Marine Advisory Committee Minutes

April 2, 2024

In attendance: Bud Le Mieux, John Richards, Mary LaFleur, Skip Dassler, Wendy Britt, Greg Dickison, Dianna Chonka, Corey Joyce, Dan Averill, Marcus Abbott, Karen Meyer

Port Staff, Commissioners, and City Officials: Brad Johnson (HM),excused, John Dumas (Temporary acting ED POA and Port Official), Shawn Ottenbreit (Port Commissioner), Terry Nemeth (City Official)

Absent: all excused:John Sanford, Brent Senff, Devin Zwick

Attended virtually by Jack Harmon and Jeremy Johnson

Meeting called to order at 5:00 pm.

The submitted minutes need to be amended with this change: Right after approval of minutes, during Cassie's report, after the sentence ending in "and the MAC would have to go to training session." Wendy would like to add the sentence " Cassie said if there is no public comment section then the MAC would be in compliance." Motion and second to accept the minutes as amended. Motion approved.

Marina Happenings: Brad Johnson absent with John Dumas reporting.
He apologized for the mess in the room as this was the 1st day of the move to the new building.

- Following our March MAC meeting, Brad reconnected with the Corps for a timeline for the Nav aids marker. Within a few days the Corp crane barge arrived. They said they were going to come back during a low tide. Brad not sure what week, month or year that is.
- Fuel dock tank cleaning for marina and airport was back in early March. This is an annual maintenance item.
- The port a potties have been moved closer to the Harbor Master's office for better visibility. Visible signage has been added to the office doors. Seeing a positive response to these changes.
- Completed software demo's for the RV reservation software. They essentially perform the same functions. Minor differences between the companies will determine the selection. Trying to fully automate so RVers can make reservations themselves. Hoping to get 70% occupancy in the winter. Talking with refinery to use for shutdowns and people staying long

term. It was suggested there is a company that rent RVs and will put them on the sites, similar to VRBO. With 70% occupancy in the winter the Port is looking at 8-9 years for ROI.

- A new ice cream trailer, Daniel's Konakopia, is set to open May 1 in Little Chicago. Also set to open in few weeks is a new candy shop. The newly added specialty craft beer store is to go only, no consumption on Port property.
- Reached out to Bud for disposal start, we have passed the holding period of an abandoned sailboat from over the winter.
- Per last month's MAC meeting, Brad has scheduled the T dock hoist user group meeting for April 10 at 4pm. John asked everyone on MAC to get as many people as possible to this meeting so they can figure out position of the south crane. Brad has asked for a couple of boats to be available. Senator Cantwell is definitely maritime friendly. She allowed the Port to reclassify as a small port. In the past, used to be tagged with refinery exports.
- 28′ slips filled up earlier in March, end of March for waitlist for 26′ slips.
- Bollards have been installed at the SW corner of SMP building. These are to prevent vehicles from driving around the building onto the grass and sidewalk area.
- Lighting was improved on the dog leg of Q dock. Continuing to work on lights in the N end.

Marine Facilities Update: John Dumas

RV Park- Waiting for an electrical part being made in Texas. Building getting very close, looks good inside, and will not be open to the public when finished. Pro Scapes is doing landscape.

Tsunami Response and Mitigation - John reported they are wrapping up the tsunami response and mitigation information. The tsunami scenario video was shown at a previous MAC meeting. So once he gets the report that will allow the Port to start going after Emergency Management Grants. So that they can address beefing up chalks and pile heights especially since during the Kings tides, the water was close to top of the piling. The power station that supports the marina, on R & 15th, is below sea level. If this event occurs, the Port needs to turn off water, fuel, and power in determined time and notify the marina. This report allows the Port to start working with PSE to move or raise that infrastructure because marina depends on it. If not willing, then Port needs genset process to keep power for lights and quick removal of fuel.

Event Center Update- City officials and Port Commissioners had a good discussion and joint meeting. Mary did a good job of addressing the parking and noise issues concerning marina tenants. They'll be using the same design team that helped with previous West Basin design. Mary expressed concerns about this team. During the past West Design period, the public's questions were not answered adequately. The Port offices will not be in the event building and building will just be a basic shell with only warming kitchen and bare necessities. Location and other topics are

ongoing discussions. A sub committee is working with the design team, to keep them on track, consisting of Ryan Walters, Kathy Pittis, Brenda Treadwell, Matt Miller, John Coleman, and John Dumas. It will take $95,000 to figure out what this will cost, split between city and Port. Anyone can go on the website and look at the West Basin Master site permit. The Port had 3 options: The one on the website maximizes the number of parking spots, another one was in conflict with the marina users.John is unsure of the number of parking spots created. But there's a need to keep heavy haul because it's the only way we can get from that dock to heavy haul dock.

