

PORT DISTRICT OF SOUTH WHIDBEY ISLAND

STATEMENT OF RECEIPTS AND DISBURSEMENTS ARISING FROM CASH TRANSACTIONS

January 2024

March 5, 2024



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Board of Commissioners
Port of South Whidbey Island
1804 Scott Rd., Suite 303
P.O. Box 872
Freeland, WA 98249

Port staff has compiled the accompanying Statements of Receipts and Disbursements versus Budget arising from Cash Transactions of the General Fund and the Bond Fund, all funds combined, of the Port District of South Whidbey Island as of January 31, 2024, and the accompanying supplementary information, statements of receipts and disbursements for the General Fund and Bond Fund, LTGO Bonds, Administrative and Capital, Bush Point, Clinton Beach, Whidbey Island Fairgrounds & Events Center, Humphrey Road Parking Lot, Possession Beach Waterfront Park and South Whidbey Harbor in accordance with methods prescribed by the State Auditor under the authority of Chapter 43.09 RCW. The Port District uses the Budgeting, Accounting, and Reporting System for Unclassified Port Districts in the State of Washington.

The financial statements have been prepared on the basis of accounting prescribed by the State Auditor, which is a comprehensive basis of accounting other than generally accepted accounting principles.

A compilation is limited to presenting, in the form of financial statements and supplementary schedules, information which is the representation of the Board of Commissioners. A certified public accountant has not audited or reviewed the accompanying financial statements.

The accompanying annual and expected budget of the Port District of South Whidbey Island for the year ending December 31, 2024, has not been compiled or examined by a certified public accountant.

Angi Mozer
Executive Director
Port District of South Whidbey Island

March 5, 2024

Port of South Whidbey
Summary
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | Budget | Jan 24 | Year To Date | Budget Variance |
|--------------------------------|------------------|------------------|---------------------|----------------------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| Fairgrounds Revenue | 121,200 | 4,831 | 4,831 | (116,369) |
| Harbor Revenue | 236,640 | 5,307 | 5,307 | (231,333) |
| Humphrey Road Revenue | 46,000 | 3,764 | 3,764 | (42,236) |
| Interest Income | 9,000 | 614 | 614 | (8,386) |
| Miscellaneous Income | 1,000 | 14 | 14 | (986) |
| Possession Park Revenue | 16,870 | (2,529) | (2,529) | (19,399) |
| Property Tax Income | 895,000 | 2,312 | 2,312 | (892,688) |
| Timber, L/H, Comp Tax Income | 3,000 | 0 | 0 | (3,000) |
| Total Income | 1,328,710 | 14,313 | 14,313 | (1,314,397) |
| Gross Income | 1,328,710 | 14,313 | 14,313 | (1,314,397) |
| Expense | | | 0 | |
| Administration | 627,860 | 48,587 | 48,587 | (579,273) |
| Bush Point Operations | 15,400 | 428 | 428 | (14,972) |
| Clinton Beach Operations | 6,650 | 264 | 264 | (6,386) |
| Fairgrounds Operations | 237,040 | 14,651 | 14,651 | (222,389) |
| Humphrey Rd Parking Lot Ops | 10,900 | 929 | 929 | (9,971) |
| Possession Beach Park Ops | 41,750 | 59,517 | 59,517 | 17,767 |
| South Whidbey Harbor Ops | 252,460 | 18,554 | 18,554 | (233,906) |
| Total Expense | 1,192,060 | 142,930 | 142,930 | (1,049,130) |
| Net Ordinary Income | 136,650 | (128,617) | (128,617) | (265,267) |
| Other Income/Expense | | | | |
| Other Income | | | | |
| Capital Revenue | | | | |
| Bond Interest | 7,200 | 959 | 959 | (6,241) |
| Clean Vessel Program Grant | 750 | 0 | 0 | (750) |
| Fairgrounds | | | | |
| IC Grant 1 - Workforce Housing | 150,000 | 0 | 0 | (150,000) |
| IC Grant 2 - Workforce Housing | 350,000 | 0 | 0 | (350,000) |
| RCEDF Grant - Fairgrounds | 305,000 | 0 | 0 | (305,000) |
| USDA Grant - Fairgrounds | 0 | 0 | 0 | 0 |
| WSDA Grant - Fairgrounds | 0 | 0 | 0 | 0 |
| Total Fairgrounds | 805,000 | 0 | 0 | (805,000) |
| RCO Clinton Local Parks Grant | 70,000 | 0 | 0 | (70,000) |
| STBG Clinton Dock | 30,000 | 0 | 0 | (30,000) |
| Total Capital Revenue | 912,950 | 959 | 959 | (911,991) |
| Total Other Income | 912,950 | 959 | 959 | (911,991) |

Port of South Whidbey
Summary
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | Budget | Jan 24 | Year To Date | Budget Variance |
|-----------------------------------|------------------|------------------|---------------------|----------------------------|
| Other Expense | | | | |
| Capital Expenditures | | | | |
| 2012 LTGO Bond | 61,125 | 0 | 0 | (61,125) |
| 2016 LTGO Bond | 15,919 | 0 | 0 | (15,919) |
| 2018A LTGO Bond | 21,045 | 0 | 0 | (21,045) |
| 2018B LTGO Bond (Taxable) | 29,432 | 0 | 0 | (29,432) |
| Clean Vessel Grant Exp | 1,000 | 0 | 0 | (1,000) |
| Clinton Dock-Passenger Ferry | 100,000 | 2,575 | 2,575 | (97,425) |
| Fairgrounds - Cap Improvements | 510,000 | 12,533 | 12,533 | (497,467) |
| Fairgrounds - Workforce Housing | 500,000 | 26 | 26 | (499,974) |
| RCO Clinton Local Parks Exp | 70,000 | 0 | 0 | (70,000) |
| SWH Capital Improvements | 20,000 | 0 | 0 | (20,000) |
| SWH Electrical Inspection | 5,000 | 0 | 0 | (5,000) |
| Total Capital Expenditures | 1,333,521 | 15,134 | 15,134 | (1,318,387) |
| Total Other Expense | 1,333,521 | 15,134 | 15,134 | (1,318,387) |
| Net Other Income | (420,571) | (14,175) | (14,175) | 406,396 |
| Net Income | (283,921) | (142,793) | (142,793) | 141,128 |

Port of South Whidbey
Administrative and Capital
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | <u>Budget</u> | <u>Jan 24</u> | <u>Year To Date</u> | <u>Budget Variance</u> |
|---------------------------------------|----------------|---------------|---------------------|----------------------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| Interest Income | 9,000 | 614 | 614 | (8,386) |
| Miscellaneous Income | 1,000 | 14 | 14 | (986) |
| Property Tax Income | 895,000 | 2,312 | 2,312 | (892,688) |
| Timber, L/H, Comp Tax Income | 3,000 | 0 | 0 | (3,000) |
| Total Income | <u>908,000</u> | <u>2,939</u> | <u>2,939</u> | <u>(905,061)</u> |
| Gross Profit | 908,000 | 2,939 | 2,939 | (905,061) |
| Expense | | | | |
| Administration | | | | |
| Admin/Accounting Wages | 37,500 | 2,819 | 2,819 | (34,681) |
| Administrative Payroll Taxes | 21,000 | 1,778 | 1,778 | (19,222) |
| Audit | 10,000 | 2,050 | 2,050 | (7,950) |
| Bank Fees (Returned Checks) | 200 | 0 | 0 | (200) |
| Commissioners' Salaries | 10,260 | 1,080 | 1,080 | (9,180) |
| Compensation Reserve | 22,000 | 0 | 0 | (22,000) |
| Comprehensive Scheme | 0 | 0 | 0 | 0 |
| Consultant Services | 15,000 | 525 | 525 | (14,475) |
| County Service Fees | 100 | 0 | 0 | (100) |
| Dues & Memberships | 3,000 | 0 | 0 | (3,000) |
| Economic Analysis Study | 0 | 0 | 0 | 0 |
| Election Costs | 11,000 | 7,542 | 7,542 | (3,458) |
| Employee Fringe Benefits | 27,000 | 2,250 | 2,250 | (24,750) |
| Employee IRA Matching | 8,000 | 425 | 425 | (7,575) |
| Executive Director Salary | 88,500 | 7,375 | 7,375 | (81,125) |
| FMLA & LTC Payroll Taxes | 2,000 | 1,347 | 1,347 | (653) |
| Insurance (Port-wide) | 115,500 | 0 | 0 | (115,500) |
| Labor & Industries Taxes | 22,000 | 4,895 | 4,895 | (17,105) |
| Legal Fees | 4,000 | 52 | 52 | (3,948) |
| Legal Notices/Classified Ads | 2,000 | 0 | 0 | (2,000) |
| Maint & Ops Supervisor Wages | 62,600 | 5,293 | 5,293 | (57,307) |
| Marketing - General | 4,500 | 0 | 0 | (4,500) |
| Meetings & Education incl WPPA | 6,000 | 0 | 0 | (6,000) |
| Misc Expenses & Taxes | 3,000 | 8 | 8 | (2,992) |
| Ofc. Equip Lease, Purch, Repair | 4,000 | 333 | 333 | (3,667) |
| Office & Facilities Supplies | 3,000 | 70 | 70 | (2,930) |
| Office Telephone & Staff Mobile | 7,100 | 613 | 613 | (6,487) |
| Payroll Taxes - Commissioners | 2,000 | 161 | 161 | (1,839) |
| Per Diem - Commissioners | | | | |
| Per Diem - Easton | 4,500 | 128 | 128 | (4,372) |
| Per Diem - Gordon | 4,500 | 896 | 896 | (3,604) |
| Per Diem - Ng | 4,500 | 0 | 0 | (4,500) |
| Total Per Diem - Commissioners | <u>13,500</u> | <u>1,024</u> | <u>1,024</u> | <u>(12,476)</u> |

Port of South Whidbey
Administrative and Capital
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | Budget | Jan 24 | Year To Date | Budget Variance |
|---|------------------|-----------------|---------------------|----------------------------|
| Permitting - Ongoing | 0 | 0 | 0 | 0 |
| Port Clerk/Accountant Wages | 65,000 | 5,423 | 5,423 | (59,577) |
| Port Office Rental | 26,400 | 2,200 | 2,200 | (24,200) |
| Port Vehicles' Expense | 6,500 | 308 | 308 | (6,192) |
| Promotional Hosting | 1,000 | 0 | 0 | (1,000) |
| Publications & Subscriptions | 200 | 0 | 0 | (200) |
| Tourism Devel Grants/Subsidies | 0 | 0 | 0 | 0 |
| Travel Exp - Commissioners | | | | |
| Travel Expense - Easton | 1,500 | 0 | 0 | (1,500) |
| Travel Expense - Gordon | 1,500 | 810 | 810 | (690) |
| Travel Expense - Ng | 1,500 | 0 | 0 | (1,500) |
| Total Travel Exp - Commissioners | 4,500 | 810 | 810 | (3,690) |
| Travel Expense - Staff | 4,500 | 163 | 163 | (4,337) |
| Website Design & Maintenance | 15,000 | 45 | 45 | (14,955) |
| Total Administration | 627,860 | 48,587 | 48,587 | (579,273) |
| Total Expense | 627,860 | 48,587 | 48,587 | (579,273) |
| Net Ordinary Income | 280,140 | (45,648) | (45,648) | (325,788) |
| Other Income/Expense | | | | |
| Other Income | | | | |
| Capital Revenue | | | | |
| Clean Vessel Program Grant | 750 | 0 | 0 | (750) |
| Fairgrounds | | | | |
| IC Grant 1 - Workforce Housing | 150,000 | 0 | 0 | (150,000) |
| IC Grant 2 - Workforce Housing | 350,000 | 0 | 0 | (350,000) |
| RCEDF Grant - Fairgrounds | 305,000 | 0 | 0 | (305,000) |
| USDA Grant - Fairgrounds | 0 | 0 | 0 | 0 |
| WSDA Grant - Fairgrounds | 0 | 0 | 0 | 0 |
| Total Fairgrounds | 805,000 | 0 | 0 | (805,000) |
| RCO Clinton Local Parks Grant | 70,000 | 0 | 0 | (70,000) |
| STBG Clinton Dock | 30,000 | 0 | 0 | (30,000) |
| Total Capital Revenue | 905,750 | 0 | 0 | (905,750) |
| Total Other Income | 905,750 | 0 | 0 | (905,750) |
| Other Expense | | | | |
| Capital Expenditures | | | | |
| Clinton Dock-Passenger Ferry | 100,000 | 2,575 | 2,575 | (97,425) |
| Fairgrounds - Cap Improvements | 510,000 | 12,533 | 12,533 | (497,467) |
| Fairgrounds - Workforce Housing | 500,000 | 26 | 26 | (499,974) |
| Total Capital Expenditures | 1,110,000 | 15,134 | 15,134 | (1,094,866) |
| Total Other Expense | 1,110,000 | 15,134 | 15,134 | (1,094,866) |
| Net Other Income | (204,250) | (15,134) | (15,134) | 189,116 |
| Net Income | 75,890 | (60,782) | (60,782) | (136,672) |

Port of South Whidbey
Administrative and Capital
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | Budget | Jan 24 | Year To Date | Budget Variance |
|---------------------------------------|----------------|---------------|---------------------|----------------------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| Interest Income | 9,000 | 614 | 614 | (8,386) |
| Miscellaneous Income | 1,000 | 14 | 14 | (986) |
| Property Tax Income | 895,000 | 2,312 | 2,312 | (892,688) |
| Timber, L/H, Comp Tax Income | 3,000 | 0 | 0 | (3,000) |
| Total Income | 908,000 | 2,939 | 2,939 | (905,061) |
| Gross Profit | 908,000 | 2,939 | 2,939 | (905,061) |
| Expense | | | | |
| Administration | | | | |
| Admin/Accounting Wages | 37,500 | 2,819 | 2,819 | (34,681) |
| Administrative Payroll Taxes | 21,000 | 1,778 | 1,778 | (19,222) |
| Audit | 10,000 | 2,050 | 2,050 | (7,950) |
| Bank Fees (Returned Checks) | 200 | 0 | 0 | (200) |
| Commissioners' Salaries | 10,260 | 1,080 | 1,080 | (9,180) |
| Compensation Reserve | 22,000 | 0 | 0 | (22,000) |
| Comprehensive Scheme | 0 | 0 | 0 | 0 |
| Consultant Services | 15,000 | 525 | 525 | (14,475) |
| County Service Fees | 100 | 0 | 0 | (100) |
| Dues & Memberships | 3,000 | 0 | 0 | (3,000) |
| Economic Analysis Study | 0 | 0 | 0 | 0 |
| Election Costs | 11,000 | 7,542 | 7,542 | (3,458) |
| Employee Fringe Benefits | 27,000 | 2,250 | 2,250 | (24,750) |
| Employee IRA Matching | 8,000 | 425 | 425 | (7,575) |
| Executive Director Salary | 88,500 | 7,375 | 7,375 | (81,125) |
| FMLA & LTC Payroll Taxes | 2,000 | 1,347 | 1,347 | (653) |
| Insurance (Port-wide) | 115,500 | 0 | 0 | (115,500) |
| Labor & Industries Taxes | 22,000 | 4,895 | 4,895 | (17,105) |
| Legal Fees | 4,000 | 52 | 52 | (3,948) |
| Legal Notices/Classified Ads | 2,000 | 0 | 0 | (2,000) |
| Maint & Ops Supervisor Wages | 62,600 | 5,293 | 5,293 | (57,307) |
| Marketing - General | 4,500 | 0 | 0 | (4,500) |
| Meetings & Education incl WPPA | 6,000 | 0 | 0 | (6,000) |
| Misc Expenses & Taxes | 3,000 | 8 | 8 | (2,992) |
| Ofc. Equip Lease, Purch, Repair | 4,000 | 333 | 333 | (3,667) |
| Office & Facilities Supplies | 3,000 | 70 | 70 | (2,930) |
| Office Telephone & Staff Mobile | 7,100 | 613 | 613 | (6,487) |
| Payroll Taxes - Commissioners | 2,000 | 161 | 161 | (1,839) |
| Per Diem - Commissioners | | | | |
| Per Diem - Easton | 4,500 | 128 | 128 | (4,372) |
| Per Diem - Gordon | 4,500 | 896 | 896 | (3,604) |
| Per Diem - Ng | 4,500 | 0 | 0 | (4,500) |
| Total Per Diem - Commissioners | 13,500 | 1,024 | 1,024 | (12,476) |

Port of South Whidbey
Administrative and Capital
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | Budget | Jan 24 | Year To Date | Budget Variance |
|---|------------------|-----------------|---------------------|----------------------------|
| Permitting - Ongoing | 0 | 0 | 0 | 0 |
| Port Clerk/Accountant Wages | 65,000 | 5,423 | 5,423 | (59,577) |
| Port Office Rental | 26,400 | 2,200 | 2,200 | (24,200) |
| Port Vehicles' Expense | 6,500 | 308 | 308 | (6,192) |
| Promotional Hosting | 1,000 | 0 | 0 | (1,000) |
| Publications & Subscriptions | 200 | 0 | 0 | (200) |
| Tourism Devel Grants/Subsidies | 0 | 0 | 0 | 0 |
| Travel Exp - Commissioners | | | | |
| Travel Expense - Easton | 1,500 | 0 | 0 | (1,500) |
| Travel Expense - Gordon | 1,500 | 810 | 810 | (690) |
| Travel Expense - Ng | 1,500 | 0 | 0 | (1,500) |
| Total Travel Exp - Commissioners | 4,500 | 810 | 810 | (3,690) |
| Travel Expense - Staff | 4,500 | 163 | 163 | (4,337) |
| Website Design & Maintenance | 15,000 | 45 | 45 | (14,955) |
| Total Administration | 627,860 | 48,587 | 48,587 | (579,273) |
| Total Expense | 627,860 | 48,587 | 48,587 | (579,273) |
| Net Ordinary Income | 280,140 | (45,648) | (45,648) | (325,788) |
| Other Income/Expense | | | | |
| Other Income | | | | |
| Capital Revenue | | | | |
| Clean Vessel Program Grant | 750 | 0 | 0 | (750) |
| Fairgrounds | | | | |
| IC Grant 1 - Workforce Housing | 150,000 | 0 | 0 | (150,000) |
| IC Grant 2 - Workforce Housing | 350,000 | 0 | 0 | (350,000) |
| RCEDF Grant - Fairgrounds | 305,000 | 0 | 0 | (305,000) |
| USDA Grant - Fairgrounds | 0 | 0 | 0 | 0 |
| WSDA Grant - Fairgrounds | 0 | 0 | 0 | 0 |
| Total Fairgrounds | 805,000 | 0 | 0 | (805,000) |
| RCO Clinton Local Parks Grant | 70,000 | 0 | 0 | (70,000) |
| STBG Clinton Dock | 30,000 | 0 | 0 | (30,000) |
| Total Capital Revenue | 905,750 | 0 | 0 | (905,750) |
| Total Other Income | 905,750 | 0 | 0 | (905,750) |
| Other Expense | | | | |
| Capital Expenditures | | | | |
| Clinton Dock-Passenger Ferry | 100,000 | 2,575 | 2,575 | (97,425) |
| Fairgrounds - Cap Improvements | 510,000 | 12,533 | 12,533 | (497,467) |
| Fairgrounds - Workforce Housing | 500,000 | 26 | 26 | (499,974) |
| Total Capital Expenditures | 1,110,000 | 15,134 | 15,134 | (1,094,866) |
| Total Other Expense | 1,110,000 | 15,134 | 15,134 | (1,094,866) |
| Net Other Income | (204,250) | (15,134) | (15,134) | 189,116 |
| Net Income | 75,890 | (60,782) | (60,782) | (136,672) |

