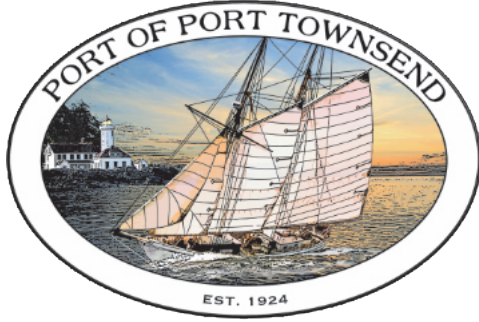


PORT REPORT



ECONOMIC VITALITY | COMMUNITY PARTNERSHIPS
OPENNESS & ACCOUNTABILITY | STEWARDSHIP

Fall 2022 NEWSLETTER *from the* PORT OF PORT TOWNSEND



Crews from Orion Marine of Tacoma are tearing down the north jetty that protects the Point Hudson Marina. The project will span two years, with the marina reopening in the spring and summer of each year. The jetties headline a long list of infrastructure improvements planned by the Port of Port Townsend.

INSIDE: Point Hudson jetty: 4-5 Quilcene upgrades: 8 Voters supported IDD: 8

From the Executive Director

Full speed ahead on job-saving projects

This is the time of year when Port staff and commissioners shift from the busy summer season to the very busy fall season and planning and budgeting for next year. As we prepare for our 99th year of operations in 2023, the Port's aging facilities remain extremely full.



By Eron Berg
Port Executive
Director

(toward Sims Way) and to the west (toward the bluff). Both are planned for existing Port property. The northern expansion allows the Port to accommodate longer boats along Sims Way. The western expansion could add approximately four acres of 300-ton lift accessible yard space.

In the water, the Point Hudson Marina is closed for the jetty reconstruction project (details in this edition of Port Report). Boat Haven is completely full with guest vessels being turned away to anchor in Port Townsend Bay. Even Quilcene's Herb Beck Marina has more boats on the docks than is usual for the fall.

On land, the Boat Yard is already hitting 100 percent capacity prompting yard staff to maneuver lifts and block boats in creative locations. For the marine trades, which represent 20 percent of Jefferson County's economic activity, boats are job creators. Each boat sent to another yard represents an economic loss.

This issue of the Port Report provides a detailed update on the Port's capital improvement plan including certain projects now underway or near to breaking ground. Two projects key to the Boat Yard's continued viability are the expansion projects to the north

With facilities spread across Jefferson County and many of them built 50-75 or more years ago, the Port team is very busy maintaining facilities. When that won't work, we plan, fund, permit and build replacements. Many of these projects are significant in scale and would not be possible without the help and support of the people of Jefferson County. The voter-approved Industrial Development District levy of 2019 has been a powerful catalyst to additional state and federal funds that will pay dividends for future generations.

The Port is laser-focused on maintaining these remarkable facilities that anchor the maritime culture of this remarkably special place. With your help and patience, look for more crane barges, excavators, and pile drivers in the near future – each of them at work to preserve existing or create new jobs. And as always, full speed ahead!



Port of Port Townsend commissioners and top staff joined officials from several Jefferson County government agencies on Sept. 14 to turn over the first shovels of dirt at the rebuild of the Point Hudson Marina jetty.

Taxpayers' investment preserves, creates jobs

Thanks in large part to the voters and taxpayers of Jefferson County, the Port of Port Townsend is moving ahead with rebuilds and improvements to many of the key facilities that serve residents and visitors.

By a 53 percent majority, Jefferson County voters approved, in November 2019, an Industrial Development District (IDD) levy that will raise, over its

20-year term, \$16.95 million.

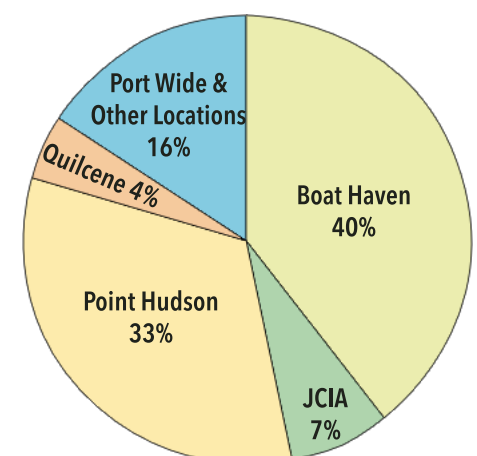
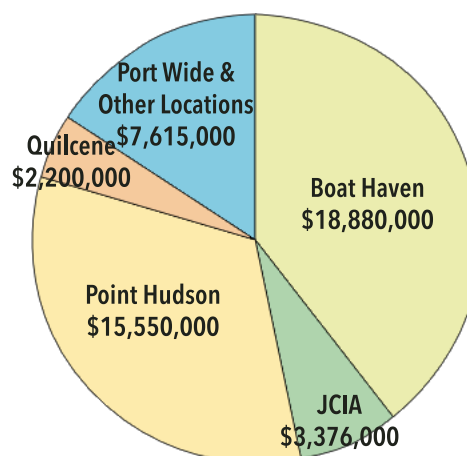
The IDD dollars can only be spent on capital infrastructure (not Port operations). That's exactly what the Port Commission and Port Staff are doing. They are also multiplying those dollars by leveraging outside funds from other government entities or grants.