Question and Answer: John Dumas
John Dumas informed the MAC that the EPA came out with a 3 billion Clean Port Grant Program and its in a tight timeline. The company that bought Lovrics Marina, Stabbert Marine and Industrial, is aggressive and active and wants to do a retrofit and wants to work with Port. But the Port says it must be a working waterfront. This would be retrofitting forklifts, cranes, boats, etc to electric, with May 10 as the deadline date for application. It was stated that Jack Hartman at Arrow is a knowledgeable grant writer. Bud informed the MAC that he is working on hydro fuel cell boat. Others stated that with this grant the equipment has to be made in America and total electric. This is not just free money, it'll be at least a 10 match and a grant request with anything over 150 million, it becomes a 20 match.

Update on hiring status of POS ED - The time isn't locked in but May 7 or 8 the MAC, Marine Trades, DCIS, refinery, Trans Pac, and big tenants will get to meet candidates away from public forum. This could be breakfast, lunch, or dinner event and candidates would give brief statements then mingle and this meeting will not be controlled. The Port will give each group a tool to grade each candidate.There will be four sessions, in a 24 hr period, for candidates to speak and/or meet different entities including the public. John Dumas feels it's crucial that the Commissioners get data from each of the groups before going to the last panel interview.
New Business -
Chair Comments- John Richards

Welcome New Member - Karen Meyer was welcomed as new MAC member as the Liveaboard Representative. She stated she lives on a 36 Beneteau sailboat in the north end of Cap Sante.
Reminder to update New Roster - John asked everyone to upgrade the MAC roster by picking one on the table on the way in and to throw away the old one.
Moorage Rate Proposal - He feels it's pretty close to finalizing and gotten a lot of good feedback from everyone. He has secured this room following this meeting if members can meet to finalize proposal.
Mary stated the docks that took the 7%7%7% rate increase, and even prior to that, had a 34% increase over 4 yrs, which seems pretty steep, and feels they haven't been made whole. Also that

the liveaboards are paying a 15% fee, instead of a flat fee used by most marinas. John Dumas said Port staff is taking the moorage rate proposal to the Commission on the 18th with their recommendations and data. And a marina rate comparison will be used but marina rate comparisons have their own set of issues. So this proposal by the MAC needs to be addressed now. John Richards would like to have this discussion during the closed door session after this meeting.

Marine Trades Brief Update- Mary LaFleur
North Harbor Diesel is being sued by Waste Action Project with the fine at $67,000 a day and could go 5 yrs. They used to be called Puget Sound Keepers. There used to be over 100 boatyards around but now there are only 46 left. She feels there needs to be an advocate, for the marine trades, politically throughout the state. Mary turned it over to Diana to explain the situation. This started back in October and North Harbor has about $60,000 invested so far in rewriting attorneys fees and engineering reports for a level three response. Waste Action Project is asking $67,000 a day since day of violation and $38,000 for every report not filed or filed incorrectly, which could wipe out North Harbor.
Marine Service Center and the city of Anacortes have both been affected monetarily by Waste Action Project.
Diana continued that the Dept. of Ecology actually supports all boatyards and entities including repairs, charter, brokers, etc. and North Harbor is not out of compliance. This non profit is targeting Anacortes because it's advertised as one of the most public areas for boating. She's hoping part of it will be covered under the pollution policy with their insurance.
Karen asked, being new to the group, if being non profit and non govt agency, what is basis for fines, what do they use the money for, and will money stop pollution. By making the company go out of business or make the company implement the practice or infrastructure that they want was an answer.
They have won 200 cases in Puget Sound area.
Search Google to find Waste Action Project and you'll find North Harbor is 3rd from the top with a 45 page lawsuit filed against them in District Court. It has been recommended to North Harbor to try to settle out of court.
North Harbor has a 21,000 ft building for most of the fiberglass bottom painting, so not doing very many sailboats. The Dept of Ecology allows boatyards to do work if the boat is tarped and fully enclosed. She sends in certain tests per month like storm water discharge and pressure washer discharge, which they don't actually discharge the pressure washer water. It's recycled with more water added in the summer. All of the sludge is taken off site to a waste facility.
Dept of Ecology would like North Harbor to put in a new vault for storm water run off and to be done by August because of high storm water readings. The non profit says they want it by May. So next step is informal site visit, which they lay out how much they are going to charge for coming. Then they do a a formal site visit, with whatever experts they want, and North Harbor will have to pay for

all the experts to do the formal visit.
But North Harbor just repaved asphalt and redid all drain systems. Even employees and customer vehicles in parking lot affect the storm runoff. Dept of Ecology backs businesses with full support but not on paper. And she is in contact with other yards so they can work together.

Mary said the last thing at Marine Trades was the brokers getting hit just like in the real estate market regarding broker fees. This started in the East Coast and will be cutting commissions way back for brokers.

Meeting adjourned 6:20 pm.

Next meeting May 7.

Submitted by Secretary, Wendy Britt