Port of South Whidbey
LTGO Bonds
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | <u>Budget</u> | <u>Jan 24</u> | <u>Year To Date</u> | <u>Budget Variance</u> |
|--|-------------------------|-------------------|---------------------|----------------------------|
| Other Income/Expense | | | | |
| Other Income | | | | |
| Capital Revenue | | | | |
| Bond Interest | | | | |
| 2018A Bond Interest Income | 3,600 | 479 | 479 | (3,121) |
| 2018B Bond Interest Income | 3,600 | 479 | 479 | (3,121) |
| Total Bond Interest | <u>7,200</u> | <u>959</u> | <u>959</u> | <u>(6,241)</u> |
| Total Capital Revenue | <u>7,200</u> | <u>959</u> | <u>959</u> | <u>(6,241)</u> |
| Total Other Income | <u>7,200</u> | <u>959</u> | <u>959</u> | <u>(6,241)</u> |
| Other Expense | | | | |
| Capital Expenditures | | | | |
| 2012 LTGO Bond | | | | |
| 2012 LTGO Bond Fees | 300 | 0 | 0 | (300) |
| 2012 LTGO Bond Interest | 15,825 | 0 | 0 | (15,825) |
| 2012 LTGO Bond Principal | 45,000 | 0 | 0 | (45,000) |
| Total 2012 LTGO Bond | <u>61,125</u> | <u>0</u> | <u>0</u> | <u>(61,125)</u> |
| 2016 LTGO Bond | | | | |
| 2016 LTGO Bond Fees | 0 | 0 | 0 | 0 |
| 2016 LTGO Bond Interest | 919 | 0 | 0 | (919) |
| 2016 LTGO Bond Principal | 15,000 | 0 | 0 | (15,000) |
| Total 2016 LTGO Bond | <u>15,919</u> | <u>0</u> | <u>0</u> | <u>(15,919)</u> |
| 2018A LTGO Bond | | | | |
| 2018A LTGO Bond Fees | 300 | 0 | 0 | (300) |
| 2018A LTGO Bond Interest | 15,745 | 0 | 0 | (15,745) |
| 2018A LTGO Bond Principal | 5,000 | 0 | 0 | (5,000) |
| Total 2018A LTGO Bond | <u>21,045</u> | <u>0</u> | <u>0</u> | <u>(21,045)</u> |
| 2018B LTGO Bond (Taxable) | | | | |
| 2018B LTGO Bond Fees | 300 | 0 | 0 | (300) |
| 2018B LTGO Bond Interest | 19,132 | 0 | 0 | (19,132) |
| 2018B LTGO Bond Principal | 10,000 | 0 | 0 | (10,000) |
| Total 2018B LTGO Bond (Taxable) | <u>29,432</u> | <u>0</u> | <u>0</u> | <u>(29,432)</u> |
| Total Capital Expenditures | <u>127,521</u> | <u>0</u> | <u>0</u> | <u>(127,521)</u> |
| Total Other Expense | <u>127,521</u> | <u>0</u> | <u>0</u> | <u>(127,521)</u> |
| Net Other Income | <u>(120,321)</u> | <u>959</u> | <u>959</u> | <u>121,280</u> |
| Net Income | <u><u>(120,321)</u></u> | <u><u>959</u></u> | <u><u>959</u></u> | <u><u>121,280</u></u> |

Port of South Whidbey
Bush Point
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | <u>Budget</u> | <u>Jan 24</u> | <u>Year To Date</u> | <u>Budget Variance</u> |
|--------------------------------|------------------------|---------------------|---------------------|----------------------------|
| Ordinary Income/Expense | | | | |
| Expense | | | | |
| Bush Point Operations | | | | |
| Dock & Ramp - Bush Pt | 2,000 | 0 | 0 | (2,000) |
| Electricity - Bush Pt | 1,800 | 180 | 180 | (1,620) |
| Equipment - Bush Pt | 2,000 | 0 | 0 | (2,000) |
| Maint & Repair - Bush Pt | 3,000 | 0 | 0 | (3,000) |
| Maint Payroll Taxes - Bush | 50 | 0 | 0 | (50) |
| Maint Wages - Bush Pt | 550 | 0 | 0 | (550) |
| Materials & Supplies - Bush Pt | 1,000 | 212 | 212 | (788) |
| Minor Improvements - Bush Pt | 3,000 | 0 | 0 | (3,000) |
| Refuse Removal - Bush Pt | 500 | 36 | 36 | (464) |
| Telephone - Bush Pt | 500 | 0 | 0 | (500) |
| Water System - Bush Pt | 1,000 | 0 | 0 | (1,000) |
| Total Bush Point Operations | <u>15,400</u> | <u>428</u> | <u>428</u> | <u>(14,972)</u> |
| Total Expense | <u>15,400</u> | <u>428</u> | <u>428</u> | <u>(14,972)</u> |
| Net Ordinary Income | <u>(15,400)</u> | <u>(428)</u> | <u>(428)</u> | <u>14,972</u> |
| Net Income | <u><u>(15,400)</u></u> | <u><u>(428)</u></u> | <u><u>(428)</u></u> | <u><u>14,972</u></u> |

Port of South Whidbey
Clinton Beach
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | <u>Budget</u> | <u>Jan 24</u> | <u>Year To Date</u> | <u>Budget Variance</u> |
|--------------------------------|-----------------------|---------------------|---------------------|----------------------------|
| Ordinary Income/Expense | | | | |
| Expense | | | | |
| Clinton Beach Operations | | | | |
| Dock (Maint/Project) - Clinton | 1,000 | 0 | 0 | (1,000) |
| Electricity - Clinton Beach | 700 | 87 | 87 | (613) |
| Maint & Repair - Clinton Beach | 500 | 0 | 0 | (500) |
| Maint Wages - Clinton Beach | 500 | 0 | 0 | (500) |
| Materials & Supplies - Clinton | 1,500 | 0 | 0 | (1,500) |
| Minor Improvements - Clinton | 1,000 | 0 | 0 | (1,000) |
| Payroll Taxes - Clinton Beach | 50 | 0 | 0 | (50) |
| Refuse Removal - Clinton Beach | 1,000 | 127 | 127 | (873) |
| Water System - Clinton Beach | 400 | 51 | 51 | (349) |
| Total Clinton Beach Operations | <u>6,650</u> | <u>264</u> | <u>264</u> | <u>(6,386)</u> |
| Total Expense | <u>6,650</u> | <u>264</u> | <u>264</u> | <u>(6,386)</u> |
| Net Ordinary Income | <u>(6,650)</u> | <u>(264)</u> | <u>(264)</u> | <u>6,386</u> |
| Net Income | <u><u>(6,650)</u></u> | <u><u>(264)</u></u> | <u><u>(264)</u></u> | <u><u>6,386</u></u> |

Port of South Whidbey
Whidbey Island Fairgrounds
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | <u>Budget</u> | <u>Jan 24</u> | <u>Year To Date</u> | <u>Budget Variance</u> |
|----------------------------------|----------------|---------------|---------------------|----------------------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| Fairgrounds Revenue | | | | |
| Camping Fees - Fairgrounds | 30,000 | 0 | 0 | (30,000) |
| Dump/Water Fees - Campground | 4,000 | 195 | 195 | (3,805) |
| Fairgrounds Events | | | | |
| Event Haul In Fees-Fairgrounds | 700 | 0 | 0 | (700) |
| Event Rentals - Fairgrounds | 44,300 | 2,830 | 2,830 | (41,470) |
| Total Fairgrounds Events | <u>45,000</u> | <u>2,830</u> | <u>2,830</u> | <u>(42,170)</u> |
| Other Fairgrounds Revenue -Misc | 0 | 0 | 0 | 0 |
| Taxes - Fairgrounds | | | | |
| Camping Sales/Lodging Tax | 3,000 | 0 | 0 | (3,000) |
| L/H Tax Revenue - Fairgrounds | 3,000 | 106 | 106 | (2,894) |
| Total Taxes - Fairgrounds | <u>6,000</u> | <u>106</u> | <u>106</u> | <u>(5,894)</u> |
| Tenant Leases - Fairgrounds | 35,000 | 1,500 | 1,500 | (33,500) |
| Utilities Reimb - Fair Assoc | 1,200 | 200 | 200 | (1,000) |
| Total Fairgrounds Revenue | <u>121,200</u> | <u>4,831</u> | <u>4,831</u> | <u>(116,369)</u> |
| Total Income | <u>121,200</u> | <u>4,831</u> | <u>4,831</u> | <u>(116,369)</u> |
| Gross Income | <u>121,200</u> | <u>4,831</u> | <u>4,831</u> | <u>(116,369)</u> |
| Expense | | | | |
| Fairgrounds Operations | | | | |
| Admin Wages - Fair | 240 | 0 | 0 | (240) |
| Electricity - Fairgrounds | 21,000 | 2,203 | 2,203 | (18,797) |
| Employee Benefits - Fairgrounds | 7,200 | 600 | 600 | (6,600) |
| Equipment (Purch/Rent/Repair) | 5,000 | 0 | 0 | (5,000) |
| Fairgrounds Dir Salary/Wages | 59,500 | 4,957 | 4,957 | (54,543) |
| FG Mktg & Events Coord Wages | 23,000 | 2,289 | 2,289 | (20,712) |
| Maint & Repair - Fairgrounds | 8,000 | 0 | 0 | (8,000) |
| Maint Campground Host Wages | 20,800 | 0 | 0 | (20,800) |
| Maint Laborer Wages - Part Time | 20,800 | 0 | 0 | (20,800) |
| Maint Wages - Temp Fair | 2,500 | 0 | 0 | (2,500) |
| Marketing/Advertising-FG | 6,000 | 412 | 412 | (5,588) |
| Materials & Supplies - Fair | 13,000 | 1,405 | 1,405 | (11,595) |
| Minor Improvements - Fair | 5,000 | 0 | 0 | (5,000) |
| Payroll Taxes - Fairgrounds | 8,000 | 606 | 606 | (7,394) |

Port of South Whidbey
Whidbey Island Fairgrounds
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | Budget | Jan 24 | Year To Date | Budget Variance |
|-------------------------------------|------------------|----------------|---------------------|----------------------------|
| Propane - Fairgrounds | 3,000 | 290 | 290 | (2,710) |
| Refuse Removal - Fairgrounds | 3,000 | 383 | 383 | (2,617) |
| Taxes - Fairgrounds | | | | |
| B & O Tax - Fair | 500 | 18 | 18 | (482) |
| Leasehold Tax - Fair | 3,500 | 652 | 652 | (2,848) |
| Sales & Lodging Tax | 2,000 | 0 | 0 | (2,000) |
| Total Taxes - Fairgrounds | 6,000 | 670 | 670 | (5,330) |
| Telephone & DSL - Fairgrounds | 5,000 | 630 | 630 | (4,370) |
| Travel & Other Misc - Fair | 2,000 | 206 | 206 | (1,794) |
| Vehicle Maintenance - Fair | 3,000 | 0 | 0 | (3,000) |
| Water & Sewer - Fairgrounds | 15,000 | 0 | 0 | (15,000) |
| Total Fairgrounds Operations | 237,040 | 14,651 | 14,651 | (222,389) |
| Total Expense | 237,040 | 14,651 | 14,651 | (222,389) |
| Net Ordinary Income | (115,840) | (9,820) | (9,820) | 106,020 |
| Net Income | (115,840) | (9,820) | (9,820) | 106,020 |

Port of South Whidbey
Humphrey Road Parking Lot
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | <u>Budget</u> | <u>Jan 24</u> | <u>Year To Date</u> | <u>Budget Variance</u> |
|--|----------------------|---------------------|---------------------|----------------------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| Humphrey Road Revenue | | | | |
| Daily Parking Fees-Humphrey Rd | 23,000 | 1,735 | 1,735 | (21,265) |
| Permit Fees - Humphrey Rd | 19,000 | 1,647 | 1,647 | (17,353) |
| Sales Tax - Humphrey Rd | 4,000 | 382 | 382 | (3,618) |
| Total Humphrey Road Revenue | <u>46,000</u> | <u>3,764</u> | <u>3,764</u> | <u>(42,236)</u> |
| Total Income | <u>46,000</u> | <u>3,764</u> | <u>3,764</u> | <u>(42,236)</u> |
| Gross Income | 46,000 | 3,764 | 3,764 | (42,236) |
| Expense | | | | |
| Humphrey Rd Parking Lot Ops | | | | |
| Attendant Payroll - Humphrey Rd | 5,700 | 520 | 520 | (5,180) |
| General Maint - Humphrey Rd | 750 | 0 | 0 | (750) |
| Improvements - Humphrey Lot | 0 | 0 | 0 | 0 |
| Materials & Supplies - Humph Rd | 500 | 0 | 0 | (500) |
| Payroll Taxes - Humphrey Rd | 450 | 40 | 40 | (410) |
| Taxes - Humphrey Rd | | | | |
| B & O Taxes - Humphrey Rd | 100 | 7 | 7 | (93) |
| WSST - Parking | 3,400 | 362 | 362 | (3,038) |
| Total Taxes - Humphrey Rd | <u>3,500</u> | <u>369</u> | <u>369</u> | <u>(3,131)</u> |
| Total Humphrey Rd Parking Lot Ops | <u>10,900</u> | <u>929</u> | <u>929</u> | <u>(9,971)</u> |
| Total Expense | <u>10,900</u> | <u>929</u> | <u>929</u> | <u>(9,971)</u> |
| Net Ordinary Income | <u>35,100</u> | <u>2,835</u> | <u>2,835</u> | <u>(32,265)</u> |
| Net Income | <u><u>35,100</u></u> | <u><u>2,835</u></u> | <u><u>2,835</u></u> | <u><u>(32,265)</u></u> |

Port of South Whidbey
Possession Beach Waterfront Park
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | <u>Budget</u> | <u>Jan 24</u> | <u>Year To Date</u> | <u>Budget Variance</u> |
|--|-----------------|-----------------|---------------------|----------------------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| Possession Park Revenue | | | | |
| Donations - Possession Park | 1,000 | 72 | 72 | (929) |
| Electricity reimb - Poss Pk | 1,200 | 0 | 0 | (1,200) |
| Parking Fees - Possession | 250 | 0 | 0 | (250) |
| Rental of Residence - Poss Pk | 14,400 | (2,600) | (2,600) | (17,000) |
| Sales Tax - Possession Parking | 20 | 0 | 0 | (20) |
| Total Possession Park Revenue | <u>16,870</u> | <u>(2,529)</u> | <u>(2,529)</u> | <u>(19,399)</u> |
| Total Income | <u>16,870</u> | <u>(2,529)</u> | <u>(2,529)</u> | <u>(19,399)</u> |
| Gross Income | <u>16,870</u> | <u>(2,529)</u> | <u>(2,529)</u> | <u>(19,399)</u> |
| Expense | | | | |
| Possession Beach Park Ops | | | | |
| Dock & Ramp - Possession | 0 | 0 | 0 | 0 |
| Electricity - Possession | 3,500 | 259 | 259 | (3,241) |
| Equip (Purchase/Rent/Repair) | 2,500 | 53 | 53 | (2,447) |
| Maint & Repair - Possession | 3,000 | 22 | 22 | (2,978) |
| Maint. Wages - Possession | 18,000 | 90 | 90 | (17,910) |
| Materials & Suppl - Possession | 2,500 | 33 | 33 | (2,467) |
| Minor Improvements - Poss Pk | 6,000 | 58,707 | 58,707 | 52,707 |
| Payroll Taxes - Possession | 1,500 | 7 | 7 | (1,493) |
| Refuse Removal - Possession | 2,000 | 111 | 111 | (1,889) |
| Taxes - Possession | | | | |
| B & O Taxes - Poss Pk | 10 | 0 | 0 | (10) |
| WSST - Overnight Parking | 40 | 0 | 0 | (40) |
| Total Taxes - Possession | <u>50</u> | <u>0</u> | <u>0</u> | <u>(50)</u> |
| Telephone - Possession | 1,200 | 108 | 108 | (1,092) |
| Water System Maint - Poss Pk | 1,500 | 127 | 127 | (1,373) |
| Total Possession Beach Park Ops | <u>41,750</u> | <u>59,517</u> | <u>59,517</u> | <u>17,767</u> |
| Total Expense | <u>41,750</u> | <u>59,517</u> | <u>59,517</u> | <u>17,767</u> |
| Net Ordinary Income | <u>(24,880)</u> | <u>(62,046)</u> | <u>(62,046)</u> | <u>(37,166)</u> |
| Net Income | <u>(24,880)</u> | <u>(62,046)</u> | <u>(62,046)</u> | <u>(37,166)</u> |

