

## PORT COMMISSION MEETING – February 28, 2008

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

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

### I. CALL TO ORDER

The meeting had been originally scheduled for Wednesday, February 27, 2008 and was postponed to Thursday, February 28, 2008, was called to order at 6:30 PM.

### II. APPROVAL OF AGENDA:

Due to the large number of citizens present, Item G. Proposed Changes for 2008 Permanent Moorage & Other Operating Rates was moved to Item A. in Old Business. Item C – Facility Naming Procedure Resolution, Item D – Topic of Contracting Out Airport Fueling Operation and Item E – Fire Hydrant for Quilcene were added to New Business.

**Commissioner Beck moved to approve the revised Agenda. Motion carried by unanimous vote.**

### III. CONSENT AGENDA

- A. Approval of Minutes – February 13, 2008  
Approval of Minutes – February 11, 2008 Moorage Rates Public Hearing
- B. Resolution No. 502-08 – Authorizing the Sale of Abandoned Vessel
- C. Write-off Register

**Commissioner Beck moved to approve the Consent Agenda. Motion carried by unanimous vote.**

### IV. PUBLIC COMMENTS (Not related to agenda):

None

### V. OLD BUSINESS:

#### G. Proposed Changes for 2008 Permanent Moorage and Other Operating Rates:

Mr. Crockett reviewed the direction (to prepare four different scenarios for permanent moorage rates) given to Staff by the Commission at the February 13, 2008 meeting.

Mr. Taylor explained the different options and advised how they would impact permanent moorage. Option #1 left the moorage rates the same as they were in 2007, (currently, he explained, the rates were the same as 2007 until April 30<sup>th</sup>). Option # 2 would raise the rates by 4% (the amount of inflation). Option #4, he advised would put the rates back as there were originally proposed at the beginning of the budget discussions in July 2007 for the 2008 Budget and would use the rate plan adopted in 2005 for the 2006 Budget. Option #3 was half way in between Option #2 and Option #4.

Additionally, he advised, the active commercial fishing rate was not tied to the formula because it was unclear what the Commission wanted to do with that rate.

Mr. Crockett advised that the Port did charge a lesser rate for active commercial fishing (those with active licenses). He advised that the current rate charged was .26 cents higher than the Fisherman's Terminal in Seattle and that the Commercial Fishermen wanted to be comparable to the Fisherman's Terminal. He proposed using the rate charged at Fisherman's Terminal.

Commissioner Beck discussed the 2008 Budget transfer to the Boat Haven Renovation Fund of \$80,000 and suggested that it be increased to \$250,000 and inquired as to the effect doing so would have on cash.

Commissioner Thompson informed that he was personally leaning toward Option #2, raising all permanent moorage by 4%. He did not think that leaving the rate alone was realistic as everything else continued to increase.

Commissioner Beck agreed that Option #2 seemed to be the best idea because he had witnessed what had happened in the past when there had been no rate increase for a few years and then the rates were increased.

Mr. Collins agreed that there was a certain inherent attractiveness in using Option #2. However, he said there appeared to have been some significant increases during the prior year (he provided examples) so there were reasons to “hold steady” the rates for 2008 until there had been time to reexamine the broader picture. Commissioner Collins added he could also see advantages in choosing Option #1.

Discussion about the rates followed.

Commissioner Collins suggested postponing a decision until the March 12<sup>th</sup> meeting allowing time for everyone to clarify exactly what was being proposed.

Commission Thompson stated that he actually would be inclined to adopt the CPI model, Option #2. He advised that he had listened to the information received at the Moorage Tenants Public Forum and had considered what had been said during that meeting.

**Commissioner Collins moved to put Option #2, raising rates by 4% CPI on the table and then moved to postpone acting on it until the next meeting. Commissioner Beck stated that he would like to include in that motion that the \$80,000 amount to be transferred to the Boat Haven Renovation Fund be increased to \$250,000.**

Commissioner Collins suggested that the motion to change the amount of the transfer should be treated as a separate motion.

Larry Eiffert inquired as to how the CPI amount was chosen, who figured it, how, where did the figures come from.

Mr. Taylor provided information regarding the CPI numbers used by the Port.