Almost all of these upgrades help

preserve or add family-wage jobs in Jefferson County, one of the mandates for the Port of Port Townsend that make it unique among government entities.

Point Hudson jetty

At the top of this list is the work already underway to replace the 88-year-old jetties that protect the Point Hudson Marina & RV Park from winter storms. Barges,



The Port's Capital Improvement Plan for the coming five years shows capital needs of nearly \$50 million. The facilities that make up the total pie are shown in these two charts, one of which shows dollar totals and other of which shows the percentage compared to the overall capital needs budget.



Port Capital Projects Director Matt Klontz, also the Port engineer, points toward the rebuild underway at the Point Hudson Marina during the groundbreaking ceremony on Sept. 14. Klontz, a Port Townsend High School graduate, is managing several infrastructure projects underway or pending at the Port of Port Townsend.

cranes and crews from Orion Marine Group, a national company with a Northwest office in Tacoma are on site. They are staged to pull the north jetty apart and replace it with a similar but taller structure of all new materials by March 1, 2023. Work began the day after the 45th Annual Wooden Boat Festival finished on Sept. 11.

The second (south) jetty - the one closest to downtown - will get the same rebuild during the same time window next year. The work is scheduled to start mid-September 2023 and reopen in early March 2024.

The rebuild can't come too soon. In recent winters, high tides combined with southeast winds muscled waves through the damaged jetties and rocked boats in the marina.

The project's cost is estimated at \$14 million, with over 50 percent funded by the federal government, \$2.5 million from Washington State and additional funds from Jefferson County. The IDD levy is paying the balance.

Projects throughout county

Point Hudson is only one capital project underway in the coming months by the Port Commission

via direction given to Port Executive Director Eron Berg, Capital Projects Director Matt Klontz (also the Port engineer), Port Deputy Director Eric Toews and others.

The Port's five-year Capital Improvement Plan, which includes projects through 2027, lists over 30 projects with a total estimated cost of \$47.6 million. Many of them are still on the drawing board but others are more immediate.

The projects include:

- New biofiltration to capture or break down pollutants from the Boat Yard.
- Herb Beck Marina (Quilcene) launch ramp, dredging and upland work.
- New Gardiner boat ramp.
- Repairs to the breakwater protecting the Boat Haven.
- Expansion of the Boat Yard to make room for more and larger boats.
- Replacement and upgrade of the Boat Haven's linear dock.
- Addition of a taxiway connector and airport terminal at the Jefferson County International Airport.

Commissioner's Corner

Facility upgrades always central to Port's work

I've seen a lot of coastal facilities get beaten up by the seas, tides, winds and time over the years, both as a tenant at Point Hudson and in recent years as a Port Commissioner. The rebuild of the jetties at Point Hudson right now is a case in point.



By Pete Hanke
Commissioner
District 3

I remember when the old floating docks at Point Hudson were perpetually sinking, and the solution at the time was to add new layers of plywood. That made the docks heavier and they'd sink more.

Imaginative solutions to facility problems are part of the Port's legacy. Former Executive Director Sam Gibbone led the push to upgrade the sand filtration system that cleanses storm water at the Boat Yard so it attracts and traps heavy metals better. That has reduced stormwater pollution and helped keep the Boat Yard open.

At the airport, Tailspin Tommy's Port-owned hangar had an asbestos coating that, in high winds, would blow around the airport. An in-house consultant concluded this qualified for Federal Emergency Management Agency intervention, and FEMA funded a new roof.

Replacement of the Point Hudson jetties has been a long time in coming. I didn't think there would be a catastrophic failure but instead worried about a slow disintegration that would

dump rip rap into the marina entrance. The replacement of those jetties over the next two years secures the future of Point Hudson.

That's the most visible part of our infrastructure. But there are many other less visible issues.

The rock breakwater at the mouth of the Boat Haven and Commercial Basin has suffered a lot of damage from storms. Wood batter boards are long gone and dirt inside the rip rap has washed away. I would say that's a ticking time bomb for us. Failure there would block the Boat Haven. It's on the list for repair.