Port of South Whidbey
South Whidbey Harbor
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | Budget | Jan 24 | Year To Date | Budget Variance |
|---------------------------------|----------------|---------------|---------------------|----------------------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| Harbor Revenue | | | | |
| Annual Moorage | 19,800 | 792 | 792 | (19,008) |
| Commercial Moorage | 2,640 | 0 | 0 | (2,640) |
| Dinghy | 900 | 0 | 0 | (900) |
| Ice Sales | 1,000 | 0 | 0 | (1,000) |
| Leasehold Tax Revenue - SWH | 7,700 | 451 | 451 | (7,249) |
| Live-aboard fee | 0 | 120 | 120 | 120 |
| Monthly Moorage | 35,200 | 2,599 | 2,599 | (32,602) |
| Other Harbor Revenue - Misc | 0 | 0 | 0 | 0 |
| Showers | 1,000 | 54 | 54 | (946) |
| SWH Special Events & Donations | 100 | 8 | 8 | (92) |
| Transient Day Use Moorage | 14,300 | 198 | 198 | (14,102) |
| Transient Overnight Moorage | 154,000 | 1,086 | 1,086 | (152,914) |
| Total Harbor Revenue | 236,640 | 5,307 | 5,307 | (231,333) |
| Total Income | 236,640 | 5,307 | 5,307 | (231,333) |
| Gross Income | 236,640 | 5,307 | 5,307 | (231,333) |
| Expense | | | | |
| South Whidbey Harbor Ops | | | | |
| 203 Wharf St Lot Maint Wages | 120 | 0 | 0 | (120) |
| 203 Wharf St Maint/Repair | 200 | 0 | 0 | (200) |
| Advertising/Promotion - Harbor | 3,000 | 0 | 0 | (3,000) |
| Asst Harbormaster Wages | 41,600 | 3,680 | 3,680 | (37,920) |
| DNR Tidelands Lease | 12,000 | 0 | 0 | (12,000) |
| Dockhand - Part Time | 20,800 | 1,340 | 1,340 | (19,460) |
| Electricity - Harbor | 12,000 | 1,118 | 1,118 | (10,882) |
| Employee Benefits - Harbor | 14,400 | 1,200 | 1,200 | (13,200) |
| Equip (Purch/Rent/Repair) SWH | 1,500 | 11 | 11 | (1,489) |
| Golf Cart & Boat-Maint | 500 | 0 | 0 | (500) |
| Harbormaster Wages | 54,000 | 4,427 | 4,427 | (49,574) |
| Ice Purchases | 600 | 0 | 0 | (600) |
| Maint & Repair - Harbor | 10,000 | 0 | 0 | (10,000) |
| Maint & Repair - Phil Simon Pk | 500 | 0 | 0 | (500) |
| Maint Contracts - Harbor | 8,500 | 668 | 668 | (7,832) |
| Maint Wages - Harbor | 240 | 0 | 0 | (240) |
| Materials & Supplies - Harbor | 9,000 | 1,232 | 1,232 | (7,768) |
| Merchant Fees - Harbor | 6,000 | 305 | 305 | (5,695) |
| Minor Improvements - Harbor | 1,500 | 0 | 0 | (1,500) |
| Payroll Taxes - Harbor | 10,000 | 824 | 824 | (9,176) |
| Pump-Out Barge M & R | 1,000 | 0 | 0 | (1,000) |

Port of South Whidbey
South Whidbey Harbor
Statement of Revenue Collected and Expenses Paid vs. Budget
For the Year to Date Period Ending January 31, 2024

| | Budget | Jan 24 | Year To Date | Budget Variance |
|--------------------------------|-----------------|-----------------|---------------------|----------------------------|
| Refuse Removal - Harbor | 4,000 | 249 | 249 | (3,751) |
| Seasonal Wages - Harbor | 20,000 | 0 | 0 | (20,000) |
| Taxes - Harbor | | | | |
| B & O Tax - Harbor | 2,000 | 45 | 45 | (1,955) |
| Leasehold Tax - Harbor | 7,000 | 3,149 | 3,149 | (3,851) |
| Total Taxes - Harbor | 9,000 | 3,194 | 3,194 | (5,806) |
| Telephone & DSL - Harbor | 3,000 | 307 | 307 | (2,693) |
| Water & Sewer - Harbor | 9,000 | 0 | 0 | (9,000) |
| Total South Whidbey Harbor Ops | 252,460 | 18,554 | 18,554 | (233,906) |
| Total Expense | 252,460 | 18,554 | 18,554 | (233,906) |
| Net Ordinary Income | (15,820) | (13,246) | (13,246) | 2,574 |
| Net Income | (15,820) | (13,246) | (13,246) | 2,574 |

PORT OF SOUTH WHIDBEY

January 31, 2024

| | |
|---|----------------------------|
| Ending General Fund Cash Balance as of 12/31/23 | 84,037.16 |
| Ending General Fund Investment Balance as of 12/31/23 | 397,000.00 |
| Ending Bond Fund Cash Balance as of 12/31/23 | 998.21 |
| Ending Bond Fund Investment Balance as of 12/31/23 | 567,202.20 |
| Balance as of 12/31/23 | <u>1,049,237.57</u> |

| | |
|---|----------------------------|
| Original Estimated Beginning Cash per 2024 Budget | 1,154,140.00 |
| Actual Beginning Cash Balance as of 1/1/24 | 1,049,237.57 |
| Difference | <u>(104,902.43)</u> |

| | |
|--|-------------------|
| Original Estimated Ending Cash per 2024 Budget | 870,219.00 |
|--|-------------------|

| | |
|--|--------------------------|
| Ending General Fund Cash Balance as of 1/31/24 | 11,648.64 |
| Ending General Fund Investment Balance as of 1/31/24 | 328,000.00 |
| Ending Bond Fund Cash Balance as of 1/31/24 | 959.05 |
| Ending Bond Fund Investment Balance as of 1/31/24 | 568,200.20 |
| Balance as of 1/31/24 | <u>908,807.89</u> |

| | |
|---|--------------------------|
| General Fund Cash & Investment Total as of 1/31/24 | 339,648.64 |
| Bond Fund Cash & Investment Total as of 1/31/24 | <u>569,159.25</u> |
| | <u>908,807.89</u> |

**Port of South Whidbey
Preliminary Profit & Loss
February 2024**

| | Feb 24 |
|--------------------------------------|-----------|
| Ordinary Income/Expense | |
| Income | |
| Fairgrounds Revenue | |
| Dump/Water Fees - Campground | 110.00 |
| Fairgrounds Events | |
| Event Rentals - Fairgrounds | 2,095.00 |
| Total Fairgrounds Events | 2,095.00 |
| Tenant Leases - Fairgrounds | 2,348.20 |
| Utilities Reimb - Fair Assoc | 100.00 |
| Total Fairgrounds Revenue | 4,653.20 |
| Harbor Revenue | |
| Annual Moorage | 792.00 |
| Live-aboard fee | 60.00 |
| Monthly Moorage | 4,680.50 |
| Showers | 38.50 |
| SWH Special Events & Donations | |
| Donation Box - Harbor | 5.54 |
| Total SWH Special Events & Donations | 5.54 |
| Transient Day Use Moorage | 314.00 |
| Transient Overnight Moorage | 2,162.85 |
| Total Harbor Revenue | 8,053.39 |
| Humphrey Road Revenue | |
| Daily Parking Fees-Humphrey Rd | 1,526.46 |
| Total Humphrey Road Revenue | 1,526.46 |
| Miscellaneous Income | 0.15 |
| Possession Park Revenue | |
| Donations - Possession Park | 11.00 |
| Total Possession Park Revenue | 11.00 |
| Total Income | 14,244.20 |
| Gross Profit | 14,244.20 |
| Expense | |
| Administration | |
| Admin/Accounting Wages | 3,356.55 |
| Commissioners' Salaries | 1,080.00 |
| Comprehensive Scheme | 1,237.50 |
| Consultant Services | 240.00 |
| Dues & Memberships | 1,379.00 |
| Employee Fringe Benefits | 2,250.00 |
| Executive Director Salary | 7,375.00 |
| Maint & Ops Supervisor Wages | 5,596.74 |
| Meetings & Education incl WPPA | 590.00 |
| Misc Expenses & Taxes | 7.92 |
| Ofc. Equip Lease, Purch, Repair | 174.74 |
| Office & Facilities Supplies | 341.28 |
| Office Telephone & Staff Mobile | 612.54 |
| Per Diem - Commissioners | |
| Per Diem - Easton | 450.00 |
| Per Diem - Gordon | 161.00 |
| Per Diem - Ng | 161.00 |
| Total Per Diem - Commissioners | 772.00 |

Port of South Whidbey Preliminary Profit & Loss February 2024

| | Feb 24 |
|-----------------------------------|-----------|
| Port Clerk/Accountant Wages | 6,592.81 |
| Port Office Rental | 2,200.00 |
| Port Vehicles' Expense | 10.87 |
| Travel Exp - Commissioners | |
| Travel Expense - Easton | 34.84 |
| Travel Expense - Gordon | 0.00 |
| Travel Expense - Ng | 0.00 |
| Total Travel Exp - Commissioners | 34.84 |
| Travel Expense - Staff | 268.47 |
| Website Design & Maintenance | 45.00 |
| Total Administration | 34,165.26 |
| Bush Point Operations | |
| Electricity - Bush Pt | 189.58 |
| Equipment - Bush Pt | 70.72 |
| Maint & Repair - Bush Pt | 244.80 |
| Refuse Removal - Bush Pt | 36.91 |
| Total Bush Point Operations | 542.01 |
| Clinton Beach Operations | |
| Electricity - Clinton Beach | 99.98 |
| Refuse Removal - Clinton Beach | 130.57 |
| Total Clinton Beach Operations | 230.55 |
| Fairgrounds Operations | |
| Electricity - Fairgrounds | 808.79 |
| Employee Benefits - Fairgrounds | 600.00 |
| Equipment (Purch/Rent/Repair) | 4,719.01 |
| Fairgrounds Dir Salary/Wages | 4,833.40 |
| FG Mktg & Events Coord Wages | 1,650.25 |
| Maint & Repair - Fairgrounds | 300.77 |
| Marketing/Advertising-FG | -371.03 |
| Materials & Supplies - Fair | 1,209.42 |
| Propane - Fairgrounds | 53.51 |
| Refuse Removal - Fairgrounds | 393.10 |
| Taxes - Fairgrounds | |
| B & O Tax - Fair | 14.94 |
| Total Taxes - Fairgrounds | 14.94 |
| Telephone & DSL - Fairgrounds | 644.87 |
| Vehicle Maintenance - Fair | 178.30 |
| Water & Sewer - Fairgrounds | 2,687.88 |
| Total Fairgrounds Operations | 17,723.21 |
| Humphrey Rd Parking Lot Ops | |
| Attendant Payroll - Humphrey Rd | 520.00 |
| General Maint - Humphrey Rd | 0.00 |
| Materials & Supplies - Humph Rd | 6.29 |
| Taxes - Humphrey Rd | |
| B & O Taxes - Humphrey Rd | 4.93 |
| WSST - Parking | 297.63 |
| Total Taxes - Humphrey Rd | 302.56 |
| Total Humphrey Rd Parking Lot Ops | 828.85 |
| Payroll Expenses | 5,145.20 |

Port of South Whidbey
Preliminary Profit & Loss
February 2024

| | Feb 24 |
|--|-------------------|
| Possession Beach Park Ops | |
| Electricity - Possession | 412.32 |
| Equip (Purchase/Rent/Repair) | 53.32 |
| Maint & Repair - Possession | 772.00 |
| Materials & Suppl - Possession | 38.07 |
| Refuse Removal - Possession | 113.99 |
| Telephone - Possession | 108.40 |
| Water System Maint - Poss Pk | 157.47 |
| Total Possession Beach Park Ops | 1,655.57 |
| South Whidbey Harbor Ops | |
| Asst Harbormaster Wages | 3,450.00 |
| Dockhand - Part Time | 1,510.00 |
| Electricity - Harbor | 1,432.22 |
| Employee Benefits - Harbor | 1,200.00 |
| Equip (Purch/Rent/Repair) SWH | 10.88 |
| Golf Cart & Boat-Maint | 32.19 |
| Harbor Receipts Discrepancy | 0.03 |
| Harbormaster Wages | 4,654.00 |
| Maint & Repair - Harbor | 780.00 |
| Maint & Repair - Phil Simon Pk | 60.92 |
| Maint Contracts - Harbor | 1,283.84 |
| Materials & Supplies - Harbor | 362.68 |
| Refuse Removal - Harbor | 255.02 |
| Taxes - Harbor | |
| B & O Tax - Harbor | 0.25 |
| Total Taxes - Harbor | 0.25 |
| Telephone & DSL - Harbor | 291.89 |
| Water & Sewer - Harbor | 1,636.17 |
| Total South Whidbey Harbor Ops | 16,960.09 |
| Total Expense | 77,250.74 |
| Net Ordinary Income | -63,006.54 |
| Other Income/Expense | |
| Other Income | |
| Capital Revenue | |
| Clean Vessel Program Grant | 76.99 |
| Fairgrounds | |
| IC Grant 1 - Workforce Housing | 15,243.50 |
| Total Fairgrounds | 15,243.50 |
| Total Capital Revenue | 15,320.49 |
| Total Other Income | 15,320.49 |
| Other Expense | |
| Capital Expenditures | |
| Clinton Dock-Passenger Ferry | 11,162.90 |
| Fairgrounds - Cap Improvements | 1,360.50 |
| Fairgrounds - Workforce Housing | 338.45 |
| Total Capital Expenditures | 12,861.85 |
| Total Other Expense | 12,861.85 |
| Net Other Income | 2,458.64 |
| Net Income | -60,547.90 |

PORT DISTRICT OF SOUTH WHIDBEY ISLAND

Minutes of the Regular Meeting

January 9, 2024

Held in Freeland, Washington
and online via Zoom Meeting Service

Commissioners Present: Jack Ng (Freeland), Greg Easton (Langley) and Curt Gordon (Clinton)

Port Staff Present: Angi Mozer (Executive Director), Molly MacLeod-Roberts (Port Clerk/Accountant), Amanda Ellis (Fairgrounds Director) & Pat Kisch (Maintenance & Operations Supervisor)

Absent: Kathy Myers (Harbormaster)

MEETING CALL TO ORDER: Following a Workshop from 3:45 p.m. to 4:00 p.m. for informal Commission review and discussion of vouchers and recent correspondence, the Regular Meeting of the Port District of South Whidbey Island's Board of Commissioners was convened on Tuesday, January 9, 2024, in person at the meeting room of the Freeland Library at 5495 Harbor Avenue in Freeland, Washington and online via Zoom Meeting Service. Commissioner Jack Ng (President) was absent at the start of the Meeting, so Commissioner Curt Gordon (Vice President) called the Regular Meeting to order at 4:00 p.m., followed by the Pledge of Allegiance.

COMMISSIONER ACTIONS

Oath of Office for Commissioner-elect Greg Easton (District 2, Langley): Easton was sworn into office by City of Langley Mayor Kennedy Horstman.

Election of Board Officers for 2024:

ACTION: Motion made by Gordon and seconded by Commissioner Greg Easton to nominate Easton for President. The Motion passed unanimously.

ACTION: Motion made by Gordon and seconded by Easton to nominate Ng for Secretary. The Motion passed unanimously.

ACTION: Motion was made by Easton and seconded by Gordon to nominate Gordon for Vice President. The Motion passed unanimously.

The following slate of officers were elected for 2024:

- Commissioner Greg Easton – President
- Commissioner Curt Gordon – Vice President
- Commissioner Jack Ng – Secretary

Gordon turned the meeting over to Easton to preside over the remainder of the meeting.

Appointment of Alternate Auditing Officer:

ACTION: A Motion was made by Gordon and seconded by Easton to appoint Easton as the alternate Auditing Officer and alternate Investment Officer. The Motion passed unanimously.

[At 4:06 p.m., Ng was able to join the meeting remotely]

Oath of Office for Commissioner-elect Jack Ng (District 1, Freeland): Ng was sworn into office by City of Langley Mayor Kennedy Horstman.

Review of Commissioner Appointments & Committee Assignments for 2024: After a brief discussion, the commission agreed on the following Appointments & Assignments for 2024:

1. Island County Council of Governments (COG): *Commissioner Curt Gordon*
2. Island Regional Transportation Planning Organization (IRTPO): *Commissioner Curt Gordon*
3. Island County Marine Resources Committee (MRC): *Commissioner Greg Easton*
4. Langley City Council: *Commissioner Greg Easton*
5. Clinton Community Council (CCC): *Commissioner Curt Gordon*
6. Port Promotion & Marketing Committee: *Commissioner Jack Ng*

ACTION: A Motion was made by Gordon and seconded by Easton to approve the above assignments and reappoint Ng as the Trustee/Representative for the Washington Public Ports Association and appoint Easton as the Alternate. The Motion passed unanimously.

Port Clerk/Accountant Molly MacLeod-Roberts will notify the Clerk of the Board of Island County Commissioners of the appointments.

CONSENT AGENDA

Approval of Current Vouchers: Vouchers audited and certified by the Auditing Officer as required by RCW 42.24.080 and those expense reimbursement claims certified as required by RCW 42.24.090 have been recorded on a listing which has been made available to the Board, and have been presented to the Board for review.

Approval of Minutes: Minutes from the Regular Meetings of December 12, 2023.

ACTION: Motion made by Gordon and seconded by Ng to approve the Consent Agenda as presented, including the authorization and acceptance of Vouchers dated January 2024 as signed today in the amount of 160,812.62. Motion passed unanimously.

PUBLIC COMMENT

Carl Cheney said based on his calculation, the workforce housing income requirement of 80%-120% indicates an individual would have to make \$35-\$40/hour. Easton explained the housing is based on the household (not individual) income and that the area median income for a 4-person household is \$85,000. Cheney agreed to reach out to Easton with additional questions.

Nancy Thelen (Fair Coordinator) asked several questions regarding workforce housing on the Fairgrounds and how it would impact the annual Fair. Gordon hopes to have an Open House in February with preliminary designs, etc. Thelen asked if the project would go out for a vote by the public. Easton explained that the first step is rezoning, which must be approved by the City of Langley after public process including public comment. Then the Port can proceed with planning, design, engineering and additional public comments on the project.