Dr. Bertram Levy informed that he had been very disappointed with the discussion that had taken place at the Commission meeting following the Public Forum wherein Mr. Crockett had stated that economic forces could not be ignored and continued to assert that local rates be based on outside economics. Dr. Levy stated that when the Port considered building the Herb Beck Marina, it knew that the community could never afford it, that it was a bad business decision, but it was a good community action and a responsible one for a Public agency. He stated that the action reflected the ability of the Port to acknowledge that a Community's needs supersede market forces. He advised that the moorage tenants helped subsidize that project and asked that the Port treat the moorage tenants with the same consideration as given to Quilcene. He stated that, in his opinion, it was time for the Port to adapt to the local economy and that the Port Administration had used “fear tactics” by stating that if rates were not raised the Port would not be prepared for an emergency. In his opinion, there were ample reserves to meet an unexpected emergency. In his opinion, the entire rate process lacked a real plan and should take primary position in the strategic plan. He stated that although Option #2 was a step to keep rates affordable, that many of the costs in the Boat Haven cost center were for items unrelated to permanent moorage such as the fuel dock attendant. In summation, he suggested that the Port should look at other methods to keep costs in line, freezing moorage rates this year and then looking at the expenses for new projects and additional staff. He forcefully promoted Option #1.

Commissioner Collins suggested that Dr. Levy raised a good point in that since we will be looking into strategic planning because the Port did need a broader vision to guide those issues. He advised that, for him, the Port Mission statement should guide everything, and, in his opinion, at this time, it did not address those questions and issues that were being raised.

Karen Sullivan stated that she retired in 2006 and sailed here from Alaska. She chose Port Townsend, she said because, of all the places she had traveled, Port Townsend was the most unique and had the most feeling of community. She advised that small boat owners tended to be more local, and therefore part of the community. She advised that as she had worked for the Federal Government she could see no justification for a 4% CPI because her research indicated that the inflation over the past 8 years was only 2.75% , so, in her opinion, a better justification than CPI was needed before moorage rates were raised.

Chris Grace stated, that in his opinion, no one listened to the information given at the Public Forum. He suggested that the meeting had been held as a way for the community to let off steam and then the Port went back to “business as usual”. In his

opinion, CPI was a completely inadequate measure for the purpose here and should be used only for real estate purposes. He advised that, in his opinion, it had nothing whatsoever to do with the actual costs the Port had at Boat Haven. Lastly, he advised, he had heard a lot of folks say that the Port has to be run like a business. Well, then in his opinion, if that is so, then expenses needed to be looked at like staffing. He advised that the Hadlock Marina (he had moorage there also) was of comparable size and was run by two staff.

Commissioner Thompson advised that Port staffing costs were tied to CPI increases.

Mr. Grace stated that if the Port wanted to be run like a business then it needed to look at those very issues – how many employees, what they did and, perhaps, make adjustments to the staffing levels to reduce expenses.

Mary Tietjen advised that in the hotel business, the facilities were upgraded first before rate increases. She advised that at the Public Forum, the Port Commission had given a definite impression that something would change, and yet, in her opinion, nothing had changed. She stated she was appreciative of the work that had been done and the attention to quality at Hudson Point and the way in which the budget was prepared. However, she thought improvements to other facilities were all being done at the expense of Boat Haven and the small boat owner.

James Arsulich raised the issue of how the credit system policy worked as well as issues that he had with both the wait list and the slip switch list. He recommended that the Port offer a policy to let boat owners sub-let their slips as was being done in Brownsville. He expressed frustration that the Port was using his slip (for which he was paying moorage) to rent to others and he wasn't getting credit for the slip other than the discount given by the Port for being on the Credit System.

Gordon Neilson, stated that he was a liveaboard and also a member of the Marine Trades. He advised that as his boat was hauled out he was now paying a portion of his boat slip (he was on the Credit System, also) and was also paying for his boat to be in the Work Yard.

Commissioner Thompson informed that he had talked to Mr. Radon regarding these policies (Mr. Radon had provided historical background regarding the rate policies), and that, in fact, if the regular slips owner was out of the slip, that slip was rented at a higher daily basis.

