.

IDD fund: \$80,000  
 Leveraged: \$120,000  
 Total project: \$200,000  
 IDD funds are 40 percent.

## QUILCENE MARINA’S BOAT LAUNCH

Improvements to the Quilcene Marina boat launch, including a new ramp and handling float, is next on the list. Design work and permitting is underway for the ramp and handling float; the Port is looking for additional funds for this \$2.6 million project. Klontz said construction of the new ramp and handling float is expected in 2026.

IDD fund: \$1,595,000  
 Leveraged funds (anticipated): \$1,000,000  
 Total project: \$2,595,000  
 IDD funds are 61 percent.

## SOON TO COME: QUILCENE MARINA’S DOCK & GANGWAY REPLACEMENT

The Port is looking ahead to replacing the floating docks and gangways of the marina, and doing other improvements such as dredging the marina entrance. It is anticipated that the work could begin in 2027, once additional sources of funds are found.

The Port expects to use its own talented maintenance staff to construct new floating docks, said Klontz. Deputy Director Toews acknowledged there’s still a gap between what Quilcene needs and the revenues generated by the marina but added that the Port hopes to do what’s needed to ensure the docks at the marina serve future generations. Dredging the marina mouth could not be done by Port staff but needs a dredging contractor, Toews said.

IDD fund: \$169,000  
 Leveraged funds (anticipated): \$2,999,000  
 Total project: \$3,168,000  
 IDD funds are 61 percent.

# Future IDD projects: Airport light industry, building upgrades

Industrial Development District levy funds have been used as the local match to complete many projects, and to start many others.

There’s a third category of IDD-assisted projects – those on the drawing board, but not yet started. These projects show Port aspirations for the coming years, but with much yet to be determined, such as completed engineering and permits or the source of leveraged funds.

The list of future IDD projects shows the Port’s determination to fix up, build out or replace even more of the critical infrastructure that supports so many local jobs. Because many of these projects are prospective at this point, they are listed here and possible budgets shown, but with few details. It’s possible, even likely, that some projects on this list will change or be heavily amended as time goes on.

The Port’s current projection, however, is that its future IDD-assisted job list will total \$13.9 million worth of projects, with an IDD contribution of \$4.8 million,

and leveraged funds of \$9.1 million from outside sources. If so, the IDD contribution would be 34 percent of the total.

## POINT HUDSON IMPROVEMENTS

By dollar amount, the largest single item on this list of future projects is the renovation and energy efficiency improvements to some of the 90-year-old Port-owned buildings at the Point Hudson Marina. The Port expects to spend \$4.8 million on that work, of which \$1.8 million (38 percent), comes from the IDD and another \$3 million from outside sources.

Recent or currently ongoing projects have renovated or will renovate the Cupola House, Cupola Annex and the Pavilion Building. This line item would upgrade the remainder of the buildings. They include the Hospital building (home of the Washington Fish and Wildlife Department), the Main Building (home of Shanghai and Hudson Point Café), the Nurses’ Quarters (home to the



Many of the roofs on Port Hudson’s buildings, put up in 1935, are cement asbestos tiles. The nine buildings that still have these tiles could have them replaced in the future, with the help of the IDD fund.

Salish Grill, formerly Doc’s Marina Grill), the Commander’s House B&B and the Sail Loft with its distinctive tower. The work could include new air movement systems, insulation, electrical service improvements, paint, and some doors, said Capital Projects Director and Port Engineer Matt Klontz. It could also include some street work and rebuilding the sewer line that serves the RV park, said Eric Toews, Port deputy director.

Another but related project is roof replacement of the Point Hudson buildings. Nine buildings need new roofs. The work will include removing the original cement asbestos roofing tiles placed when the buildings were constructed in 1935. “That roofing will be abated, removed and disposed of properly,” said Port Engineer Dave Nakagawara,

“and replaced with a standing seam metal roof.”

Earlier roofing replacement was done for some buildings, such as the Sail Loft, the Puget Sound Express building and a nearby one used by the Schooner Martha Foundation. Those roofs are ok for now.