Mike Gallion said the general public doesn't think housing should be on the Fairgrounds.

David Freed noted there is a need for all types of housing and it has to start somewhere. He encouraged everyone to keep an open mind and look at the options, including workforce housing on the Fairgrounds.

Elise Gabelein said the concession stands could be repaired for \$40,000 and the Port could get a variance from the City for the setback. She complained about the rent paid by the Fair Association in comparison to the other tenants. She said the Fairgrounds is not the proper place for housing.

Albert Gabelein expressed displeasure about the Grange's space during the Fair. He asked what does it take to get the Commission to answer questions; does it require a formal letter. Gordon encouraged the public to contact the Executive Director. Gabelein said the housing issue should go back to a vote of the people.

Gwendy Gabelein spoke in support of workforce housing on the Fairgrounds and rebuilding the concession stands. She noted that there is a lot of misinformation going around.

EXECUTIVE DIRECTOR REPORT

Financial Update and November 2023 Financial Statement: The Commission acknowledged receipt of the November 2023 Financial Statement, the Preliminary Profit & Loss for December, and the performance graphs which was distributed to them previously. Mozer reported the Port received approximately \$77,000 in operating, tax, and capital revenue and incurred approximately \$93,000 in operating and capital expenses during November 2023. Ending cash balance at 11/30/23 was \$1.22 million, consisting of \$653,000 in the General Fund and \$568,000 in the Bond Fund.

Clinton Dock – Update: Permitting is ongoing with Island County permitting documents submitted last month. The U.S. Fish & Wildlife Service is really backed up, so the Endangered Species Act (ESA) consultation them will be delayed. Mozer will work with Washington State Department of Transportation for to make sure the project end date can accommodate the grant's timeline.

Fairgrounds Capital Projects - Update:

Workforce Housing: The zoning application is out for public comment.

Pole Building: Mozer is still soliciting bids for the electrical breaker replacement.

Burrier Building: The northeast space has been repaired and is safe for occupancy; the final cost was \$9,576. The Port will proceed with the other identified structural items (replacement of crawl space posts, repair of the lean-to roof, etc.

Campground: Davido Consulting Group (DCG) provided a cost estimate for developing formal plans for replacing the electrical system and the water system. The total estimate to develop designs & specifications, including construction management for the project is \$60,886.

ACTION: Motion made by Gordon and seconded by Ng to authorize DCG to provide engineering services for the Fairgrounds Campground Improvements in the amount of \$60,886. Motion passed unanimously.

Midway Food Booths & Coffman Alcove: Awaiting specifications from the on-call engineer for repairing the buildings. The engineer verbally indicated there are relatively easy repairs that can make them safe.

Workforce Housing (continued): Gordon would like to see some modeling and designs on the concept, and have an Open House at the Fairgrounds.

Comprehensive Scheme of Harbor Improvements - Update: The Open House on the draft is scheduled for January 18th at 5 p.m. at Bayview Corner. There is a QR and Makers Architecture & Urban Design provided a final draft, but Mozer asked for one additional update she had forgotten. Makers has committed to expanding the "Recent Progress" section for the Fairgrounds.

South Whidbey Harbor:

Clean Vessel Program Grant Application: The Port will apply for a grant to get 75% reimbursement for maintaining & operating the pump-out barge.

Island County Comprehensive Economic Development Strategy (CEDs): Port's input is due in 7 days. Easton has agreed to add more comprehensive feedback to Mozer for submittal.

Possession Residence: Roof has been replaced; insulation needs to be installed. The bathroom floor needs to be replaced.

Possession Piling: DCG helped with the bidding process for replacement of the piling when it was hit by a large vessel. They solicited 9 contractors and received two bids for the project:

- Pacific Pile & Marine \$77,000 (pre-tax)
- Waterfront Construction \$44,774 (pre-tax)

ACTION: Motion made by Gordon and seconded by Ng to approve Waterfront Construction's bid of \$44,774 plus tax for the replacement of the piling at Possession Beach Waterfront Park as presented. Motion passed unanimously.

STATUS REPORTS

Fairgrounds

Fairgrounds Director Amanda Ellis was on hand to present her monthly report. Staff held two successful community events in December: Holiday at Hogwarts and Winter Solstice. She's been working on lease renewals, planning, etc. A local 4-H group (Island County Shooting Sports & Tech) plans to build a replica of the Fairgrounds in a Minecraft server. She encouraged anyone interested in the Fairgrounds to come to the monthly Fairgrounds Advisory Committee meetings.

Port Operations

Maintenance & Operations Supervisor Pat Kisch provided his monthly report on maintenance & repairs completed/ongoing/planned at Clinton Beach, Humphrey Road Parking Lot, Bush Point, Possession Beach Waterfront Park and the Fairgrounds. Work on the roof at **Possession** was completed very quickly, including the addition of a vented ridge and metal caps for the chimneys. Kisch completed repairs to toilets at the **Fairgrounds** and lights in the inner harbor at **South Whidbey Harbor**.

South Whidbey Harbor

Harbormaster Kathy Myers absent, so Mozer presented the monthly report. The outer docks were for full for New Year's. Reservations are open for 2024. In December there were 14 day stops, 1 club, 24 overnight stays, 7 full term winter moorage customers and 9 short term.

ACTIVITIES/INVOLVEMENT REPORTS

Gordon: Council of Governments (COG), Island Regional Transportation Planning Organization (IRTPO) and Clinton Community Council (CCC)

COG: No meeting.

IRTPO: There were significant changes in the Planning Dept that the group discussed.

CCC: The County's new comp plan has a lot of emphasis on housing. There's a real awareness that especially in Clinton, one of the biggest obstacles for housing is the way RAID (Rural Area of Intense Development) is zoned. Still working on extending the walkway project up to Deer Lake Rd with a possible crosswalk and better lighting.

Ng: Washington Public Ports Association (WPPA) and Port Promotion & Marketing Committee (P&M): Ng was out of the country and unable to attend the December WPPA meeting.

Easton: Marine Resources Committee (MRC) and City of Langley Council Meetings

MRC: The MRC is interested in the County's updated Comp Plan and he has volunteered to be on the County's subcommittee. One of the MRC members is interested in measuring water temperatures and other variables in several places around Whidbey, including South Whidbey Harbor, to be combined with other areas around Puget Sound.

Langley: Discussed the process of rezoning for the Fairgrounds. Councilmember Rhonda Salerno has been tasked as the City's representative to the Port.

UNFINISHED BUSINESS: None.

NEW BUSINESS: Port Legislative Day in Olympia is scheduled for February 2nd, with a reception the night before. Gordon will be out of town; Ng and Easton will try to attend.

ADJOURNMENT: Without any further action, the Meeting was adjourned at 5:47 p.m.

Approved:

Minutes prepared and submitted by:

Commissioner Jack Ng, Freeland

Molly MacLeod-Roberts, Port Clerk/Accountant

Commissioner Greg Easton, Langley

Commissioner Curt Gordon, Clinton

Public Disclosure Statement: The foregoing Meeting Minutes, audio recording and all supporting documents presented are available at the Port of South Whidbey, 1804 Scott Rd., Suite 303, Freeland WA 98249.

PORT DISTRICT OF SOUTH WHIDBEY ISLAND

Minutes of the Regular Meeting

February 13, 2024

Held in Freeland, Washington
and online via Zoom Meeting Service

Commissioners Present: Jack Ng (Freeland), Greg Easton (Langley) and Curt Gordon (Clinton)

Port Staff Present: Angi Mozer (Executive Director), Molly MacLeod-Roberts (Port Clerk/Accountant), Kathy Myers (Harbormaster) & Pat Kisch (Maintenance & Operations Supervisor)

Absent: Amanda Ellis (Fairgrounds Director)

MEETING CALL TO ORDER: Following a Workshop from 3:45 p.m. to 4:00 p.m. for informal Commission review and discussion of vouchers and recent correspondence, the Regular Meeting of the Port District of South Whidbey Island's Board of Commissioners was convened on Tuesday, February 13, 2024, in person at the meeting room of the Freeland Library at 5495 Harbor Avenue in Freeland, Washington and online via Zoom Meeting Service. Commissioner Greg Eason (President) called the Regular Meeting to order at 4:00 p.m., followed by the Pledge of Allegiance.

CONSENT AGENDA

Approval of Current Vouchers: Vouchers audited and certified by the Auditing Officer as required by RCW 42.24.080 and those expense reimbursement claims certified as required by RCW 42.24.090 have been recorded on a listing which has been made available to the Board, and have been presented to the Board for review.

ACTION: Motion made by Commissioner Jack Ng and seconded by Commissioner Curt Gordon to approve the Consent Agenda as presented, including the authorization and acceptance of Vouchers dated February 2024 as signed today in the amount of \$89,630.40. Motion passed unanimously.

PUBLIC COMMENT

Elise Gabelein (Board President of Fair Association) presented an estimate from Eagle Building of \$50,000 to repair the food booths at the Fairgrounds. She said it was unfortunate the Port didn't apply for the \$200,000 FAIRS grant last year which would have paid for it. Ng noted that the estimate did not include any plumbing or electrical work, such as the required fire sprinkler system which is the most expensive work needed. Gordon explained that in the past, the Fair Administrator always applied for the FAIRS grant, which is FAIR specific, not fairgrounds specific. The Fair Association should have applied for the grant and the Port would have signed it giving permission. The Port did not lose a \$200,000 grant opportunity, the Fair Administrator should have applied.

Mike Gallion asked if the Port has to go out to bid for emergency repairs. He did not like the design of the survey for the Port's Comprehensive Scheme.

EXECUTIVE DIRECTOR REPORT

Financial Update and December 2023 Financial Statement: The Commission acknowledged receipt of the December 2023 Financial Statement, the Preliminary Profit & Loss for January, and the performance graphs which was distributed to them previously. Mozer reported the Port received approximately \$27,000 in operating, tax, and capital revenue and incurred approximately \$195,000 in operating and capital expenses during December 2023. Ending cash balance at 12/31/23 was \$1.04 million, consisting of \$481,000 in the General Fund and \$568,000 in the Bond Fund.

The **South Whidbey Harbor** had two months of record revenue in July and October, and beat last year's months in 8 out of 12 months. The revenue at the **Fairgrounds** surpassed the budgeted revenue in spite of the campground being closed for a portion of the year.

DCG/Watershed, Inc. On Call Engineering Option Year 2: The primary difference in the 2nd year is the 4%-7% higher billing rate.

ACTION: Motion made by Gordon and seconded by Ng to execute DCG/Watershed, Inc.'s Consulting Services Agreement for Year 2 as presented. Motion passed unanimously.

Fairgrounds Capital Projects - Update:

Workforce Housing: The Port has scheduled a Joint Meeting on February 23rd at 1:00 p.m. between the Port Commissioners, the City of Langley's Councilmembers and Planning Advisory Board on the Fairgrounds to visualize and discuss the project. Mozer has asked The Brown Associates/Architects for a cost estimate on 3-D Modelling of the concept. The City's public comment period on the Ports rezoning application has ended. The public feedback will be presented to the Planning Advisory Board on March 6. From there, they will develop a recommendation for presentation to the City Council on April 1st.

Pole Building: The Port requested quotes for the electrical breaker replacement from 4 companies on its Small Works Roster. There were 3 site visits and 2 quotes were submitted: Jerry Beck & Company \$17,671.33 and Skagit Electric \$17,998.56. The apparent low bidder is Jerry Beck & Company.

ACTION: Motion made by Gordon to award the Pole Building Electric Breaker Replacement Project to Jerry Beck & Company in the amount of \$17,671.33. Motion passed unanimously.

Comprehensive Scheme of Harbor Improvements - Update: The Open House on the draft is re-scheduled for February 15th at 5 p.m. at Bayview Corner.

South Whidbey Harbor Economic Study - Update: BST Associates will be sending the draft soon.

South Whidbey Harbor and Clinton Dock Environmental Mitigation: Mozer explained that the original large expansion plan for the Harbor included the removal of all the creosote pilings (the old Hein dock) as mitigation. Last year, the Port developed a significantly reduced Harbor expansion concept due to concerns from the Tulalip Tribes about the size. At the same time, the Port was developing plans to replace the Clinton dock. Because it was a replacement, the Port did not think mitigation would be required. However, the permitting agencies have indicated a relatively large mitigation will be required for that project. The Port pursued mitigation credits from a mitigation banking system, but the agencies indicated the system couldn't be used for that project. With increasing challenges regarding the Harbor expansion, the Port proposed removing a portion of the creosote pilings as mitigation for the Clinton Dock project. The Tribes' feedback was that the Port should offer to remove ALL of the pilings as mitigation for the Clinton Dock. The Port is trying to manage two projects and the associated mitigation for two active permit applications, with all of the pilings committed for both the Harbor and the Clinton Dock. The Army Corps of Engineers wants to know what the Port's plans are for both projects, and the Port is awaiting the economic analysis from BST to help make the decisions economically for the Harbor. Gordon said the more imminent project is the Clinton Dock where the Port is closing in on permitting. The Harbor is not even in design yet.

ACTION: Motion made by Gordon and seconded by Ng to use the creosote pilings (old Hein Dock) as mitigation for the Clinton Dock-Passenger Only Ferry project. Motion passed unanimously.

Island County Comprehensive Economic Development Strategy (CEDS): The draft is ready and feedback deadline is February 15. The County Commissioners will take action on March 6th. Gordon noted that applications for Rural County Economic Development Funds will have to match with what is in the CEDS.

Possession Piling Replacement: Waterfront Construction is planning to start work on February 15 and is hoping to get it done in one day, depending on the weather.

STATUS REPORTS

Fairgrounds

Fairgrounds Director Amanda Ellis was absent so Mozer presented the monthly report. Tenant lease renewals are in progress. Minor improvement projects include repairs to the Burrier building and broken pipes. Campsite remains closed for repairs. Ellis, Mozer, Ng and Marketing & Events Coordinator David Stern held a productive marketing committee meeting.

Mozer noted there is a new page on the Port's website dedicated to Workforce Housing that provides a lot of information, including background, current status, etc. The January meeting of the Fairgrounds Advisory Committee was cancelled due to inclement weather.

Port Operations

Maintenance & Operations Supervisor Pat Kisch provided his monthly report on maintenance & repairs completed/ongoing/planned at Clinton Beach, Humphrey Road Parking Lot, Bush Point, Possession Beach Waterfront Park and the Fairgrounds. The freezing weather in January damaged the copper plumbing in the Pole Building at the **Fairgrounds**. While he was working on it, the former Fair Manager came out of the office to find out why the water wasn't working and had a bad fall on the ice. She suffered a concussion and is recovering. Kisch decided to replace the damaged copper pipe with PEX. Sand movement and drainage continue to be an issue at **Clinton Beach** and may limit the area available for the ADA mats.

He spent a lot of time trying to find a water heater for the **Fairgrounds'** Pole kitchen that met the County's food health inspector's requirements. He reached out to Sebo's for assistance and after calling more than a dozen suppliers found only ONE that met the requirements. Ng suggested he should wait to order, noting that multiple restaurant and food truck owners had issues with that health inspector. Ng arranged a meeting with nearly 3 dozen of those businesses and the inspector's boss to share their experiences. The inspector told people they had to upgrade their existing kitchen to add sinks, water heater etc. to spaces that were already approved. The individual is currently on suspension.

South Whidbey Harbor

Harbormaster Kathy Myers was on hand to present her report. In January there were 16 day stops, 15 overnight stays, 7 full term winter moorage customers and 2 short-term customers. Harbor Staff strongly encourage that boaters make reservations for the upcoming season; July is already filling up. Sound Water Stewards along with local students have been diving near the Harbor, and in January they brought up 12 derelict crab pots and disposed of them. Gordon asked about moorage rate increases. Mozer is waiting on the Economic Study and will work with Myers on that once it is complete.

ACTIVITIES/INVOLVEMENT REPORTS

Gordon: Council of Governments (COG), Island Regional Transportation Planning Organization (IRTPO) and Clinton Community Council (CCC)

COG: The meeting was mostly about Rural County Economic Development Funds and trying it to the CEDS.

IRTPO: The Port has a \$1.7 million grant for the Clinton Dock that comes through the IRTPO, so it's critical that Gordon and Mozer stay on the schedule of allotments. IRTPO loses the money if it is not used/allocated.

CCC: Did not attend.

Ng: Washington Public Ports Association (WPPA) and Port Promotion & Marketing Committee (P&M):

WPPA: Ng went to Olympia for Port Legislative Day. He met briefly with State Senator Ron Muzzall and discussed the Fairgrounds Workforce Housing project and the Clinton Dock Passenger Only Ferry; he was supportive of both. He also met with State Representative Dave Paul; he would like to hold a Town Hall meeting with the Port in June. He also supports the projects.

P&M: As mentioned earlier, Ng, Mozer, Ellis & Stern discussed potential marketing opportunities and noted there is a lot of misinformation in the community about the workforce housing project. They came up with the additional page on the Port's website to help provide accurate information and details to the community about the project. They also talked about creating a different logo and creating events for the Fairgrounds.

Easton: Marine Resources Committee (MRC) and City of Langley Council Meetings

MRC: Island County Commissioners are considering revisions to the Shoreline Management Program. One of issues is what type of regulation should there be of hard armoring. The MRC sent a comment letter detailing the science of hard armoring and the impacts it has. The MRC will also be very active in the update of County's Comp Plan, and Easton is on the MRC subcommittee looking at the Comp Plan from the terms of natural resources and shoreline.

Langley: Lots of public comment on the Fairgrounds workforce housing. The Council is interested in getting a tour of the Fairgrounds. The City Administrator hired 5 months ago has resigned; the position is now open.

UNFINISHED BUSINESS: None.

NEW BUSINESS: None

ADJOURNMENT: Without any further action, the Meeting was adjourned at 5:30 p.m.