Gordon Nielsen restated his position and suggested that at some point people become offended by Port policies, as he was. In his opinion, the Port should consider the base line of what the community could tolerate. He asked that the Commission look at the rate issue in a reasonable way.

Discussion followed regarding the Port Credit System policy and the kinds of policies in use by other marinas.

Mr. Arsulich added information to his situation by stating that the reason he chose to keep his 30 foot slip, even though he did not currently have a boat in the slip, was because if he chose to give up the slip, his name would drop to the very bottom of the wait list. He decided to keep that slip and sign up for the Switch List in hope of getting another slip sooner

Commissioner Thompson advised that as the moorage charged to a nightly, or transient boater, would be higher than that charged to a permanent moorage tenant, in his opinion revising the credit system so that the permanent tenant would receive full credit when his slip was in use by someone else seemed like a good idea.

Don Haviland stated that he was in the same position as Mr. Neilson in that he rented a slip but his boat was currently in the work yard. He stated that he was shocked when he received his first Yard billing last year. He advised that he would probably not bring his boat back to Port Townsend again considering how expensive it was in addition to paying for moorage. He advised that he had attended the meeting with Dr. Levy and Mr. Crockett and Mr. Taylor and that he appreciated all of their help in understanding the Port budgets, but that he saw the surplus revenues year after year.

Commissioner Thompson reminded that currently, the Port was \$11 million in debt and that the Port was paying on the debt service. He advised that the Port, being so far into debt, could not go out and get additional debt in the event of an emergency.

Commissioner Collins asked that the Work Yard and Moorage policy be added to the March 12, 2008 workshop agenda.

Commissioner Thompson suggested that it should include the moorage and the work yard policy.

Commissioner Beck agreed that the policies should be reviewed.

Diana Talley suggested that if the Port wanted to be run as a business, then it should consider giving good customer service.

Discussion followed regarding the fact that the Port was really not a business and could not be run as one, but rather that it should be run in a business like way.

Diana Talley inquired as to what amount of the \$11 million debt was incurred by the Boat Haven moorage tenants.

Commissioner Thompson responded that the debt was incurred to create the Yards and the 300- ton lift-and pier.

Diana Talley responded that it was for infrastructure and that as this was a meeting in regards to moorage rates, she did not think that the moorage tenants should be the group to pay solely for that infrastructure.

Dave Tarr stated that he would forgo the bulk of his comments but he did want to state that consideration of a rate increase at this time was both inappropriate and unreasonable. Right now he advised, there were fundamental questions about the Port, the staffing, how its run and, in his opinion, those issues should be addressed through the strategic plan before any rate increase was considered. The only viable option, in his opinion, was Option #1, no increase.

A. Lease for Aero Museum Maintenance Buildings

Mr. Thuotte deferred his topic until the end of the meeting.

B: Boat Haven Renovation Project

Mr. Crockett advised that it was Staff's recommendation, after listening to all the input from the moorage tenants at both the forum and tonight, that 2008 should be a good year to step back and take a look at where we are and where we want to go. He recommended dismissal of both the Boat Haven Advisory Committee and the consultants. He recommended delay of the AB Dock/Commercial Dock Renovation project until after development of the Strategic Plan.

Commissioner Collins inquired if there were immediate kinds of safety issues or improvements that should be addressed if the AB Dock project was delayed until after completion of the Strategic Plan (which, he advised, made a great deal of sense).

Mr. Crockett advised that maintenance should be addressed as a separate issue and advised that should the Commission decided to pull back on the renovation project that Port Maintenance Supervisor, Larry Aase, and staff, would be asked to compile a list of maintenance/safety issues that should be done immediately.

Commissioner Thompson expressed the idea that since the Port already had a Citizens Advisory Board chosen and since it had already embarked on looking at ways to resolve the AB dock issue as well as the commercial dock, he would like to see that committee reconvened and directed to focus on the AB dock. He suggested, additionally, adding Maintenance Supervisor, Larry Aase to the committee and tasking them with ways to improve the condition of AB dock.

Discussion followed about what Commissioner Thompson envisioned.

Commissioner Beck stated that, in his opinion, the Strategic sessions should be started first and it should be decided from there how to proceed.

