

PORT COMMISSION MEETING – December 27, 2007

The Port of Port Townsend Commission met in regular session in the Port Commission Chambers, 375 Hudson Street, Port Townsend, WA

Present: Commissioners – Sokol, Thompson, Beck
Executive Director - Crockett
Deputy Director – Pivarnik
Marine Facilities Director - Radon
Auditor – Taylor
Senior Accountant/Recorder – Hawley

Absent: Attorney – Harris

I. CALL TO ORDER

The meeting was called to order at 1.00 PM.

II. APPROVAL OF AGENDA:

Commissioner Beck made a motion to approve the agenda as written. Motion carried by unanimous vote.

III. CONSENT AGENDA

- A. Approval of Minutes – 12/12/07
- B. Approval of Warrants
#38467 through #38493 in the amount of \$35,516.50
#38494 through #38501 in the amount of \$45,009.84
#38502 through #38568 in the amount of \$69,134.86
- C. Write-off Register
Commissioner Thompson asked that the 12/12/07 Minutes be corrected to reflect that Carl Jacobsen was Chief Engineer of the Ferry Klickitat and not the Skipper as written.

Upon motion of Commissioner Thompson, the Consent Agenda as corrected was approved by unanimous vote.

IV. PUBLIC COMMENTS (Not related to agenda)

None

V. OLD BUSINESS:

None

I. NEW BUSINESS:

A. Security Vehicle:

Mr. Crockett reminded of prior discussions regarding purchase of a second vehicle for the security personnel. He informed that a white, 2000 Ford Ranger, extended cab pick-up had been located and asked for Commission authority to move forward with the purchase.

Commissioner Beck moved to authorize the purchase of the 2000 Ford Ranger at a cost of \$8,152.50 including W.S.S.T. Motion carried by unanimous vote.

VII. STAFF COMMENTS:

Mr. Radon distributed a copy of the Seattle Boat Show staffing schedule.

Mr. Pivarnik reminded that Staff had been working with Landau & Associates to develop a plan to fix the storm water system in Boat Haven. As an update, he informed that he, Mr. Radon, Landau Associates and Reid Middleton had put together and submitted a grant application to the Department of Ecology who had \$17 Million dollars in Grant monies to be awarded. Based on a point system the Port ranked 10th in the State. The Port, advised Mr. Pivarnik, requested \$371,000 with a Port match of \$125,000 allowing the proposed Boat Haven project to move forward during the first and second quarters of 2008. Mr. Pivarnik clarified that the grant would allow for clean up of the sand filters and enable the removal of gravel from the Yard, at least in the “hot” spots, and replaced with clean gravel. The Grant would also allow the Port to test new technology with DOE called electrocoagulation. A process, he explained, which removes pollutants from the storm water by electrocuting the water. The resulting storm water would be almost drinking water clean. The Port, he advised, would be a test program for that new system. Staff, he stated, was understandably excited about the project because it would allow for the necessary Boat Yard clean up while funding most of the proposed project with State Grant revenue.

Commissioner Thompson inquired if it would be possible to determine from where the contamination was coming.

Mr. Pivarnik stated that Staff had identified the catch basin responsible.

Mr. Radon informed that as a preliminary to all of this, spot sediment sampling had been done and Staff had identified some preliminary “hot” spot areas. He advised that one was located on Sims Way straight across from Commissioner Thompson’s business and the other two “hot” spots were down on the Ship Yard facing toward the bluff and along the waterside. He informed that the Grant Funding Program would allow further sampling. Those spots, he advised, would be cleaned by removal of the contaminated soil and replaced with new, clean soil. There would be an upgrade (in addition to the new treatment system) modification to the structures that introduce the water into the sand filters which would allow obtaining more benefits from the sand filters than at present.

Mr. Crockett advised that it was essential to maintain the Department of Ecology permits in order to allow continued work by both the Marine Trades and the Port in the Yards.