Approved:

Minutes prepared and submitted by:

Commissioner Jack Ng, Freeland

Molly MacLeod-Roberts, Port Clerk/Accountant

Commissioner Greg Easton, Langley

Commissioner Curt Gordon, Clinton

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Contents

Financial Reporting – January 2024

Fairgrounds Projects

Clinton Dock

South Whidbey Harbor Economic Study update

Comprehensive Scheme Update

Island County Economic Development Strategy

Possession Piling Replacement

Financial Reporting – January 2024

We received approximately \$15k in operating, tax and capital revenue; and, incurred approximately \$158k in operating & capital expenses in January 2024. End of month cash balance for January is \$340k in our General Operating Account and \$569k in our Bond Account. The financial documents (revenue and expense charts and cash flow) are attached.

Fairgrounds Projects

Fairgrounds Workforce Housing Concept: The Port hosted the City of Langley Councilmembers and the City's Planning Advisory Board at the Fairgrounds to present the project and to answer questions. In addition, the City of Langley Planning Advisory Board reviewed the Port's zoning application at their March 6th meeting and voted against recommending that the City of Langley Council confirm staff should continue to prepare amendments pursuant to the Langley Municipal Code to permit multi-family housing at the Fairgrounds property. The project will be considered by the City of Langley Council at an upcoming meeting.

Pole Building electrical breaker replacement: Has been awarded and will be scheduled.

Campground: Design for upgrading the electrical and water systems for 20 RV hookups is underway. Utilities location will occur on Friday March 8th, and survey work will begin on Monday March 11th.

Midway Food Booths: Options regarding short term repairs are being assessed.

Coffman Alcove: We have received specifications from the Engineers on repairing the Coffman Alcove to make it safe. The repairs are relatively simple; I am coordinating with Port staff and volunteers will make the repairs according to the specifications.

Fair Association 2024 Agreements

Port staff met with Fair Association representatives on February 15. The Fair Association has indicated that they will meet to discuss (and hopefully sign) the Agreements at their monthly meeting on Monday March 11.

Clinton Dock

Project is ongoing, and still in permitting phase. The Port is seeking funding options for construction.

Comprehensive Scheme of Harbor Improvements

We have received the results of the survey distributed to get feedback on our draft Comprehensive Scheme, attached for discussion. Next steps are:



- Provide Makers with any changes that the Commissioners wish to make to the document on March 13 or 14.
- Decide when/if the Commissioners will meet with our consultant Makers again
- Legal notice published in the paper March 30 and April 6. Publish Final Draft of the Comp Scheme on our website by March 30.
- Public Hearing and Commissioners to adopt April 9.

South Whidbey Harbor Economic Study update

BST's draft report was provided to the Commissioners for discussion.

Island County Comprehensive Economic Development Strategy

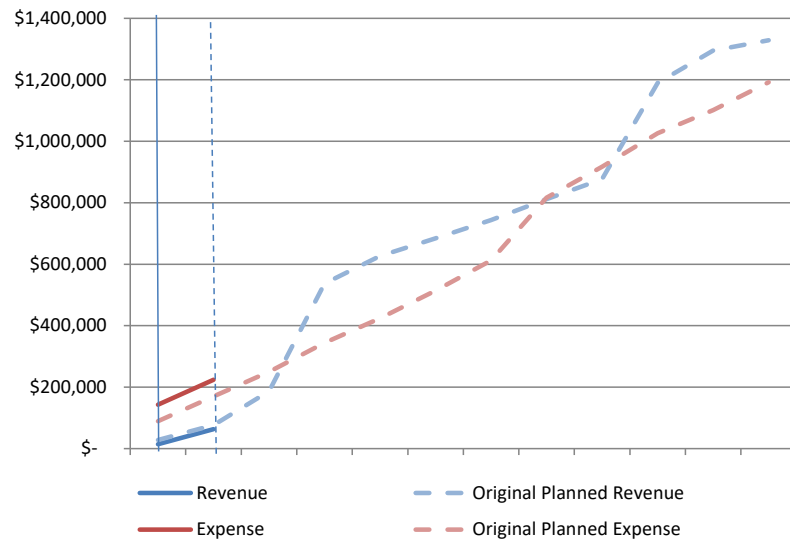
The draft plan was presented to the County Commissioners by the EDC and their consultant during the Commissioners' work session on March 6th. The draft document will be distributed for public comment next. Each jurisdiction is to submit their project list to be included in the document by Monday March 11th. I will put together a list based on our Comprehensive Scheme.

Possession Piling Replacement

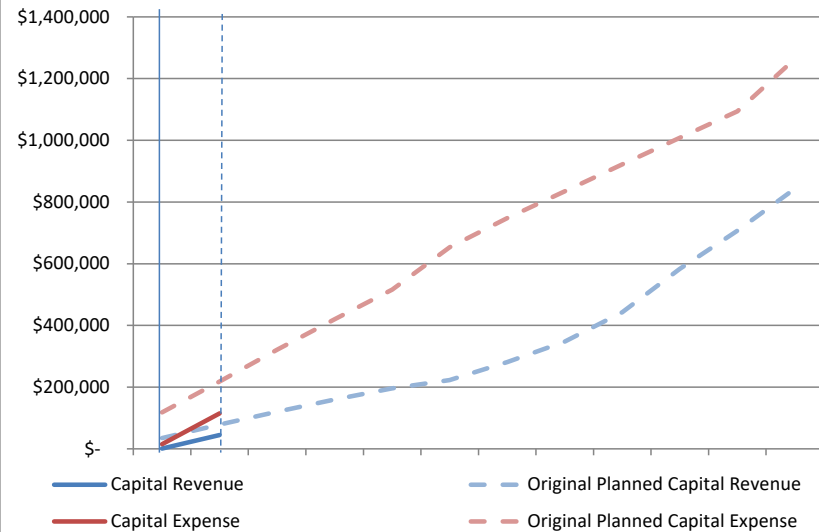
Waterfront Construction Inc. replaced the damaged piling on February 20. The new piling is slightly smaller in diameter (16 inches versus the original pilings at 18 inches) and is galvanized steel rather than the painted black original pilings. I am coordinating with the engineer to ensure that there are no issues with these variances to the original pilings installed, and I am in continuous communication with our insurance representative.

Port of South Whidbey 2024 Projections

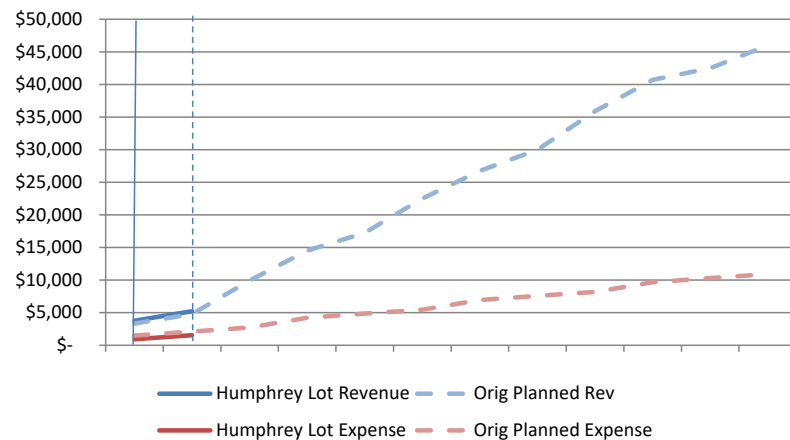
2024 Operating Revenue and Expenses



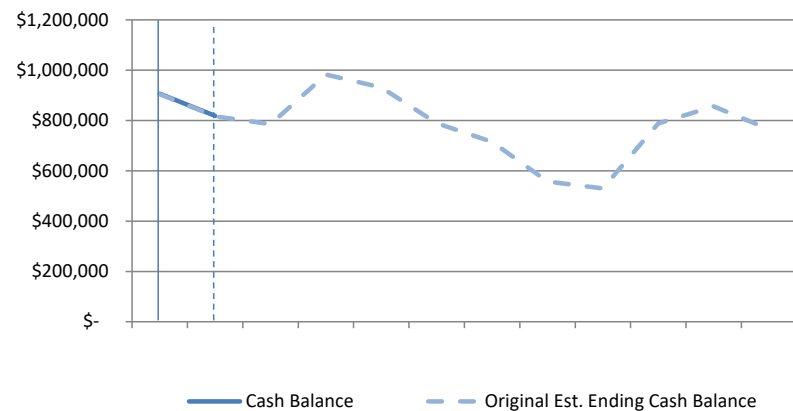
2024 Capital Projects



Humphrey Lot Revenue & Expenses

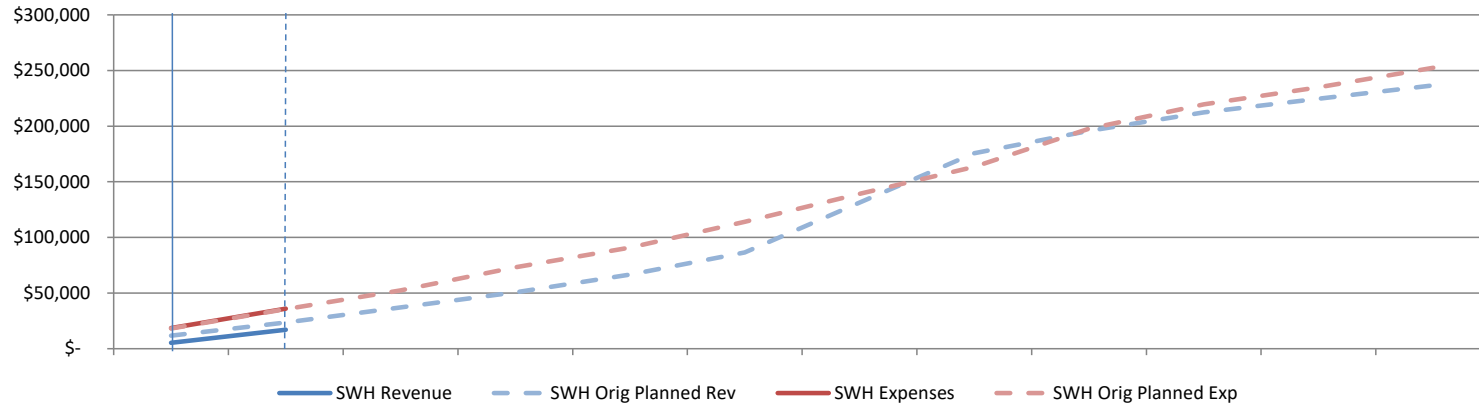


Est. Ending Cash Balance

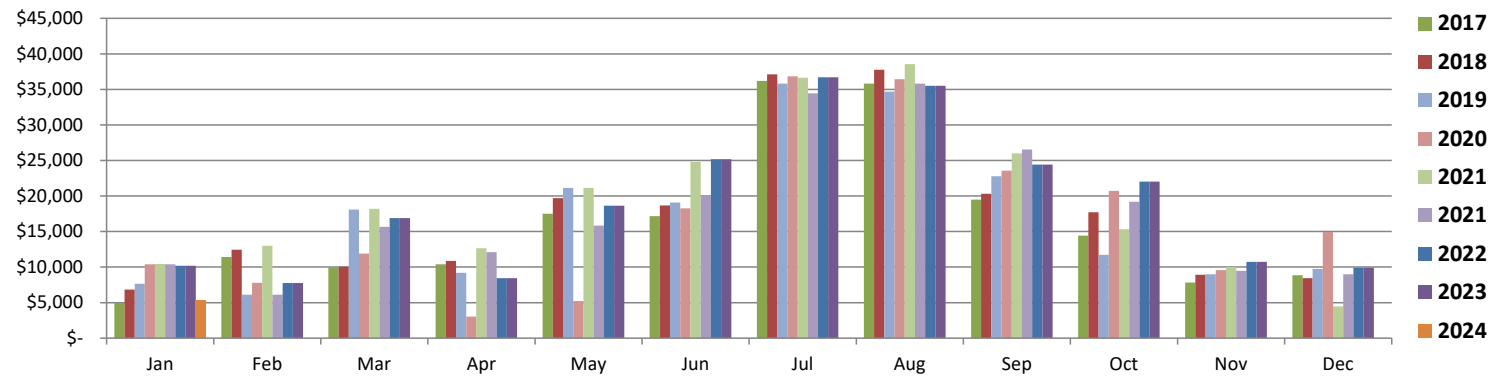


Port of South Whidbey 2024 Projections

South Whidbey Harbor Revenue & Expenses 2024



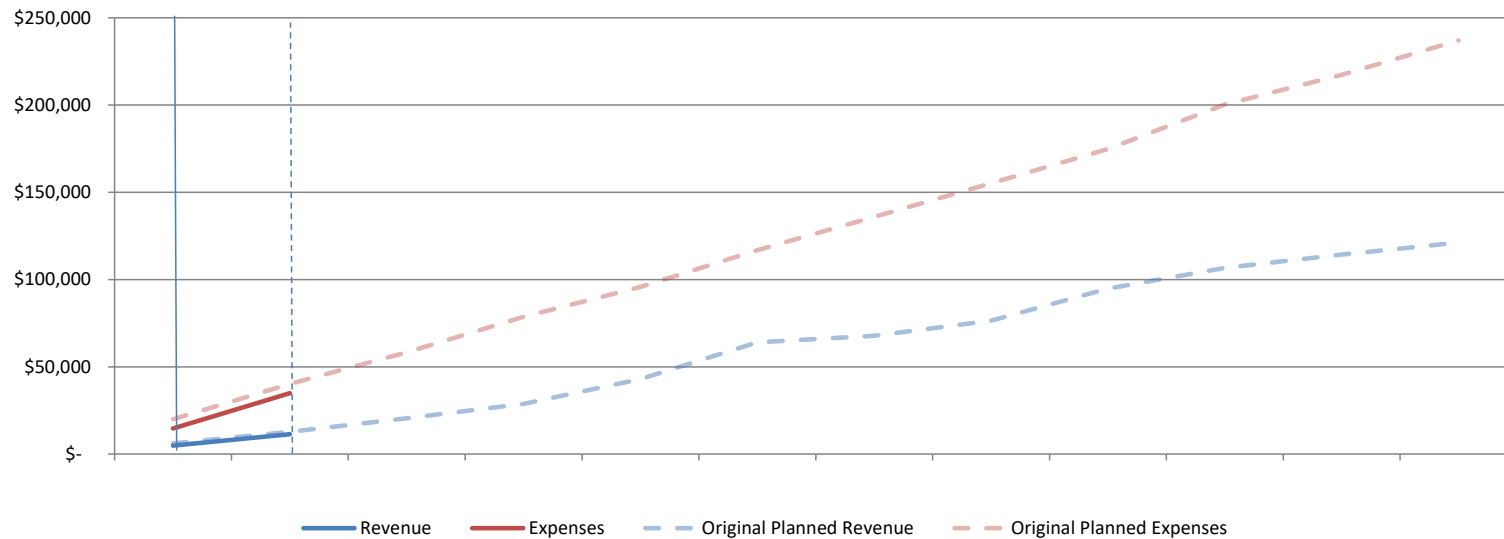
Monthly SWH Revenue 2017-2024



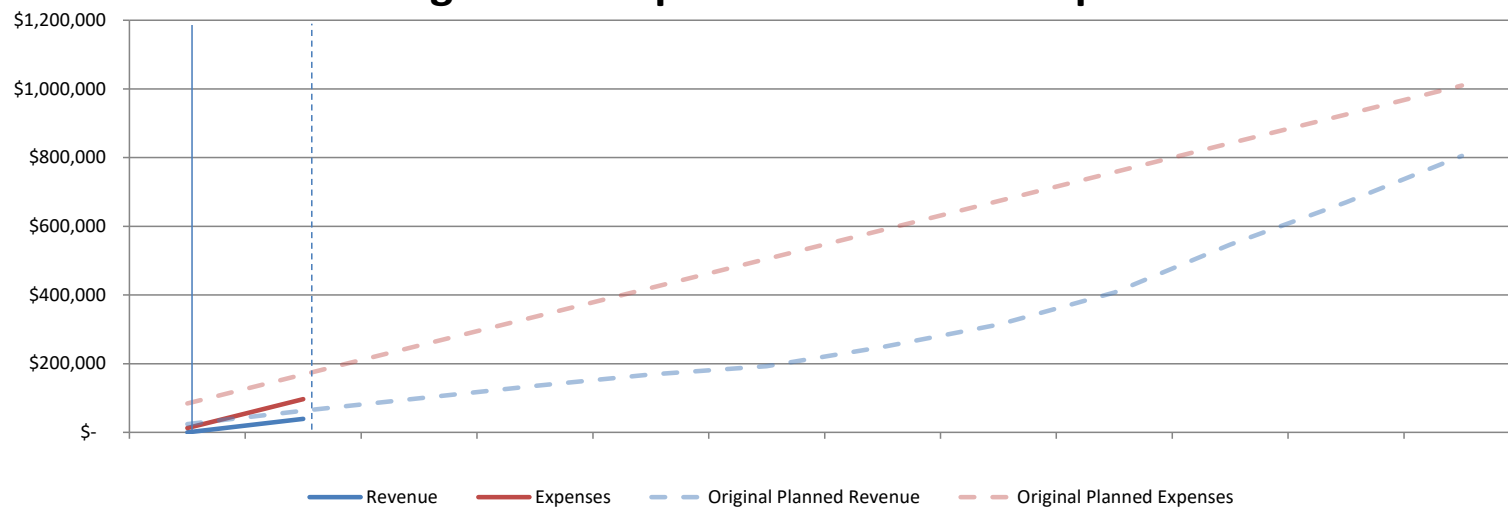
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| 2024 | \$ 5,308 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,308 |
| 2024 Budget | \$ 11,728 | \$ 11,728 | \$ 13,698 | \$ 13,526 | \$ 15,984 | \$ 19,932 | \$ 44,596 | \$ 44,416 | \$ 20,145 | \$ 16,713 | \$ 12,159 | \$ 12,015 | \$ 236,640 |
| 2017 | \$ 4,965 | \$ 11,424 | \$ 9,937 | \$ 10,397 | \$ 17,502 | \$ 17,170 | \$ 36,174 | \$ 35,825 | \$ 19,476 | \$ 14,424 | \$ 7,818 | \$ 8,864 | \$ 193,976 |
| 2018 | \$ 6,817 | \$ 12,442 | \$ 10,041 | \$ 10,856 | \$ 19,689 | \$ 18,672 | \$ 37,121 | \$ 37,765 | \$ 20,319 | \$ 17,713 | \$ 8,912 | \$ 8,432 | \$ 208,779 |
| 2019 | \$ 7,651 | \$ 6,120 | \$ 18,081 | \$ 9,197 | \$ 21,121 | \$ 19,065 | \$ 35,797 | \$ 34,689 | \$ 22,769 | \$ 11,727 | \$ 8,977 | \$ 9,725 | \$ 204,919 |
| 2020 | \$ 10,399 | \$ 7,803 | \$ 11,892 | \$ 3,035 | \$ 5,233 | \$ 18,247 | \$ 36,829 | \$ 36,443 | \$ 23,577 | \$ 20,722 | \$ 9,584 | \$ 14,955 | \$ 198,719 |
| 2021 | \$ 10,427 | \$ 13,000 | \$ 18,195 | \$ 12,665 | \$ 21,138 | \$ 24,801 | \$ 36,632 | \$ 38,553 | \$ 25,997 | \$ 15,327 | \$ 10,029 | \$ 4,463 | \$ 231,227 |
| 2022 | \$ 10,395 | \$ 6,102 | \$ 15,655 | \$ 12,084 | \$ 15,838 | \$ 20,120 | \$ 34,452 | \$ 35,804 | \$ 26,525 | \$ 19,170 | \$ 9,475 | \$ 8,979 | \$ 214,599 |
| 2023 | \$ 10,198 | \$ 7,771 | \$ 16,897 | \$ 8,451 | \$ 18,626 | \$ 25,163 | \$ 36,697 | \$ 35,503 | \$ 24,426 | \$ 22,008 | \$ 10,720 | \$ 9,925 | \$ 226,385 |