Mr. Crockett reminded that the original purpose of the Advisory Committee for the Boat Haven Renovation was for it to help develop a design which would list how many slip sizes should be incorporated into the renovation and it had not been asked to resolve maintenance issues.

Discussion followed about whether the Strategic Planning would be about Port ideas or the community's ideas.

Chelcie Liu suggested that the name be changed from Boat Haven Renovation Advisory Committee to Strategic Advisory Citizens Group for Boat Haven. In his opinion, there were representatives on the Advisory Group from all aspects of the boating community.

Additional discussion followed.

Commissioner Beck recommended putting the topic on the next workshop agenda.

Gordon Neilson stated that he was uncomfortable with the terms being talked about without everyone present having a clear sense of what the terms meant. He advised that, in his experience, a strategic plan looked outward 10+ years whereas a capital development plan was more short term.

Dr. Bertram Levy advised that there were some maintenance “fixes” that needed to be made to AB dock. Secondly, he informed that he was made nervous by the prospect that the Port would put the renovation project on the “back burner”, he wanted to be certain that it was something that the Port was still going to do, and that the Port would continue to save for the project.

Commissioner Beck advised that he did not want to put the project on the back burner.

Dr. Levy advised that, in his opinion, there would be money that the Port could put away for the proposed project. He provided details.

Mr. Pivarnik recommended that Staff develop a list of the people already on the Advisory Committee, and recommendations of additional people that were needed and present that list to the Commission at the next meeting.

Further discussion followed.

Clare Candler advised that the cost of new materials was usually less expensive in the end than performing maintenance on old facilities. He recommended replacing the floats in sections. He stated that the cost of materials and labor would keep increasing the longer the Port postponed the renovation.

Forrest Rambo stated that he would like to encourage the Port to continue with both the Strategic Planning and with the Boat Haven Renovation Advisory group. He stated that he would like to see the Advisory group tasked with immediate things that needed to be done. He stated that the AB dock needed repair before there was a serious accident or injury. He believed an incremental approach was worthwhile.

Commissioner Thompson advised that what he was taking away from the discussion was that we would keep the Advisory Committee and charge them with pursuing a solution to the problems with AB dock for right now and then proceed with the Strategic Planning.

Further discussion followed.

Mr. Pivarnik cautioned that any type of in-water work required permits and permitting and that a consultant’s help was going to be needed on some of it.

#### C. Strategic Planning Process

Mr. Crockett informed that after interviewing the different consulting groups it was determined that two firms: the Wisemith Group and Cascadia Community Planning Services would combine to offer their joint expertise. He advised that Commission approval was needed so that Staff could proceed with contract negotiation with the firms. He advised that he foresaw the process taking at least six months, possibly longer.

Commissioner Collins expressed concern about the process envisioned by the Wiseman/Cascadia group in that public input was slated toward the middle of plan development not at the beginning of the process (as had been by the Reid Middleton firm, which had been rejected).

Mr. Crockett advised that the process could be tailored to fit what the Commission envisioned.

Discussion followed about the plan goals, the credentials and expertise of the individual consultants and at what point there would be a call for public input.

Commissioner Thompson expressed his opinion that the current AB Dock Renovation Advisory Committee would have expertise that could be used advantageously.

A lengthy discussion followed.

Forrest Rambo inquired if any of the consulting firms had offered examples of the kinds of things they had done before or had they just presented a list of clients for Port review. Did Staff review an actual strategic plan that they had completed?

Commissioner Thompson responded that we had not. Mr. Crockett read a list of plans developed by the consulting firms. Further discussion followed.

A citizen inquired as to the guidelines that had been given to the consultants when they submitted their proposal.

Mr. Pivarnik responded that the proposal called for a strategic planning process for the Port Commissioners, advising that it was planned that the process would be Commissioner driven and informed that there had only been three responses. A citizen voiced his concern about when public input would be required stating that, in his opinion, early public comment was essential. He asked for a copy of the Port Mission statement.