Mr. Radon stated that obtaining the State Grant at this point, was perfect timing because, in his opinion, he had no doubt (the Port already have 3 strikes on TSS (Total Suspended Solids) (the sediment, the gravel and gravel dust) that we would fail the 4th test in 2008. The State, he informed, had a list of parameters, guidelines to be met for the permit. When those guidelines were missed four times, then a Level 2 response was called for by the State. Essentially, the response was what the Port had already been doing: hire an engineer, characterize the Yard, locate the problems, propose a “fix”, move on with the “fix” and continue to monitor the stormwater results. If indeed next year the 4th test was missed, we will be able to inform the State Engineers that the Level 2 response was already underway. He advised that the Port was very fortunate to be selected as a recipient.

Mr. Taylor questioned if the grant application asked for a commitment from us that we change the way in which the work in the Yard was monitored so that the ground does not get polluted again.

Mr. Pivarnik stated that was not a condition of the grant; that the grant was just to upgrade the system.

Mr. Radon advised that the Work Yard was already heavily monitored as part of Stormwater Pollution Prevention plan. He informed that visual monitoring was done each time it rained to determine if there were pollutants and where they were coming from. He advised that catch basin filter bags had been ordered and would be placed in some of the high traffic areas of the Yard to see if some sediment could be intercepted. He also spoke to the fact of working with those customers who need to change their practices. Therefore, although not a condition of the Grant, monitoring was still part of the ongoing monitoring procedures.

Mr. Taylor voiced concern that we would get started on the proposed project and then have the State withhold funds because Yard numbers aren’t good enough or whatever, or that there was something else not covered.

Mr. Pivarnik stated that there were two conditions to the Grant. #1 was for us to do a SEPA and #2 that we go through a SHIPO (State Historic Information & Preservation Office), which basically says that we will not disturb anything (i.e.: Port Angeles and the graving yard).

A short discussion followed.

Mr. Crockett informed that four interviews had been conducted with the Architectural firms regarding the proposed fire station at the airport. He advised that Lawhead Architects had been selected. Per RCW, he reminded, if a negotiated contract with Lawhead was not reached; the Port had the right to move to one of the other three participants.

Mr. Crockett stated that he and Mr. Pivarnik had met with Eric Toews regarding the response draft letter to Jefferson County on the Shoreline Master Program. Mr. Crockett had attended all of the Advisory Committee meetings. He briefly summarized the process and what could next be expected. Mr. Toews’ letter to the County advised Mr. Crockett would thank them for allowing the Port to participate in the process and also state (for the record) some of the Port concerns, reminding them that Port operations were a preferred use of the shoreline, looking forward to the next draft, and providing further comments as needed.

Lastly, Mr. Crockett distributed a draft of the proposed 2008 meeting dates, as required by RCW.

VIII. PUBLIC COMMENTS:

Ed Barcott expressed concern regarding the “Write-off Register” as presented as part of the Consent Agenda and questioned some of the dollar amounts, the collection procedures used

and if there was a list that would prevent those people from coming back to the Port either for moorage or Yard services.

Mr. Taylor informed that collection depends on the circumstances of the individual debts. He explained that there was a larger number at this particular time because it was year end. He reminded that it was virtually impossible to monitor the boat ramps.

IX. COMMISSIONER COMMENTS:

Commissioner Beck stated that he was looking forward to having the Quilcene facility open sometime in the near future.

Mr. Pivarnik informed headway was being made.

Commissioner Sokol reminded that this was his last meeting and stated that he felt it had been his privilege to serve as Commissioner for the past twelve years. He stated that obtaining the latest Grant was indicative of the way in which the Port worked, projects get finished, and then a new, future project presents itself, so there is always something more on which to work. "It is with great pride that I move on" stated Commissioner Sokol.

X. NEXT MEETING: will be held Wednesday, January 9, 2008 at 1:00 PM, Public Workshop at 9:30 AM, in the Port Commission Chambers, 375 Hudson Street, Port Townsend.

XI. EXECUTIVE SESSION

None

XII. ADJOURNMENT:

The regular meeting adjourned at 1:18 PM there being no further business to come before the Commission.

ATTEST:

President

Secretary

Vice President