Port of South Whidbey
2024 Projections

2024 Fairgrounds Operating Revenue and Expenses

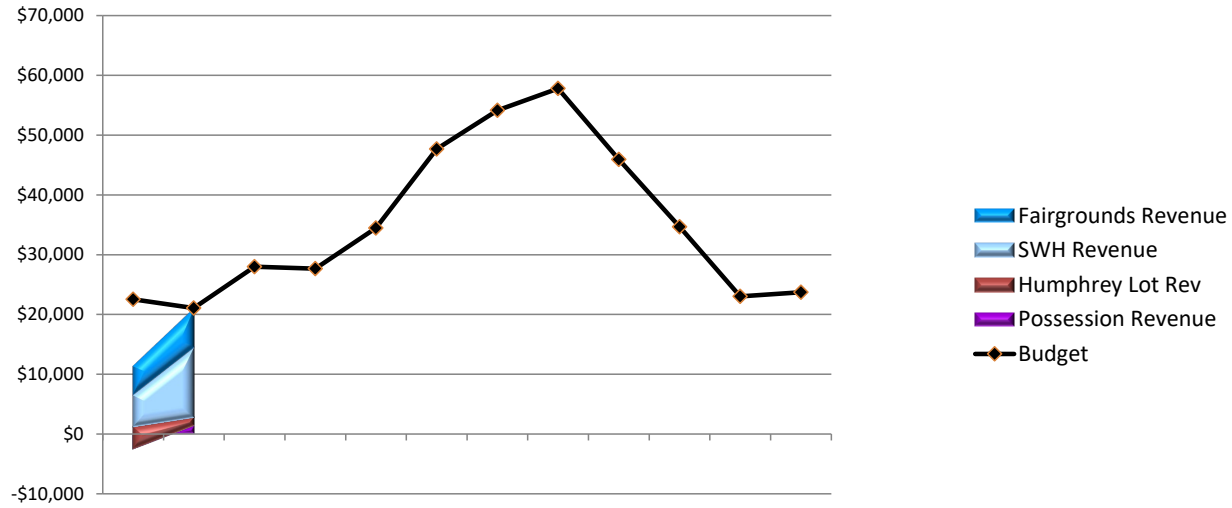


2024 Fairgrounds Capital Revenue and Expenses

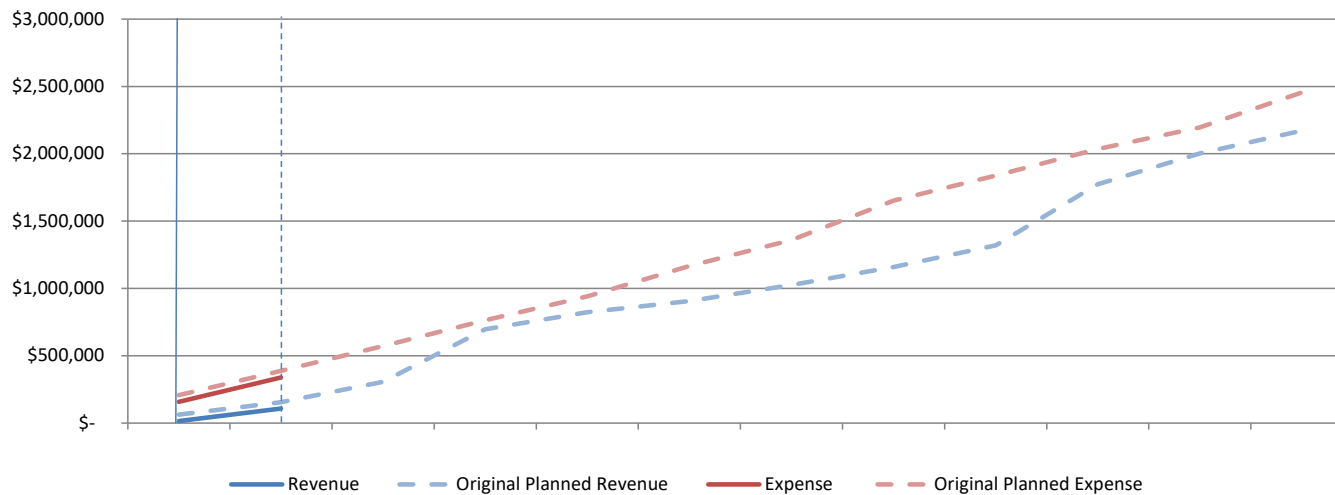


Port of South Whidbey
2024 Projections

2024 Operating Revenues

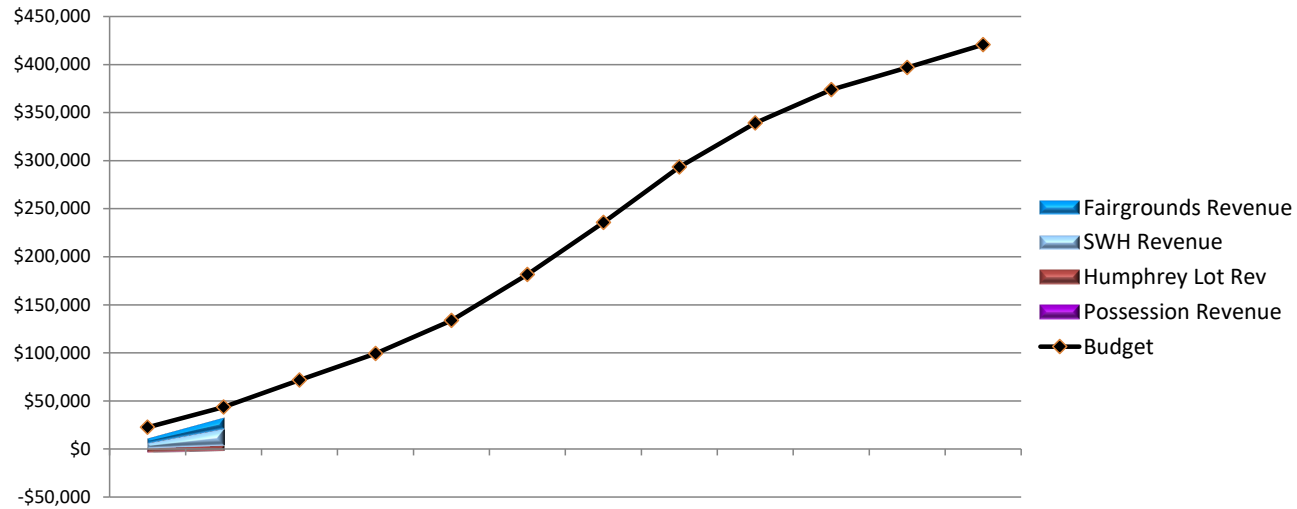


2024 Total Revenues vs. Total Expenses

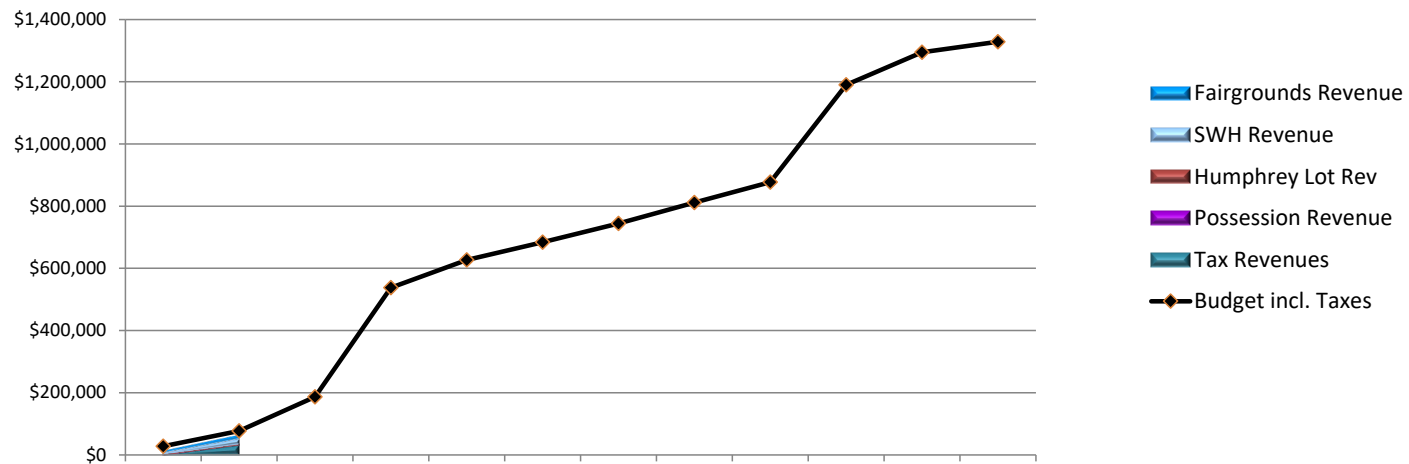


Port of South Whidbey
2024 Projections

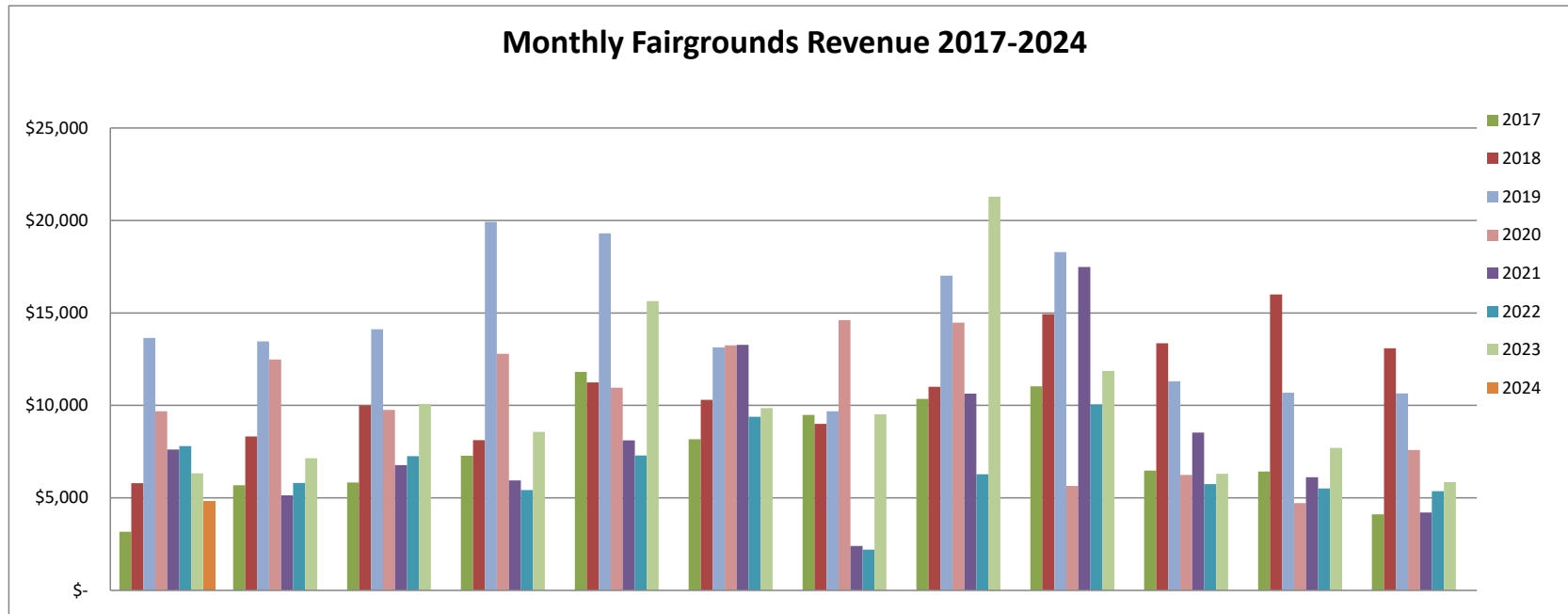
2024 Operating Revenues (Cumulative)



2024 Revenues incl. Taxes (Cumulative)



**Port of South Whidbey
2024 Projections**



Fairgrounds Revenue by Month

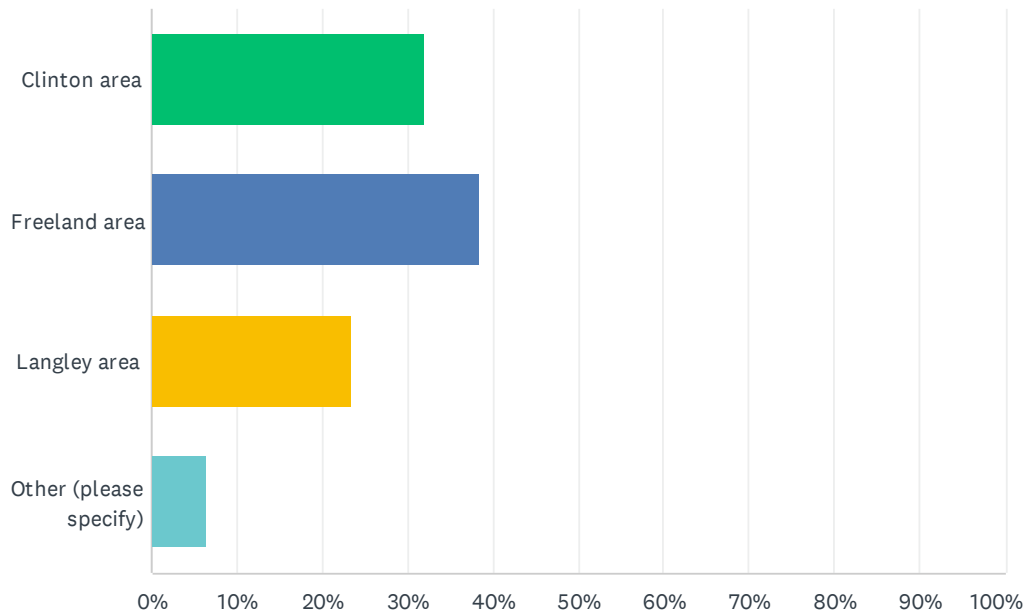
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| 2024 | \$ 4,831 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,831 |
| 2024 budget | \$ 6,140 | \$ 6,540 | \$ 7,810 | \$ 8,190 | \$ 14,310 | \$ 21,040 | \$ 3,740 | \$ 8,620 | \$ 18,420 | \$ 11,800 | \$ 7,740 | \$ 6,850 | \$ 121,200 |
| | | | | | | | | | | | | | |
| 2017 | \$ 3,176 | \$ 5,688 | \$ 5,834 | \$ 7,278 | \$ 11,817 | \$ 8,168 | \$ 9,487 | \$ 10,349 | \$ 11,029 | \$ 6,480 | \$ 6,424 | \$ 4,111 | \$ 89,841 |
| 2018 | \$ 5,790 | \$ 8,320 | \$ 9,997 | \$ 8,118 | \$ 11,245 | \$ 10,302 | \$ 8,998 | \$ 11,006 | \$ 14,935 | \$ 13,364 | \$ 15,996 | \$ 13,084 | \$ 131,155 |
| 2019 | \$ 13,646 | \$ 13,461 | \$ 14,118 | \$ 19,921 | \$ 19,310 | \$ 13,142 | \$ 9,685 | \$ 17,018 | \$ 18,291 | \$ 11,306 | \$ 10,687 | \$ 10,646 | \$ 171,231 |
| 2020 | \$ 9,689 | \$ 12,483 | \$ 9,762 | \$ 12,793 | \$ 10,965 | \$ 13,250 | \$ 14,616 | \$ 14,470 | \$ 5,645 | \$ 6,242 | \$ 4,714 | \$ 7,593 | \$ 122,222 |
| 2021 | \$ 7,618 | \$ 5,141 | \$ 6,771 | \$ 5,943 | \$ 8,105 | \$ 13,273 | \$ 2,408 | \$ 10,636 | \$ 17,486 | \$ 8,527 | \$ 6,112 | \$ 4,214 | \$ 96,234 |
| 2022 | \$ 7,806 | \$ 5,803 | \$ 7,255 | \$ 5,427 | \$ 7,291 | \$ 9,392 | \$ 2,202 | \$ 6,280 | \$ 10,054 | \$ 5,749 | \$ 5,507 | \$ 5,363 | \$ 78,129 |
| 2023 | \$ 6,325 | \$ 7,146 | \$ 10,083 | \$ 8,569 | \$ 15,642 | \$ 9,857 | \$ 9,526 | \$ 21,292 | \$ 11,863 | \$ 6,298 | \$ 7,697 | \$ 5,852 | \$ 120,150 |