All of these needs are getting help from the Industrial Development District levy enacted by voters in 2019. The IDD is about preserving and creating jobs and economic

development. Everything we do to salvage and improve our marinas is about jobs, and lots of jobs. It's not just for Port Townsend facilities. Improvements to the Herb Beck Marina in Quilcene, including repair of the breakwater and easier access to the boat launch dock, will also get help from IDD funds.

The Port now has capable staff that oversees these projects, and that includes former Capital Facilities Director Mike Love and current Director Matt Klontz, both engineers. But I'd like to close by remembering marine engineer Tike Hillman, who did great work for us for many years as a contractor, such as the new Boat Haven boat ramps, the revised heavy haul out piers and much more. Tike passed away in 2017. He was a great asset for all of us.

Our work today continues his work then.



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Executive Director
Eron Berg

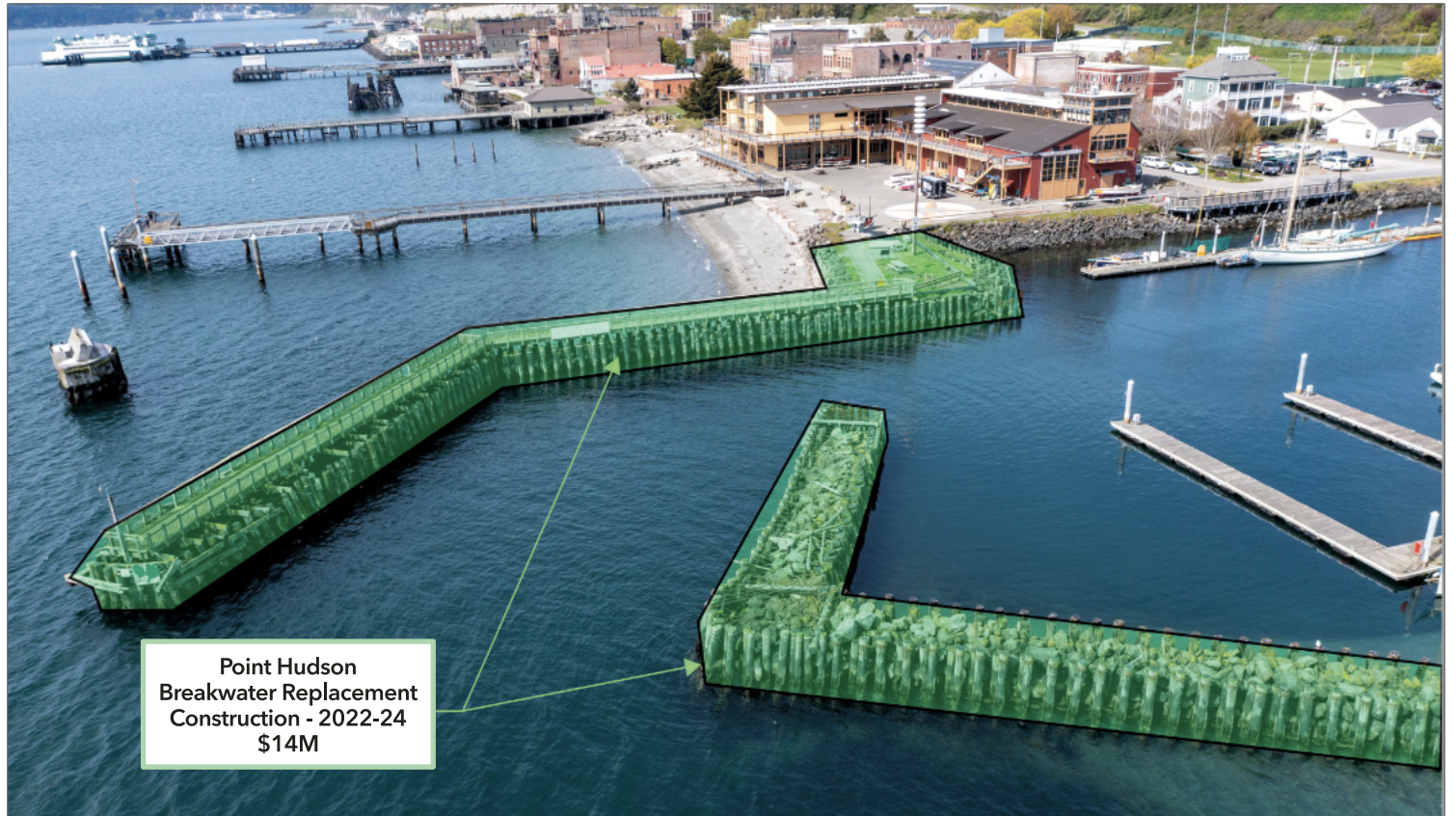
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Pt. Hudson jetty rebuild underway; marina closed until spring 2023

The popular Point Hudson Marina operated by the Port of Port Townsend is closed for the next four months.