After additional discussion, **Commissioner Collins moved to authorize Staff to move forward and negotiate terms and conditions with the Consulting Firm chosen to proceed with the Strategic Planning Process. Motion carried by unanimous vote.**

D. Port Multipurpose Building at the Airport

Mr. Crockett advised that the proposed airport multipurpose building was on the 2007 Capital Budget for a cost of \$200,000. The original plan, he stated, was for a metal industrial building that would serve a number of purposes including storage of the Port archival records as well as Port maintenance equipment. The airport, he informed, was in a geographically safe zone, and therefore one use could be for an emergency, back-up area for Port operations. With the conception of the proposed new 24/7 Fire Department project, he advised, development of the Port building had ceased.

Discussion followed regarding FAA entitlement money awarded to airports and possible changes in the amount of money awarded, that 2006 had been the first year the Port had received the \$150,000 of FAA grant money and that it had been used for the Taxiway project.

Mr. Taylor stated that he was concerned that the Port did not currently have an off site building for use in the event of a localized disaster, such as fire, in the Administration building. He envisioned the building holding another computer system that connected all of the Port operations along with a back-up telephone system, a fire safe and materials to process payments to vendors and payroll in the event the Administration building was rendered unusable. Right now, he stated there was no foreseeable way to run the Port in the event of such an emergency.

Discussion followed regarding the types of emergency buildings that could be used.

E. Quimper Credit Union Lease for ATM

Mr. Pivarnik reminded that the topic had been discussed previously. The lease, he informed was for ten years at \$87.00, plus applicable taxes, a month.

A short discussion followed.

**Commissioner Beck moved to approve the lease with the Quimper Credit Union for the ATM machine.**

Commissioner Collins added an amendment to the lease, beginning on the page that starts with Item #32, looking at Item #36 and Item #37 that “.....will not discriminate against anybody on the basis of race, creed, color, sex, natural origin or *sexual orientation*. He asked also that the addition of the word *color* for the main lead in of Item #37.

**Commissioner Beck amended his motion to include the additions. Motion carried by unanimous vote.**

A brief discussion followed regarding making those changes to the standard lease language for all Port leases.

F. New Day Fisheries

Mr. Crockett reminded that the topic had been discussed previously at several meetings.

Mr. Pivarnik informed that the lease term was for two years with four additional two year increments for a total of ten years. Mr. Pivarnik briefly addressed some of the lease points.

Discussion followed regarding the lease, the building, the pier, insurance liability issues and fair market property rent.

**Commissioner Collins moved to approve the New Day Fisheries Lease with the addition of the language regarding sexual orientation. Motion carried by unanimous vote.**

A. Lease for Aero Museum Maintenance Buildings”

Mr. Pivarnik informed regarding the land lease for the proposed project and stated that the FAA had approved the building concept and placement of the buildings. As Mr. Thuotte was now ready to secure the lease, Staff sought Commission direction regarding the lease amount. As provided in the Commission packet, the proposed lease amount for approximately 9300 square feet of buildings, (the remainder of the total of 27,000 square feet of proposed space was to be used for landscaping, promenades and parking) the proposed lease amount would be \$736.00 a month. The building would be at full rate (.04/foot) and the additional areas would be at 50%, Mr. Pivarnik reminded that all airport patrons could have use of the open areas.

A very lengthy discussion followed regarding the proposed project, the lease, the lease terms, compliance with FAA regulations, public use of the open spaces, Jefferson County requirements, previous Port actions on the lease amendment and other airport leases.

Mr. Thuotte voiced his frustration regarding the many problems he had encountered so far in trying to finish the proposed project and, in summation, stated that with Jefferson County moving forward with the Critical Areas Ordinance, that he was under a March 19, 2008 dead line to secure a lease. He advised that he did not want to proceed with County permitting if the lease was priced out of his reach. He provided background regarding the Aero Museum and the youth programs involved.

Further in depth discussion between Mr. Thuotte, the Commission and Staff followed regarding ways to provide resolution to the many problems and issues surrounding the proposed project, which included the open spaces/parking areas, the stormwater retention fee and the impervious area fee.

Mr. Pivarnik suggested that Mr. Thuotte apply to the Jefferson County Department of Community Development for a Site Project Advanced Determination, or “SPAD”, which would then grandfather his project against new developments coming out of the Critical Areas Ordinance.

Resolution of the matter was pushed forward to the March 12, 2008 meeting.