| 2024 PROJECTIONS | | Jan-24 | Feb-24 | Mar-24 | Apr-24 | May-24 | Jun-24 | Jul-24 | Aug-24 | Sep-24 | Oct-24 | Nov-24 | Dec-24 | |
|------------------------------|--|--------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|------------|------------|------------|--------------|
| Capital Expenditures | Budget | Expenditures | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | Clean Vessel Grant Program | \$ 1,000 | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 83 | \$ 996 |
| | Port Tractor - FG/SWH | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | RCO Clinton Local Parks Grant | \$ 70,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Clinton Dock - POF | \$ 100,000 | \$ 34,000 | \$ 13,000 | \$ 17,000 | \$ 9,000 | \$ 7,000 | \$ 7,000 | \$ 5,000 | \$ 3,000 | \$ 3,000 | \$ 1,000 | \$ 1,000 | \$ 100,000 |
| | SWH Electrical Inspection | \$ 5,000 | \$ - | \$ 2,500 | \$ 2,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,000 |
| | SWH Capital Improvements | \$ 20,000 | \$ - | \$ - | \$ - | \$ 5,000 | \$ 5,000 | \$ 5,000 | \$ 5,000 | \$ - | \$ - | \$ - | \$ - | \$ 20,000 |
| | Fairgrounds - Workforce Housing | \$ 500,000 | \$ 41,667 | \$ 41,667 | \$ 41,667 | \$ 41,667 | \$ 41,667 | \$ 41,667 | \$ 41,667 | \$ 41,667 | \$ 41,667 | \$ 41,667 | \$ 41,667 | \$ 500,004 |
| | Fairgrounds - Capital Improvements | \$ 510,000 | \$ 42,500 | \$ 42,500 | \$ 42,500 | \$ 42,500 | \$ 42,500 | \$ 42,500 | \$ 42,500 | \$ 42,500 | \$ 42,500 | \$ 42,500 | \$ 42,500 | \$ 510,000 |
| | 2012 LTGO Bond Fees | \$ 300 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 300 | \$ - | \$ - | \$ 300 |
| | 2012 LTGO Bond Interest | \$ 15,825 | \$ - | \$ - | \$ - | \$ - | \$ 7,913 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,913 | \$ 15,826 |
| | 2012 LTGO Bond Principal | \$ 45,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 45,000 | \$ 45,000 |
| | 2016 LTGO Bond Fees | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | 2016 LTGO Bond Interest | \$ 919 | \$ - | \$ - | \$ - | \$ - | \$ 505 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 413 | \$ 918 |
| | 2016 LTGO Bond Principal | \$ 15,000 | \$ - | \$ - | \$ - | \$ - | \$ 15,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 15,000 |
| | 2018A LTGO Bond Fees | \$ 300 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 300 | \$ - | \$ - | \$ 300 |
| | 2018A LTGO Bond Interest | \$ 15,745 | \$ - | \$ - | \$ - | \$ - | \$ 7,873 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,873 | \$ 15,746 |
| | 2018A LTGO Bond Principal | \$ 5,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,000 | \$ 5,000 |
| | 2018B LTGO Bond Fees | \$ 300 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 300 | \$ - | \$ - | \$ 300 |
| | 2018B LTGO Bond Interest | \$ 19,133 | \$ - | \$ - | \$ - | \$ - | \$ 9,566 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,566 | \$ 19,132 |
| | 2018B LTGO Bond Principal | \$ 10,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 10,000 | \$ 10,000 |
| Total Capital Expenditures | | \$ 1,333,521 | \$ 15,134 | \$ 99,750 | \$ 103,750 | \$ 98,250 | \$ 96,250 | \$ 137,107 | \$ 94,250 | \$ 87,250 | \$ 87,250 | \$ 86,150 | \$ 85,250 | \$ 1,160,406 |
| Operating Expenditures | Sub-total Administration | \$ 627,860 | \$ 48,589 | \$ 39,563 | \$ 38,663 | \$ 45,638 | \$ 37,958 | \$ 39,698 | \$ 45,458 | \$ 153,458 | \$ 39,008 | \$ 55,458 | \$ 38,198 | \$ 619,647 |
| | Sub-total Bush Point | \$ 15,400 | \$ 428 | \$ 565 | \$ 583 | \$ 1,589 | \$ 2,234 | \$ 1,044 | \$ 1,021 | \$ 2,021 | \$ 916 | \$ 1,521 | \$ 1,886 | \$ 15,273 |
| | Sub-total Clinton | \$ 6,650 | \$ 265 | \$ 403 | \$ 474 | \$ 447 | \$ 1,048 | \$ 514 | \$ 579 | \$ 507 | \$ 1,021 | \$ 347 | \$ 432 | \$ 6,440 |
| | Sub-total Fairgrounds | \$ 237,040 | \$ 14,651 | \$ 20,234 | \$ 18,104 | \$ 20,392 | \$ 17,054 | \$ 21,104 | \$ 19,082 | \$ 19,304 | \$ 19,574 | \$ 25,457 | \$ 17,054 | \$ 231,764 |
| | Sub-total Humphrey Lot | \$ 10,900 | \$ 929 | \$ 618 | \$ 618 | \$ 1,493 | \$ 618 | \$ 618 | \$ 1,493 | \$ 618 | \$ 618 | \$ 1,493 | \$ 618 | \$ 10,352 |
| | Sub-total Possession Point | \$ 41,750 | \$ 59,510 | \$ 2,235 | \$ 3,890 | \$ 4,500 | \$ 3,230 | \$ 3,433 | \$ 5,705 | \$ 4,510 | \$ 4,463 | \$ 3,155 | \$ 2,060 | \$ 98,377 |
| | Sub-total South Whidbey Harbor | \$ 252,460 | \$ 18,555 | \$ 17,419 | \$ 16,901 | \$ 20,648 | \$ 17,739 | \$ 23,280 | \$ 24,973 | \$ 24,248 | \$ 34,274 | \$ 21,913 | \$ 15,423 | \$ 252,854 |
| Total Operating Expenditures | | \$ 1,192,060 | \$ 142,927 | \$ 81,037 | \$ 79,233 | \$ 94,707 | \$ 79,881 | \$ 89,691 | \$ 98,311 | \$ 204,666 | \$ 99,874 | \$ 109,344 | \$ 75,671 | \$ 1,234,707 |
| Capital Revenue | Budget | | | | | | | | | | | | | |
| | Clean Vessel Program Grant | \$ 750 | \$ - | \$ 63 | \$ 63 | \$ 63 | \$ 63 | \$ 63 | \$ 63 | \$ 63 | \$ 63 | \$ 63 | \$ 63 | \$ 693 |
| | IC Grant 1 - FG Workforce Housing | \$ 150,000 | \$ - | \$ 24,000 | \$ 27,000 | \$ 27,000 | \$ 24,000 | \$ 24,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 126,000 |
| | IC Grant 2 - FG Workforce Housing | \$ 350,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 56,000 | \$ 56,000 | \$ 63,000 | \$ 63,000 | \$ 56,000 | \$ 350,000 |
| | RCO Clinton Local Parks Grant | \$ 70,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG Clinton Dock | \$ 30,000 | \$ - | \$ 3,900 | \$ 5,100 | \$ 2,700 | \$ 2,100 | \$ 2,100 | \$ 1,500 | \$ 900 | \$ 900 | \$ 300 | \$ 300 | \$ 19,800 |
| | 2018A Bond Interest Income | \$ 3,600 | \$ 479 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 3,779 |
| | 2018B Bond Interest Income | \$ 3,600 | \$ 479 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 3,779 |
| | WSDA Fairgrounds Grant | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | RCEDF Fairgrounds Grant | \$ 305,000 | \$ - | \$ 15,250 | \$ 9,150 | \$ 9,150 | \$ 9,150 | \$ - | \$ 9,150 | \$ 30,500 | \$ 76,250 | \$ 67,100 | \$ 79,300 | \$ 305,000 |
| | USDA Fairgrounds Grant | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Capital Revenue | | \$ 912,950 | \$ 958 | \$ 43,813 | \$ 41,913 | \$ 39,513 | \$ 35,913 | \$ 26,763 | \$ 58,163 | \$ 66,713 | \$ 95,063 | \$ 140,213 | \$ 124,063 | \$ 809,051 |
| Operating Revenue | Sub-total - Tax and Interest Revenue | \$ 908,000 | \$ 2,940 | \$ 27,860 | \$ 81,560 | \$ 323,260 | \$ 54,760 | \$ 10,010 | \$ 5,535 | \$ 10,010 | \$ 19,080 | \$ 278,630 | \$ 81,730 | \$ 905,455 |
| | Sub-total - Fairgrounds Revenue | \$ 121,200 | \$ 4,831 | \$ 6,540 | \$ 7,810 | \$ 8,190 | \$ 14,310 | \$ 21,040 | \$ 3,740 | \$ 8,620 | \$ 18,420 | \$ 11,800 | \$ 7,740 | \$ 119,891 |
| | Sub-total - Humphrey Road Revenue | \$ 46,000 | \$ 3,764 | \$ 1,460 | \$ 5,130 | \$ 4,600 | \$ 2,730 | \$ 5,245 | \$ 4,255 | \$ 3,230 | \$ 5,900 | \$ 4,830 | \$ 1,770 | \$ 46,434 |
| | Sub-total - Possession Point Revenue | \$ 16,870 | \$ (2,528) | \$ 1,342 | \$ 1,358 | \$ 1,366 | \$ 1,437 | \$ 1,456 | \$ 1,564 | \$ 1,528 | \$ 1,464 | \$ 1,328 | \$ 1,342 | \$ 13,006 |
| | Sub-total - South Whidbey Harbor Revenue | \$ 236,640 | \$ 5,308 | \$ 11,728 | \$ 13,698 | \$ 13,526 | \$ 15,984 | \$ 19,932 | \$ 44,596 | \$ 44,416 | \$ 20,145 | \$ 16,713 | \$ 12,159 | \$ 230,220 |
| Total Operating Revenue | | \$ 1,328,710 | \$ 14,315 | \$ 48,930 | \$ 109,556 | \$ 350,942 | \$ 89,221 | \$ 57,683 | \$ 59,690 | \$ 67,804 | \$ 65,009 | \$ 313,301 | \$ 104,741 | \$ 1,315,006 |
| 2024 Beginning | | | | | | | | | | | | | | |
| Bond Fund Balance | | \$ 568,200 | \$ 569,158 | \$ 519,758 | \$ 520,358 | \$ 470,958 | \$ 471,558 | \$ 422,158 | \$ 422,758 | \$ 368,358 | \$ 368,958 | \$ 369,558 | \$ 370,158 | \$ 370,758 |
| General Fund Balance | | \$ 481,037 | \$ 337,291 | \$ 298,647 | \$ 266,533 | \$ 513,431 | \$ 461,834 | \$ 368,882 | \$ 293,574 | \$ 190,575 | \$ 162,923 | \$ 420,343 | \$ 487,626 | \$ 407,423 |
| Total Cash Balance | | \$ 1,049,237 | \$ 906,449 | \$ 818,405 | \$ 786,891 | \$ 984,389 | \$ 933,392 | \$ 791,040 | \$ 716,332 | \$ 558,933 | \$ 531,881 | \$ 789,901 | \$ 857,784 | \$ 778,181 |
| Planned Bond Fund Invoices | | \$ - | \$ (50,000) | \$ - | \$ (50,000) | \$ - | \$ (50,000) | \$ - | \$ (55,000) | \$ - | \$ - | \$ - | \$ - | \$ - |

| 2025 PROJECTIONS | | Jan-25 | Feb-25 | Mar-25 | Apr-25 | May-25 | Jun-25 | Jul-25 | Aug-25 | Sep-25 | Oct-25 | Nov-25 | Dec-25 | |
|------------------------------|------------------------------------|----------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| | | Budget | | | | | | | | | | | | |
| Capital Expenditures | Clean Vessel Grant Program | \$ 150,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 37,500 | \$ 37,500 | \$ 37,500 | \$ 37,500 | \$ - | \$ 150,000 |
| | Clinton Dock - POF | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 125,000 | \$ 125,000 | \$ 125,000 | \$ 125,000 | \$ - | \$ 500,000 |
| | SWH Capital Improvements | \$ 20,000 | \$ 1,667 | \$ 1,667 | \$ 1,667 | \$ 1,667 | \$ 1,667 | \$ 1,667 | \$ 1,667 | \$ 1,667 | \$ 1,667 | \$ 1,667 | \$ 1,667 | \$ 20,000 |
| | Fairgrounds - Workforce Housing | \$ 400,000 | \$ 33,333 | \$ 33,333 | \$ 33,333 | \$ 33,333 | \$ 33,333 | \$ 33,333 | \$ 33,333 | \$ 33,333 | \$ 33,333 | \$ 33,333 | \$ 33,333 | \$ 400,000 |
| | Fairgrounds - Capital Improvements | \$ 300,000 | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 300,000 |
| | 2012 LTGO Bond Fees | \$ 300 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 300 | \$ - | \$ - | \$ 300 |
| | 2012 LTGO Bond Interest | \$ 15,825 | \$ - | \$ - | \$ - | \$ - | \$ - | 7,913 | \$ - | \$ - | \$ - | \$ - | 7,913 | \$ 15,825 |
| | 2012 LTGO Bond Principal | \$ 45,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 45,000 | \$ 45,000 |
| | 2016 LTGO Bond Fees | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | 2016 LTGO Bond Interest | \$ 919 | \$ - | \$ - | \$ - | \$ - | \$ - | 505 | \$ - | \$ - | \$ - | \$ - | 413 | \$ 919 |
| | 2016 LTGO Bond Principal | \$ 15,000 | \$ - | \$ - | \$ - | \$ - | \$ - | 15,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 15,000 |
| | 2018A LTGO Bond Fees | \$ 300 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 300 | \$ - | \$ - | \$ 300 |
| | 2018A LTGO Bond Interest | \$ 15,745 | \$ - | \$ - | \$ - | \$ - | \$ - | 7,873 | \$ - | \$ - | \$ - | \$ - | 7,873 | \$ 15,745 |
| | 2018A LTGO Bond Principal | \$ 5,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 5,000 | \$ 5,000 |
| | 2018B LTGO Bond Fees | \$ 300 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 300 | \$ - | \$ - | \$ 300 |
| | 2018B LTGO Bond Interest | \$ 19,133 | \$ - | \$ - | \$ - | \$ - | \$ - | 9,566 | \$ - | \$ - | \$ - | \$ - | 9,566 | \$ 19,133 |
| | 2018B LTGO Bond Principal | \$ 10,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | 10,000 | \$ 10,000 |
| Total Capital Expenditures | | \$ 1,497,521 | \$ 60,000 | \$ 60,000 | \$ 60,000 | \$ 60,000 | \$ 60,000 | \$ 100,857 | \$ 60,000 | \$ 222,500 | \$ 222,500 | \$ 223,400 | \$ 222,500 | \$ 145,765 |
| Total Operating Expenditures | | \$ 1,215,260 | \$ 145,709 | \$ 82,614 | \$ 80,775 | \$ 96,550 | \$ 81,436 | \$ 91,437 | \$ 100,224 | \$ 208,649 | \$ 101,818 | \$ 111,472 | \$ 77,144 | \$ 80,910 |
| | | | | | | | | | | | | | | |
| Capital Revenue | Clean Vessel Program Grant | \$ 112,500 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 28,125 | \$ 28,125 | \$ 28,125 | \$ 28,125 | \$ 112,500 |
| | IC Grant 1 - FG Workforce Housing | \$ 50,000 | \$ 25,000 | \$ 25,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 50,000 |
| | IC Grant 2 - FG Workforce Housing | \$ 350,000 | \$ - | \$ - | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 350,000 |
| | STBG Clinton Dock | \$ 425,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 106,250 | \$ 106,250 | \$ 106,250 | \$ 106,250 | \$ 425,000 |
| | 2018A Bond Interest Income | \$ 3,600 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 3,600 |
| | 2018B Bond Interest Income | \$ 3,600 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 300 | \$ 3,600 |
| | | | | | | | | | | | | | | |
| Total Capital Revenue | | \$ 944,700 | \$ 25,600 | \$ 25,600 | \$ 35,600 | \$ 35,600 | \$ 35,600 | \$ 35,600 | \$ 35,600 | \$ 35,600 | \$ 169,975 | \$ 169,975 | \$ 169,975 | \$ 944,700 |
| Total Operating Revenue | | \$ 1,457,500 | \$ 15,703 | \$ 53,673 | \$ 120,175 | \$ 384,958 | \$ 97,869 | \$ 63,274 | \$ 65,476 | \$ 74,376 | \$ 71,310 | \$ 343,669 | \$ 114,893 | \$ 37,092 |
| | | | | | | | | | | | | | | |
| | | 2025 Beginning | | | | | | | | | | | | |
| Bond Fund Balance | | \$ 370,758 | \$ 434,608 | \$ 385,208 | \$ 385,808 | \$ 336,408 | \$ 337,008 | \$ 287,608 | \$ 288,208 | \$ 238,808 | \$ 239,408 | \$ 190,008 | \$ 190,608 | \$ 141,208 |
| General Fund Balance | | \$ 407,423 | \$ 179,167 | \$ 165,225 | \$ 179,626 | \$ 493,034 | \$ 484,467 | \$ 440,448 | \$ 380,699 | \$ 108,926 | \$ 25,294 | \$ 253,466 | \$ 238,090 | \$ 267,882 |
| Total Cash Balance | | \$ 778,181 | \$ 613,775 | \$ 550,433 | \$ 565,434 | \$ 829,442 | \$ 821,475 | \$ 728,056 | \$ 668,907 | \$ 347,734 | \$ 264,702 | \$ 443,474 | \$ 428,698 | \$ 409,090 |
| Planned Bond Fund Invoices | | | \$ 63,250 | \$ (50,000) | | \$ (50,000) | | \$ (50,000) | | \$ (50,000) | | \$ (50,000) | | \$ (50,000) |

Q1 Where do you live?