In the case of the roof replacement, outside funds are expected from the Washington State Historical Society’s Heritage Capital Projects fund, the State Department of Ecology and the state Department of Commerce, said Nakagawara.

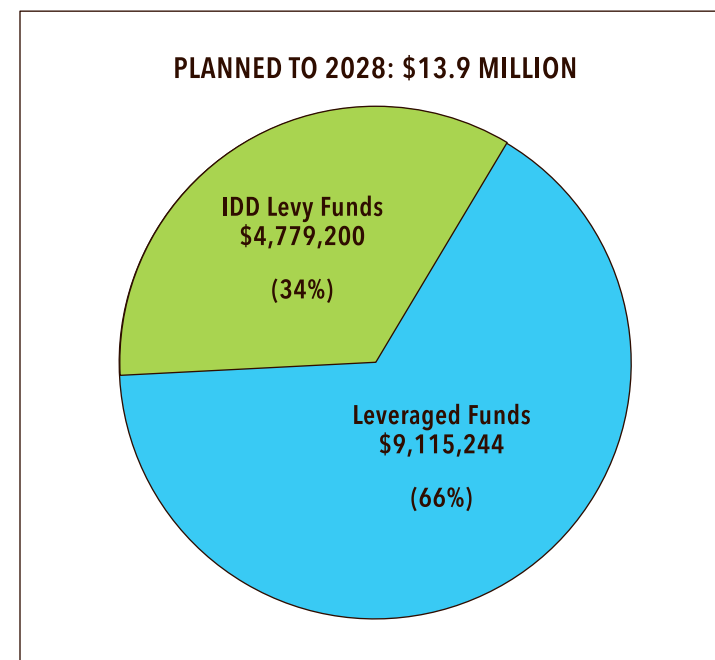
The budget for the roof replacement work is just over \$2 million, with \$890,000 anticipated from the IDD fund (44 percent) and \$1.15 million from outside sources, said Nakagawara.

Also at Point Hudson, confirmed to begin work in 2025, is an upgrade for the Duplex Building. The work would include an air movement system, energy efficiency and other upgrades. The total project is estimated at \$730,000, all of which would be funded with IDD money. Once completed the Duplex Building, originally built for the junior officers, will be used as two four-bedroom, two and a half bathroom, short-term rentals.

## OTHER FUTURE PROJECTS

On the future project list for other Port facilities are:

- Dredging of the Boat Haven Marina entrance, with \$700,000 total including \$75,000 IDD funds;
- Electrical upgrades to the Boat Haven work yard, with \$300,000 funded entirely with IDD funds;
- Rehabilitation of the airport’s roadways, with \$555,000 total including \$55,000 IDD funds;
- Rebuild of the airport’s airplane fueling station, with \$772,000 total including \$77,000 IDD funds;
- Construction of a pilot’s center at the airport, with \$140,000 funded entirely with IDD funds;
- Additional design work for the airport’s light industrial park, with \$110,000 total and \$10,000 IDD funds;
- Improvements to the Port’s Mats Mats Bay boat launch, with \$30,000 funded entirely with IDD funds; and
- Replacement of the floating docks, gangways and dredging of Quilcene’s Herb Beck Marina (described in an earlier article), for \$3.17 million total and \$169,000 IDD funds.