The two jetties that protect the entrance to Point Hudson Marina were built in 1934, when the U.S. government built an immigration and quarantine center which later became a U.S. Coast Guard station. The government also built the white-washed buildings that now make up the historic landscape surrounding a marina that locals and visitors alike consider a gem.

At 88 years old, the deterioration of those jetties has threatened the entire marina, its 50 boater slips and the annual 5,000 vessel visits. It has also impacted the surrounding businesses, which employ over 150 county residents. In recent years, winter storms combined with king tides have been able to surge through the marina.



Both of the Point Hudson Marina jetties (green) will be replaced in the next two years. The north jetty (bottom of photo) is being torn down for replacement now. The south jetty (top of photo) is scheduled to be replaced between September 2023 and March 2024.

The Port of Port Townsend Commission, determined to save the marina, sought voter approval in 2019 of an

Industrial Development District (IDD) levy in part to help fund the rebuild of the jetties. Voters agreed. Those funds have been used to leverage millions in other funds now earmarked as part of the estimated \$14 million construction cost of replacing both jetties over two years.

Engineering was completed by Mott McDonald. The construction is underway by Orion Marine Contractors of Tacoma, which began the day after the 2022 Wooden Boat Festival ended in mid-September. The marina is

now closed, except for vessels coming into the SEA Marine haul out for work.

At a groundbreaking ceremony at the edge of the marina held Sept. 14, Port commissioners Carol Hasse and Pete Hanke, both longterm tenants at Point Hudson, credited strong teamwork and assistance from many government entities to bring the project to fruition. Behind them, a barged crane from Orion had already started its work.

The work on the north jetty is expected to be completed

by March 1, 2023. That's when the marina is expected to reopen for the spring and summer boating seasons. In September 2023, also after the Wooden Boat Festival, the south jetty (closest to downtown Port Townsend) is scheduled for rebuild. The marina will again close until the work is done, expected by March 1, 2024.

Throughout the jetty work, the Point Hudson RV Park is expected to remain open. RV Park spaces (and marina moorage for those months when the marina is open) can be reserved online



In 2019, a winter storm combined with a King tide showed the vulnerability of the Point Hudson Marina jetty.

through the www.PortofPT.com website - (click on the "Point Hudson" option and follow the prompts). Updates about the status of the Point Hudson jetties and marina will also be posted on the website.

Port of PT Harbormaster Kristian Ferrero has found room for all of Point Hudson's permanently moored boats inside the larger Boat Haven Marina at the other end of town. This has reduced, but not eliminated, the amount of transient boater space at the Boat Haven. Call the Boat Haven at (360) 385-2355 for information.

The new jetties have been designed to look substantially like the old ones, except with steel pilings replacing the creosoted logs, and harder rocks to form the crib. Port Capital Projects Director Matt Klontz said the new pilings will be installed using a vibratory hammer instead of the pounding of traditional pile drivers. The safety of eelgrass beds will be monitored using GPS data, he said.

Funding for the jetty replacement has come from many sources. A branch of the U.S. Department of Commerce, the Economic Development Administration, has committed \$7 million. Washington State's capital budget includes \$2.5 million. Additional funds are coming from the IDD levy, the U.S. Fish and Wildlife Service and Jefferson County's Public Infrastructure Fund.



In addition to jetty replacement, several other projects are on the drawing board for Point Hudson. They include roof replacement and other work on buildings (red), reorganization of the RV Park (yellow), and a possible esplanade boardwalk on the inside of the marina (purple).

New roofs on tap for Pt. Hudson's aging buildings

The rebuild of the jetties is only the most visible improvement needed at Point Hudson. Several other projects are on the Port's five-year Capital Improvement Plan.

- The collection of buildings, once part of a quarantine station, need constant attention, and some need new roofs. The Port plan sets aside \$450,000 per year for five years, a total of \$2.25 million, for roofing and other remodels. Some of those funds are from the IDD levy.

"The Armory has a new roof already," said Matt Klontz,

referring to the Sail Loft building. "The bulk of the buildings that need roofs are on the other side – the Shanghai, Fish and Wildlife, the Pavilion."