VI. NEW BUSINESS:

A. Wooden Boat Festival Sponsorship

Mr. Radon presented background information and then introduced Kaci Cronkite, Managing Director of the Wooden Boat Festival.

Kaci Cronkite provided topic background and talked of the children helped throughout the year with the various sailing programs. She advised that there would be approximately \$5,000 to \$6,000 more funds expended this year in the way of advertisement and asked that the Port help by reducing the lease for the Hudson Point Marina and the grounds in that amount. She explained in depth the benefits the Port would receive.

Mr. Radon expressed support of the proposal and informed that he had been working with Kaci for a number of years in promotion of the Port and acknowledgement of what the Port does for the Wooden Boat Foundation .

**Commissioner Beck moved to direct Staff to proceed with the Wooden Boat Foundation Sponsorship 2008 Proposal. Motion carried by two yes votes and Commissioner Collins recused himself as he is involved with that organization.**

B. Approval of Warrants

#038865 through #038892 in the amount of \$38,895.93 for Payroll  
#038893 through #038897 in the amount of \$18,664.10 for Payroll Benefits  
#038898 in the amount of \$3,088.20 for Accounts Payable  
#038899 through #038944 in the amount of \$107,730.70 for Accounts Payable

**Commissioner Thompson moved to approve the warrants as listed. Motion carried by unanimous vote.**

C. Facility Naming Procedure For Discussion

Mr. Crockett informed that he had been asked by Commissioner Collins to draft a **Resolution Establishing Procedures for Renaming Properties and Facilities Owned by the Port of Port Townsend.**

Commissioner Collins informed that he wanted to present the proposed Resolution, open the topic to discussion and then postpone action on the Resolution until the March 12, 2008 meeting.

Commissioner Beck inquired if the proposed Resolution was the first step in changing the name of the Hudson Point Facility back to Point Hudson.

Commissioner Collins stated that the proposed Resolution was not specifically for that purpose.

Commissioner Beck informed that one of the main reasons he had been in favor of changing the name from Point Hudson to Hudson Point was input from the many veterans who had served at the facility during their tours of service and how important and significant the name Hudson Point was to them. He advised that the Rowley Corporation had changed the name to Point Hudson because it was thought that it sounded better. Commissioner Beck stated that he had been proud to bring the historical name back to the facility

Commissioner Collins informed that the purpose of the Resolution was to provide a procedure to follow when a facility name change was contemplated, advising that facility names were invested with community history and that a public process was needed to assure that community perspective was heard. He stated that just simply because the Port owned the property did not mean that it could operate independently of how the community used the facility name.

Discussion followed regarding events that had lead to the Hudson Point name change.

Commissioner Collins advised that the only action needed for the proposed Resolution was a motion to postpone the topic to the next meeting.

**Commissioner Thompson moved that the Resolution Establishing Procedures for Renaming Properties and Facilities Owned by the Port of Port Townsend should be postponed to the Commission meeting held March 12, 2008. Motion carried by unanimous vote.**

D. Contracting Airport Fueling

Commissioner Collins informed that he wanted to begin a discussion about the options of contracting out the airport fuel facility and thought that it might be worthwhile to ask Staff to prepare proposals and/or recommendations.

Commissioner Beck voiced his opinions on the subject and provided historical background. In summation, he informed that he would vote against contracting out the fuel facility and stated that he wanted to leave it just the way it was, as it seemed to be working very well and brought in some revenue.

Discussion followed regarding the idea, the events leading to the Port's taking over the airport fuel operation, price of fuel, fuel sales revenues, possible contracting with one aviation fuel vendor to provide security in the event of a fuel shortage as happened last summer and staff time and costs associated with the operation. After the discussion, the consensus was to leave the airport fuel sales as is for the present.

E. Fire Hydrant for Quilcene

Mr. Pivarnik broached the subject with the Commission, informing that Doug Reeves, the Quilcene waterline contractor, had approached him with the question of whether the Port wanted to have a fire hydrant placed at the bottom of the line. Staff had discussed the matter and had reached the conclusion, but wanted Commission direction before moving forward, that due to the small size of the water reservoir a fire hydrant might actually increase potential liability issues since there really was not enough water to fight a fire. Instead of a fire hydrant, Mr. Pivarnik suggested placing a "T" and a valve in the waterline, located in such a manner that, if at some future time the reservoir size were increased, it would be easy to access and install a hydrant.