# IDD & OUTSIDE EXPENSES

*For unfinished projects, numbers are estimates only*

	Capital Expenditure	Location	Total Cost	IDD Contribution	IDD %	Start - End
<b>COMPLETED</b>	Boat Haven Linear Dock Electrical (55%)	Boat Haven	54,773	54,773	100%	2020 - 2020
	Main Stormwater Pump Station Repairs	Boat Haven	53,741	53,497	100%	2021 - 2021
	Reconstruct Old Coast Guard Bldg. (Moorage/Yard office)	Boat Haven	542,500	542,500	100%	2021 - 2024
	Yard Shack Remodel	Boat Haven	22,322	22,322	100%	2024 - 2024
	Nomura Bldg. Remodel	Boat Haven	54,355	54,355	100%	2021 - 2021
	BH Bldg/Facility preservation - BH Enviro/BR Roof/Painting	Boat Haven	30,099	30,099	100%	2023 - 2024
	Portwide Dock Renovations-D Dock Transformer Retrofit	Boat Haven	54,046	54,046	100%	2023 - 2024
	JCIA Runway Rehab - Port funded costs 2020-2022	JCIA	5,143,288	299,467	6%	2019 - 2023
	JCIA New Connector Taxiway - Port funded 2022-2023	JCIA	988,333	115,965	12%	2022 - 2023
	Portwide Dock Renovations	Other	87,201	87,201	100%	2021 - 2024
	Portwide Dock Renovations-City Dock/Union Wharf Rehab	Other	141,586	141,566	100%	2023 - 2023
	CUPOLA: Building & Facility Preservations & Energy Efficiency	Pt Hudson	357,789	357,788	100%	2023 - 2024
	PAVILION: Building & Facility Preservations & Energy Efficiency	Pt Hudson	405,493	407,493	100%	2021 - 2024
	PH Replacement of North & South Jetties	Pt Hudson	13,038,474	2,746,382	21%	2020 - 2024
	<b>IN PROGRESS</b>	Main Breakwater Project	Boat Haven	3,300,000	1,333,000	40%
Sea Level Rise Project (through BRIC App only)		Boat Haven	320,000	270,000	84%	2023 - 2025
Sims Gateway & North Boatyard Expansion		Boat Haven	2,193,000	920,000	42%	2022 - 2026
Stormwater Improvement Project		Boat Haven	6,135,000	1,085,000	18%	2022 - 2025
West Boatyard Expansion		Boat Haven	5,175,000	50,000	1%	2024 - 2027
Sperry Buildings		Boat Haven	225,000	225,000	100%	2020 - 2027
Rural Light Industrial Park (24 acres) - Design & Road Access		JCIA	1,530,000	730,000	48%	2024 - 2026
City Dock Repair - Design only		Other	182,000	18,108	10%	2025 - 2025
CUPOLA ANNEX: Building Preservations & Energy Efficiency		Pt Hudson	125,000	125,000	100%	2024 - 2025
Comprehensive Routine Maintenance & Repair Program		Port-Wide	250,000	250,000	100%	2024 - 2025
Herb Beck Campground		Quilcene	200,000	80,000	40%	2024 - 2025
Herb Beck Boat Launch & Facility Improvements		Quilcene	2,595,000	1,595,000	61%	2022 - 2026
<b>UPCOMING</b>	Marina Dredging	Boat Haven	700,000	75,000	11%	2026 - 2027
	Travelift Electrical Upgrades	Boat Haven	300,000	300,000	100%	2026 - 2028
	Airport Wide Rehabilitation (Crack/Slurry Seal)	JCIA	555,555	55,555	10%	2025 - 2025
	Fuel System Improvement	JCIA	772,000	77,200	10%	2024 - 2025
	Pilot Center	JCIA	140,000	140,000	100%	2023 - 2026
	Renovation of Port Owned Hangars	JCIA	48,889	2,445	5%	2027 - 2027
	Rural Light Industrial Park (43.5 acres) - Design only	JCIA	110,000	10,000	9%	2024 - 2026
	Mats Mats Bay Facility Maintenance	Mats Mats	30,000	30,000	100%	2026 - 2026
	Utility Rehabilitation (Mains)	Pt Hudson	500,000	500,000	100%	2026 - 2026
	PROGRAM: Building Preservations & Energy Efficiency	Pt Hudson	4,800,000	1,800,000	38%	2026 - 2029
	DUPLEX: Building Preservations & Energy Efficiency	Pt Hudson	730,000	730,000	100%	2025 - 2025
	Roof Replacement & Weatherization	Pt Hudson	2,040,000	890,000	44%	2025 - 2026
	Herb Beck Marina Dredge, Dock, and Gangway Replacement	Quilcene	3,168,000	169,000	5%	2026 - 2027
		<b>TOTAL</b>		<b>57,098,444</b>	<b>16,427,763</b>	<b>29%</b>