- Restoration of the seaside RV park after the jetty work is done could cost an estimated \$450,000.
- The Port is studying construction of a cantilevered esplanade or boardwalk constructed around the inside edge of the marina over the existing rip rap. If that comes to pass, the estimated price tag would be \$3.3 million.

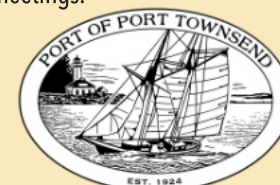
Doing Business with the Port

How do I:

- **Sign up for permanent boat moorage?** Call the Boat Haven Moorage Office at 360-385-6211.
- **Sign up for transient boat moorage?** Call the Boat Haven Moorage Office at 360-385-6211, or the Herb Beck Marina (Quilcene) office at 360-765-3131. For boats or RVs at Point Hudson, visit www.pointhudsonmarina.com.
- **Get a vessel hauled out?** Call the Boat Haven Yard Office at 360-385-6211 to schedule.
- **Become a tenant?** Talk to Sue Nelson (snelson@portofpt.com).
- **Pay a bill?** Call the Boat Haven Moorage Office at 360-385-6211.
- **Comment on or participate in a discussion of the Port Commission?** Call Joanna at 360-385-2323, or email publiccomment@portofpt.com.

• Attend a meeting of the Port of Port Townsend Commission?

All meetings are open to the public. Regular meetings are the second Wednesday of each month at 1 p.m. and the fourth Wednesday of each month at 5:30 p.m. Workshops are held 2nd Wednesdays at 9:30 a.m. Meeting agendas and supporting documents are accessed via the website, portofpt.com. Click on "Commission Meetings" and find the meeting you want. Each agenda includes links and information on how to attend a live meeting via Zoom. The Port also maintains full recordings and documents of all previous meetings.



Boat Haven: Breakwater repair, new dock, boatyard expansion are planned

The Boat Haven Marina with its upland Boat Yard are the Port of Port Townsend's busiest places. They are the center of the some 400 family-wage jobs directly connected to Port facilities, and over 2,000 jobs countywide. Together, they represent 20 percent of the economic activity in Jefferson County.

Several of those facilities are in need of repairs and upgrades, however, to keep today's jobs intact and to grow new ones. It's no surprise, then, that Boat Haven facilities are a prime target of capital improvements and repairs.

Among them:

Boat Haven Marina Linear Dock

At over 1,000 feet, the linear dock is the longest one in the Boat Haven and runs closest to the rock breakwater at the outside edge of the marina. On both sides of the dock it offers over 2,000 linear feet of moorage space for commercial and recreational vessels. It's a busy landing, often the first tie-up for boats of all sizes coming into the Boat Haven.

It's also old and in need of replacement.

According to Port Deputy Director Eric Toews, the Port intends to replace both the pilings and the dock itself.

"Dock sections will be pre-built and barged to the site," Toews said. New pilings will also be staged and Toews expects the work, which has not yet been added to the Port calendar, to go pretty quickly – perhaps two weeks.

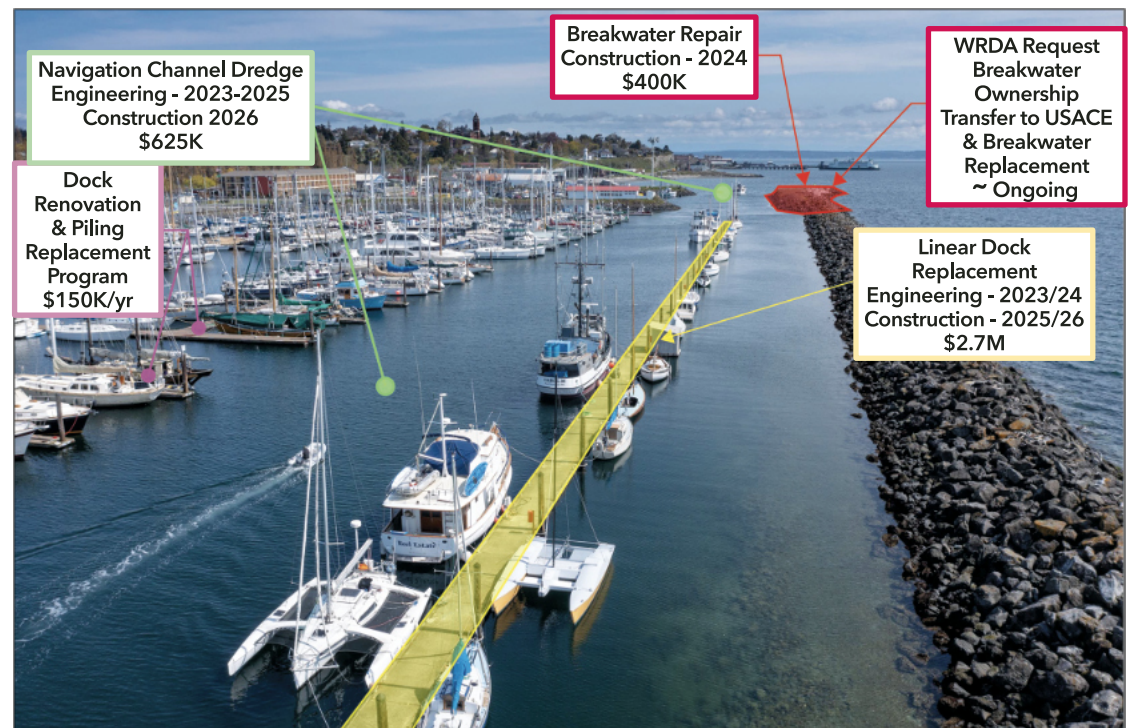
The new dock, like the one it replaces, will be six feet wide. It should hold 65 slips for permanent and transient vessels. What Toews calls the western elbow – that portion of the dock closest to PT Paper – will also be rebuilt and will remain the staging area for vessels small and large that are ready to be hauled out for repairs using one of the Port's two haul-out docks, where the four Marine Travelifts can haul vessels up to 330 tons.