A short discussion followed after which Mr. Pivarnik advised that he would come back at the March 12, 2008 meeting with a project change order.

VII. STAFF COMMENTS:

Mr. Harris called for an executive session on a potential legal issue.



Mr. Pivarnik informed that The Gathering Place wished to install a handicap access ramp (at their cost) which he considered to be an excellent idea, and that with Commission approval, he would direct them to have an architect draft ramp plans to be taken to the City for permitting.

The Commission was in favor of the handicap ramp.

Mr. Pivarnik stated the Port, in conjunction with Joe Finnie, the City and the Maritime Center, were looking to centralizing some of the electric infrastructure on Water St., with a reduction in the number of transformers and upsizing some of them.

Mr. Crockett informed that the Port had received formal approval from the Department of Ecology regarding the \$371,000 Stormwater Grant. He advised that a SEPA review needed to be completed as well as an archeological review by March 31.

Mr. Crockett asked if the Commission was interested in donating ten dollars of their personal funds to the All Stars Program sponsored by the Kiwanis.

All of the Commission participated.

#### VIII. PUBLIC COMMENTS:

Clare Candler remarked that he had heard numerous times that a good restaurant was needed at JCIA.

Mr. Candler stated that, in his opinion, a top priority of the Port should be a sand blast facility in the Ship Yard, which he was sure, would generate more business for both the Port and the Marine Trades.

In his opinion, if work were done in the Boat Haven on a section-by-section basis, it would make certain groups happier and quieter. He advised that it was important to compare replacement vs. maintenance costs, as, in his experience, replacement usually was less expensive.

In closing, he advised that the state of the economy had him worried, too, and that we would probably be seeing an increased number of boat owners who could not afford to pay their moorage fees. He advised that he thought, because of the uncertain economy, the Boat Haven Expansion should be put off into a long range project and that ways in which to improve and make more safe AB dock and to build the sand blast facility should now take top priority.

#### IX. COMMISSIONER COMMENTS:

Commissioner Collins expressed his opinion that although it had been a very long meeting, he felt it to have been a productive one.

Commissioner Beck stated that as Secretary, he needed to bring up the subject that a note had been passed to Commissioner Collins during the February 13, 2008 meeting and that it needed to be made part of the public record.

Commissioner Collins stated that he had brought in the unsigned note which asked that the Audubon Society be granted time to make a presentation to the Commission.

Mr. Crockett stated that he had informed the Audubon Society to write a letter in which they requested a block of time to make a presentation.

A brief discussion regarding public records followed.

Commissioner Beck informed that he was relieved that Quilcene Marina project was drawing to a finish. He provided additional background regarding the facility.

A brief discussion followed regarding self-contained RV'ers staying there.

Commissioner Collins related that he had been invited as a local official to attend a meeting in which members of the community were going to brainstorm ideas for peaceful use of some Federal monies. The group would meet first to discuss ideas with the community and then members will meet with Senator Patty Murray's staff. Senator Murray, he informed, was now second in seniority in appropriations and was searching for ways in which to use Federal money, which was "sitting on the fence" for peaceful uses.

Mr. Pivarnik related that there were many opportunities for public access, trails and beach walks.

Commissioner Thompson mentioned the homeless issues in the Community.

A brief discussion followed regarding the airport.

#### X. NEXT MEETING: will be held Wednesday, March 12, 2008 at 1:00 PM, with a Public Workshop at 9:30 AM, in the Port Commission Chambers, 375 Hudson Street, Port Townsend.

#### XI. EXECUTIVE SESSION:

The regular meeting recessed into Executive Session for discussion regarding a legal issue and a real estate issue at 10:52 PM for a duration of 15 minutes with no action expected.

XII: ADJOURNMENT:

The meeting adjourned 11:13 PM there being no further business to come before the commission.

ATTEST:

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David H. Thompson, President

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John N. Collins, Secretary

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Herbert F. Beck, Vice President