The linear dock replacement is expected to cost \$2.7 million and includes funding from U.S. Fish and Wildlife and IDD levy funds. The Port is seeking additional funds from Washington State.

Expanding the Boat Yard

Three initiatives target an increase in the amount of upland space available for hauled out boats of all sizes. Added space is critical because in recent years the Port is turning down haul-out requests due to lack of space. Most of the work by local marine trades is done on vessels in the Boat Yard.

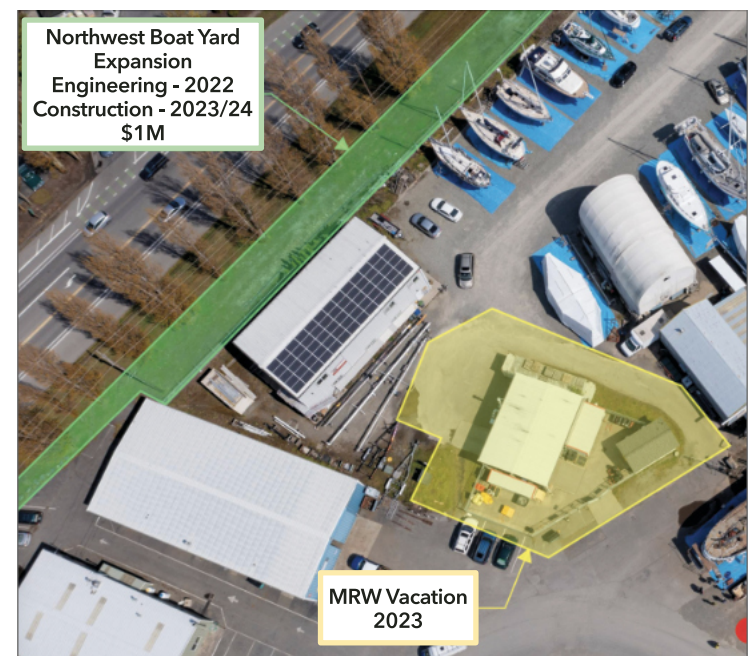
One initiative, in the local news lately, is the proposed expansion of the Boat Yard toward lower Sims Way. This plan involves the removal of the aging poplars on the Port's side of that street in conjunction with the work of the Jefferson County Public Utility District to place transmission lines underground. That would allow the Boat Yard to expand 25 feet toward Sims Way. The plan has now been approved by all local governments, and Executive Director Eron Berg estimates the larger boats allowed by the expansion will produce up to 20 new family-wage marine trades jobs over time.



The Port's linear dock, over 1,000 feet long (yellow) is just one of the improvement and rebuild projects planned for the busy Boat Haven Marina. The rip rap protecting the mouth of the harbor at the end of the breakwater (red) needs repair. The marina entrance and main fairway (green) needs to be dredged. Old creosote pilings throughout the marina (purple) must be replaced.

The added space also, according to Port Engineer Matt Klontz, improves the flexibility of the yard. Earliest construction would be in late 2023 or 2024, he said. The Port's share of the cost would be about \$1 million, partly funded by the IDD levy and Jefferson County's Public Infrastructure Fund.

Via agreement with Jefferson County, the Port also plans to remove the Moderate Risk Waste (MRW) facility operated by the County in the Boat Yard. The facility closed on Sept. 30. The County has scheduled waste collection events at various locations, the first of which is Oct. 15 (for household wastes) at the County Road Facility in Port Hadlock. A Jan. 20, 2023 event for business customers is also planned.



The Port expects to expand the Boat Yard 25 feet toward Sims Way when poplars are removed and PUD transmission lines are put underground (green). Additional Boat Yard space will come from removing the Moderate Risk Waste facility (yellow) in 2023.

Once the building has been removed, the Port expects to use the MRW space for hauled-out boats. Finally, Port officials have discussed an expansion of the 300-ton yard to the southwest, toward PT Paper. Extensive environmental and engineering review must take place prior to any final decision. The Capital Improvement Plan calls for studies over the next couple of years.

**Boat Yard
stormwater system**

The utility most important to the operation of the Boat Yard is also the one most invisible to the public. It's the stormwater system that collects water from the work zones and treats it so, after several steps, it can be discharged into Port Townsend Bay in an environmentally safe way.

This system is closely monitored not only by Port staff but also by the state Department of Ecology (DOE), which has control over environmental permits that allow the boat yard to operate. The system, which now relies on sand filtration, is constantly upgraded.

The latest upgrade is now on the

desk of Port staff: The addition of a biofiltration system. According to Port Engineer Matt Klontz, these work like the rain gardens already operating in Port Townsend.

“They use natural processes and plants to break down the chemicals or absorb it and filter it out of the water,” he said. The upgrade has already been approved by DOE, he said.

The upgrade is expected to cost a total of \$2.76 million with much of the work scheduled for 2024. The State capital budget will provide \$2 million; IDD funds will pay the balance.

**Boat Haven Marina
breakwater; dredging**

The boulders that form the breakwater protecting the Boat Haven Marina from southerly winds have taken a beating over the past several years. Batter boards, soil and some portion of the rock pier protecting the marina are gone. Repair and replacement of what Port Engineer Matt Klontz calls armor rock is essential. The cost estimate for the immediate repair of the breakwater is \$400,000. Eventual

reconstruction, yet unscheduled, could cost \$7 million.

The Boat Haven’s navigation channel also needs to be dredged. That work, listed on the capital plan for 2027, is estimated to cost \$625,000, with some funds coming from the IDD levy.

**Other Boat
Haven capital needs**

The Port expects to dredge the marina’s main navigation channel, with the work itself now scheduled for 2026. IDD funds would play a part in this project with its estimated total cost of \$625,000.

The Port has planned for the replacement of many old pilings at all of its facilities. Most are at the Boat Haven. The Port has earmarked \$150,000 for this work every year for the next five years.

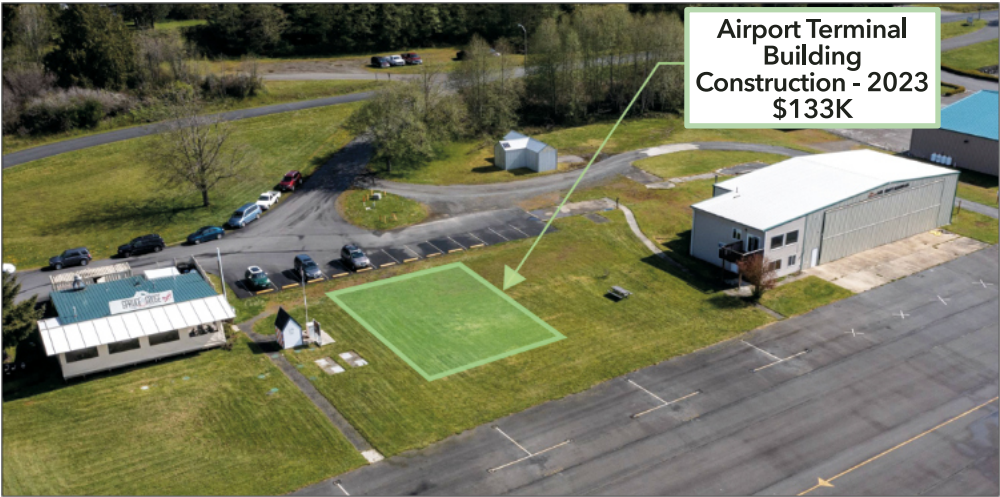
The Port is replacing its small moorage building at Boat Haven with a larger rebuilt structure acquired years ago from the Coast Guard. The renovation work has been done by Port staff. Estimated cost of the work and moving the buildings: \$150,000.



Funded primarily with state dollars, the boat ramp at Gardiner is slated for rebuild and will gain a floating dock for access.

**Gardiner’s boat launch
to see rebuild, float**

The Port-operated boat ramp at Gardiner is the only public launch that feeds directly into Discovery Bay. The Port has obtained state recreation funds toward a rebuild of the ramp and the addition of an adjacent, ADA-compliant handling float that will enhance boater safety and convenience in using the ramp. The project, scheduled for completion in 2024, would cost \$910,000, over half of which would come from state coffers.



The planned terminal at Jefferson County International Airport (JCIA) is just one of the improvements at the Port-operated facility. Others include a new connector taxiway, improved aprons and a rebuilt fuel system.

**Terminal, runway improvement
planned for Port-owned airport**

The Port-operated Jefferson County International Airport (JCIA) is the target of several improvements, many of them funded by the Federal Aviation Authority (FAA).

Among them is the prospect of the airport’s first-ever terminal to be used by passengers and pilots. The modest building would be located adjacent to the Spruce Goose Café for an estimated \$133,000.

Infrastructure improvements make up much of the JCIA list, however, including improving the fuel system, another connector taxiway, rehabilitation of the apron and taxi lanes and the widening of the parallel taxiway. The total estimated cost of JCIA improvements over five years is \$2.4 million, with approximately 95 percent of these costs funded by the FAA and Washington State Department of Transportation Aviation.

2019 IDD vote opened door to improvements

Among local governments, the Port of Port Townsend is unique in several ways, such as its legal mission to preserve and create jobs. Another unique feature is that taxpayer support for the Port is minimal. It earns 4/5ths of its operating revenues through business operations such as leases, moorage and vessel haul outs. Only 1/5th comes from property taxpayers.

When the Port came to the voters and taxpayers of Jefferson County in 2019, it had a special request. The 1,154 jobs directly connected to the working waterfront and marine trades often depended on reliable coastal facilities owned and operated by the Port. That includes marinas, breakwaters,

haul-outs, boatyards that follow current environmental standards, a well-functioning airport, etc. But many of those facilities are aging or failing.

The Port asked the community to tax itself over as many as 20 years to raise approximately \$16.95 million, with the promise that every penny raised would be used to rebuild, maintain or expand facilities. In its request, the Port noted that State law limits property tax increases to 1 percent per year, meaning the Port was falling quickly behind inflation levels and infrastructure projects were unfunded.

The Port's request won the active support of the region's family-

wage marine trades.

The voters said yes, by a majority of over 53 percent.

The IDD funds did three important things:

1. They provided a direct infusion of funds for local infrastructure.
2. They provided money that could be used to leverage other funding sources, primarily State and Federal government.
3. They demonstrated the support of local voters and taxpayers for the job-creation and job-preservation roles of the Port of Port Townsend.



Several improvements are being planned for Quilcene's Herb Beck Marina, once funds are secured. They include dredging the mouth, rebuilding the boat launch and restoring the floating docks.

Upgrades planned for Quilcene Marina

Several improvements are being planned for Quilcene's Herb Beck Marina, once funds are secured. They include dredging the mouth, rebuilding the boat launch and restoring the floating docks.

An extensive public process in south Jefferson County in 2021 targeted the Herb Beck Marina in Quilcene to generate locals'

thoughts on possible Port investments.

From the process, the Port has included in its five-year capital plan the dredging of the marina, an upgrade of the boat ramp to include a handling float and an ADA-compliant remodel of the bathroom.

In total, those projects are estimated to cost \$2.2 million, with some of those funds coming from the IDD levy proceeds. Port Capital Projects Director Matt Klontz said the Port is using IDD levy funds to try to leverage other funding for the improvements and is actively pursuing grants.



Rip rap was removed from Point Hudson's jetty.

Did You Know?

Marina emptied for jetty rebuild

The Point Hudson Marina is expected to be closed until March 1, 2023. All of the permanently moored boats, including those operated by Puget Sound Express, have been moved to the Boat Haven Marina. SEA Marine and its haul-out dock at Point Hudson remain open, with vessel access available on Sundays only.

Next jetty rebuild starts fall 2023

Only one of the two jetties that protect Point Hudson Marina are being replaced right now. The second one (closest to downtown Port Townsend) is scheduled to be replaced between September 2023 and March 2024. The Port and the construction contractor, Orion, are working to reopen the marina during prime boating season of early spring and summer each year.

County's waste facility at Port closed

The Moderate Risk Waste (MRW) facility at the Boat Yard closed Sept. 30. The closure requested by the Port; was planned so the Port could use the space for boats but came sooner than expected due to staffing shortage. County plans are underway for hazardous waste collections at various locations, the first of which is set for Oct. 15 at the county Roads Facility in Port Hadlock for residential customers. A Jan. 20, 2023 event for business customers is also planned.