Answered: 47 Skipped: 0



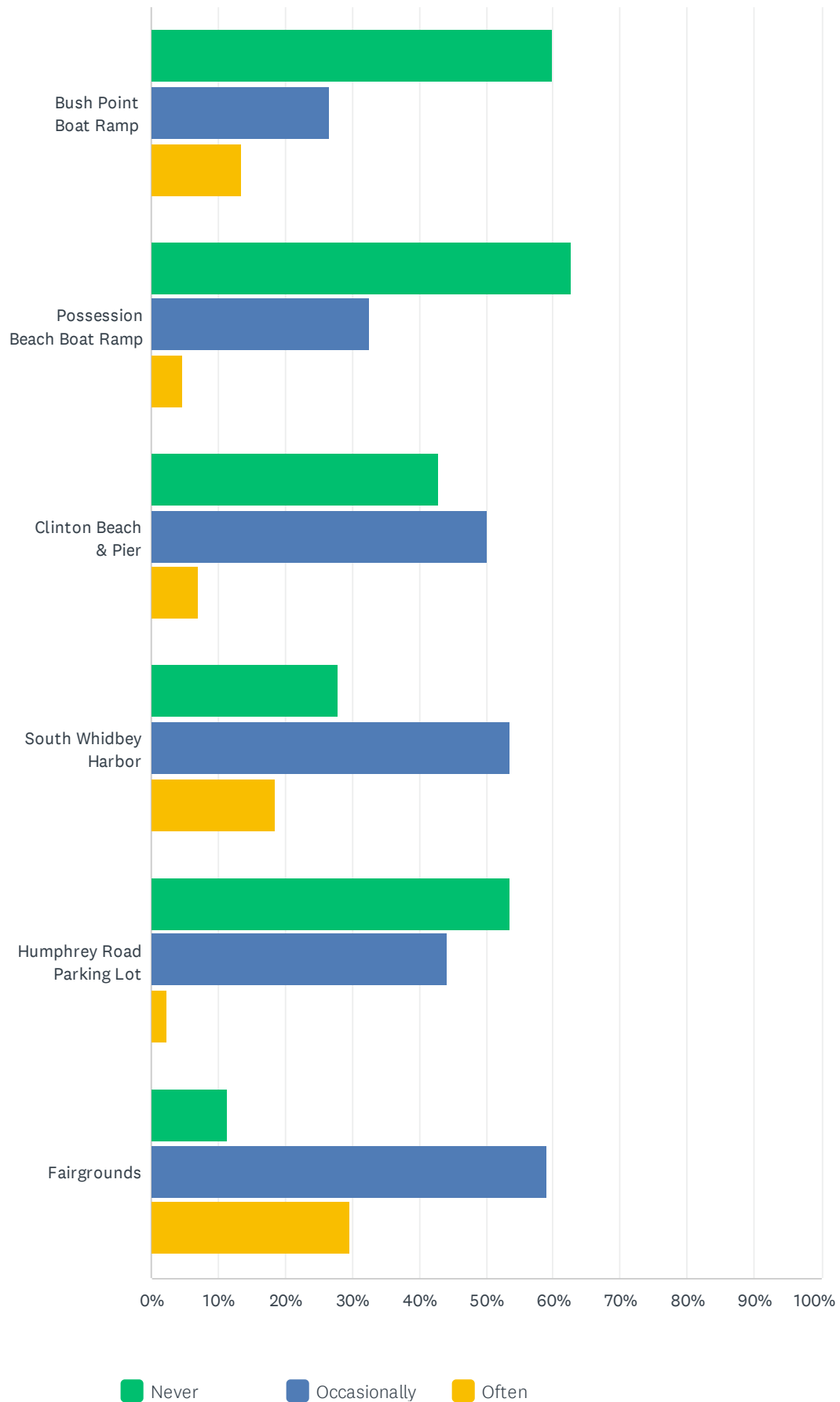
| ANSWER CHOICES | RESPONSES | |
|------------------------|-----------|----|
| Clinton area | 31.91% | 15 |
| Freeland area | 38.30% | 18 |
| Langley area | 23.40% | 11 |
| Other (please specify) | 6.38% | 3 |
| TOTAL | | 47 |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|------------------------|-------------------|
| 1 | Oak Harbor | 2/16/2024 1:50 PM |
| 2 | Possession | 2/12/2024 1:25 PM |
| 3 | GB | 1/17/2024 2:11 PM |

Q2 How often do you use the Port of South Whidbey's facilities? Check one for each property.

Answered: 47 Skipped: 0

Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

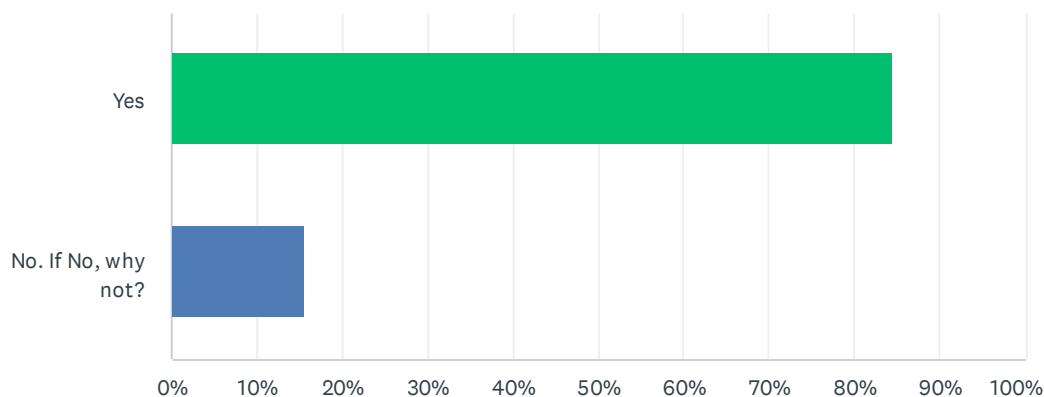


Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

| | NEVER | OCCASIONALLY | OFTEN | TOTAL |
|----------------------------|--------------|--------------|--------------|-------|
| Bush Point Boat Ramp | 60.00% 27 | 26.67% 12 | 13.33% 6 | 45 |
| Possession Beach Boat Ramp | 62.79% 27 | 32.56% 14 | 4.65% 2 | 43 |
| Clinton Beach & Pier | 42.86% 18 | 50.00% 21 | 7.14% 3 | 42 |
| South Whidbey Harbor | 27.91% 12 | 53.49% 23 | 18.60% 8 | 43 |
| Humphrey Road Parking Lot | 53.49% 23 | 44.19% 19 | 2.33% 1 | 43 |
| Fairgrounds | 11.36% 5 | 59.09% 26 | 29.55% 13 | 44 |

Q3 Do you agree with the Port's near-term priorities for South Whidbey Harbor? Conduct a comprehensive facility condition assessment of Port assets to quantify liabilities and prioritize needs. Address issues as funding allows. Adjust moorage rates annually to cover expenses, build up reserves, and address critical deferred and on-going maintenance. Repair dock damage and add reasonably sized insulated space for on-site staff as funding allows. Continue to work with Tribal governments and agencies to renew the in-water work permit.

Answered: 45 Skipped: 2



| ANSWER CHOICES | RESPONSES | |
|---------------------|-----------|-----------|
| Yes | 84.44% | 38 |
| No. If No, why not? | 15.56% | 7 |
| TOTAL | | 45 |

| # | NO. IF NO, WHY NOT? | DATE |
|---|--|--------------------|
| 1 | I don't trust anything the port proposes. | 2/16/2024 1:50 PM |
| 2 | No | 2/14/2024 12:41 PM |
| 3 | The glaring omission is the quality and usability of the boat ramp. You can hardly launch a boat there, let alone worry about parking. I realize there is a challenge with tides, but other areas of the country seem to do it. The angle into the dock where the harbor patrol boat parks is treacherous at best. The poor ramp is a deterrent for local boat ownership. This should be addressed before adding additional mooring spots...which is the second (maybe third) priority. Would love to own a boat, but living on an island without a proper boat launch in Langley Harbor is disgraceful. Thanks for listening! | 2/13/2024 3:28 PM |
| 4 | no | 1/18/2024 6:08 PM |
| 5 | Why not leverage the parking availability at the Fairgrounds with Whale Watching opportunities - park at the fairgrounds and use the golf cart or get Transit to make a stop to transport passengers for the whale-watching boat? Ecotourism is an important part of Whidbey, and this is a good access point for tourists. Think about increasing the food opportunities at the Fairgrounds by encouraging food trucks to operate there, and to provide lunch options for | 1/17/2024 10:46 AM |

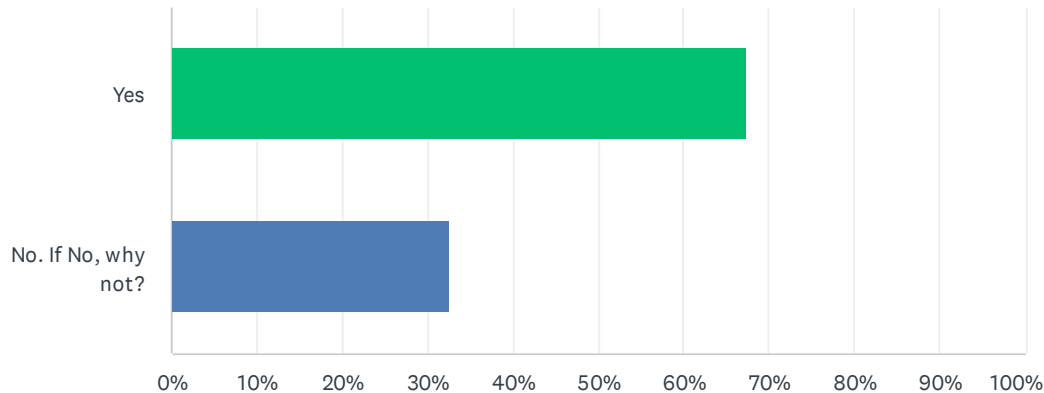
Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

people in that area, and maybe box lunches for the whale watching boats. Or evening sails, with a dinner option.

| | | |
|---|---|-------------------|
| 6 | The projects are all reasonable, but adjusting moorage rates annually, repairing docks and providing space for staff are day to day routine projects. Just get them done, you shouldn't have to ask voters for their agreement. | 1/17/2024 9:11 AM |
| 7 | Not sure raising moorings rates should be the sole resources for maintaining and building up reserves. | 1/8/2024 3:52 PM |

Q4 Do you agree with the Port's near-term priorities for its parks and boat ramps? Apply for grants to replace boarding floats at Bush Point and Possession Beach. Consider charging for boat ramp parking. Continue to maintain parks and ramps as funding allows.

Answered: 46 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|---------------------|-----------|----|
| Yes | 67.39% | 31 |
| No. If No, why not? | 32.61% | 15 |
| TOTAL | | 46 |

| # | NO. IF NO, WHY NOT? | DATE |
|---|--|--------------------|
| 1 | Bushpoint facility already draws increased traffic load, speeding, garbage, restroom overflow. Impacts property values and peaceful lives. | 2/27/2024 8:45 AM |
| 2 | Agree with all but charging for boat ramp parking | 2/26/2024 4:00 PM |
| 3 | How will you enforce payment? What would you do to keep people from parking on adjacent roads? | 2/24/2024 6:43 AM |
| 4 | Because the port hasn't done anything to them to maintain them. The county has to. The tax payers pay for the port to take care of them and yet the county is the one doing things because they can't | 2/17/2024 6:13 PM |
| 5 | I don't trust anything the port proposes | 2/16/2024 1:50 PM |
| 6 | No | 2/14/2024 12:41 PM |
| 7 | Wrong priority | 2/13/2024 3:28 PM |
| 8 | COMMENTS IN RESPONSE TO PORT'S PROPOSED COMPREHENSIVE PLAN I am submitting these comments as both a lifelong beachfront neighbor as well as user of the Port's Possession Beach Park and boat ramp (herein after "Park") My first observation is that the Port's personnel and/or Commissioners have flagrantly failed to recognize that the Park property was a privately owned residence in an area zoned as Residential prior to the Port acquiring the property. In order to develop its Park there was a significant public process resulting in a significant reduction of the initially proposed footprint as well as usage. The resulting county issued Conditional Use Permit incorporated those limitations and certainly should have been referenced in this proposed plan. Now for the specifics of particularly | 2/12/2024 1:25 PM |

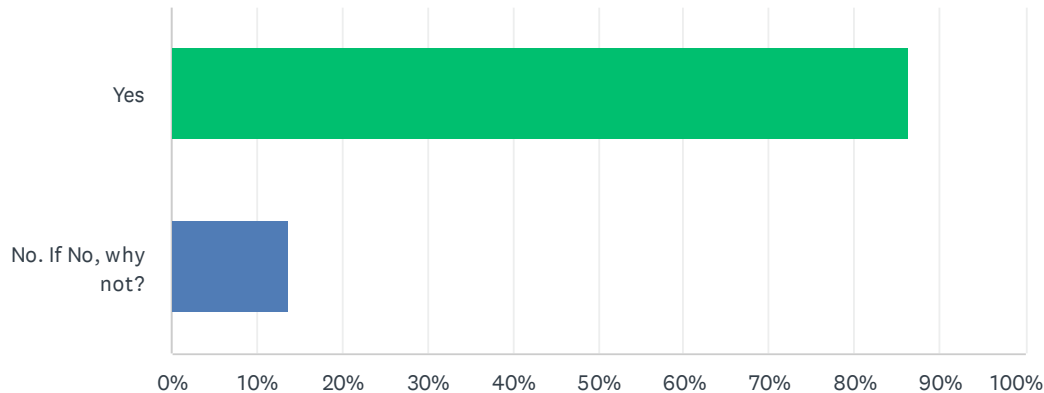
Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

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| | | |
|----|--|--------------------|
| 9 | no | 1/18/2024 6:08 PM |
| 10 | I think I'm more aggressive it to procure the funding to maintain the parks in the Rams is essential. Having access to the water for emergencies, but also to maintain enjoyment and quality of life is essential. The same applies to parks, these are in essential asset to living on the island. | 1/18/2024 7:44 AM |
| 11 | No parking fees | 1/18/2024 5:55 AM |
| 12 | Explore the opportunities with the proximity of these facilities to high quality eel grass or kelp beds to increase access for citizen scientists. Partner with local colleges/ universities for research opportunities. Help to build a community with minority-based interest groups to increase marine access for people of color. There is a push for improving diversity in Marine Science programs, and appreciating the marine ecosystem is the first step. Get students out to these facilities to build their interest in marine careers. | 1/17/2024 10:46 AM |
| 13 | You should be doing all of these already. If the Port doesn't have sufficient staff to complete the projects listed. Figure out how to increase revenues and hire more | 1/17/2024 9:11 AM |
| 14 | tax payers should not have to pay to launch their boats and park | 1/9/2024 8:47 PM |
| 15 | I don't think charging for parking or the use of ramps is appropriate | 1/8/2024 3:52 PM |

Q5 Do you agree with the Port's near-term priorities for its transportation assets? Acquire grants to replace the Clinton dock to support passenger ferry service Support the County in making improvements in jointly owned boat ramps. Add security cameras at the Humphrey Lot.

Answered: 44 Skipped: 3



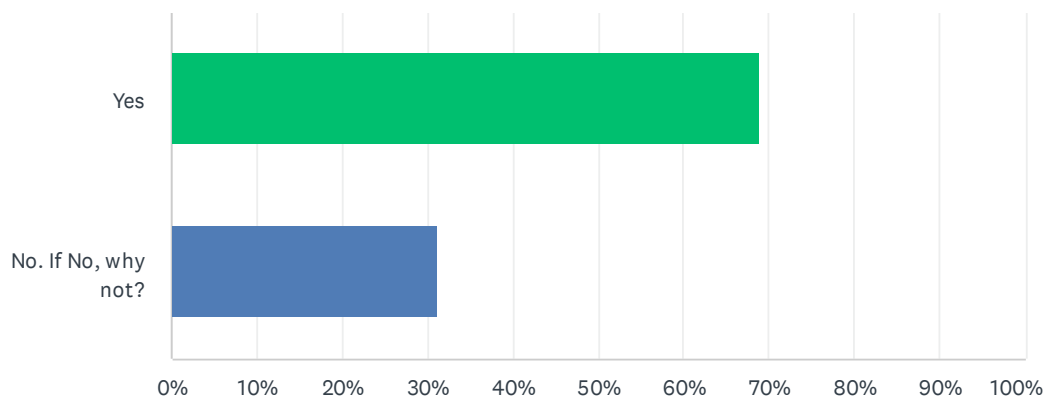
| ANSWER CHOICES | RESPONSES | |
|---------------------|-----------|----|
| Yes | 86.36% | 38 |
| No. If No, why not? | 13.64% | 6 |
| TOTAL | | 44 |

| # | NO. IF NO, WHY NOT? | DATE |
|---|--|--------------------|
| 1 | Do not support passenger ferry service but support repairing the dock for public use | 2/17/2024 11:03 AM |
| 2 | I don't trust anything the port proposes | 2/16/2024 1:50 PM |
| 3 | No | 2/14/2024 12:41 PM |
| 4 | no | 1/18/2024 6:08 PM |
| 5 | I think these three are OK, I would add a question to the first one regarding passenger service between Everett and the island only. I'm sure that some amount of study has gone into this, however, do you know whether the service between Whidbey Island and Seattle would not be of great benefit. I am such a commuter, and I think bringing more families to the island would be easier if it was not 2 hours each way to travel to Seattle, where there are higher paying jobs than WI. | 1/18/2024 7:44 AM |
| 6 | why spend a lot of money on a dock when passenger ferry service is not likely to happen anytime soon | 1/9/2024 8:47 PM |

Q6 Do you agree with the Port's near-term priorities for the fairgrounds and event center? Apply for grants to redesign the campground and market the site to attract year-round users and increase revenues.

Continue to work with the Fair Association to update policies to meet fair needs and minimize tenant displacement. Continue to work with the City to update zoning to allow workforce housing, expanded retail, and other synergistic uses on the site. Consider ways to increase revenues including adjusting the way expenses are allocated for events. Complete funded projects at the Fairgrounds, which include upgrading the electricity and heat in the Pole Building, upgrading utilities at the campground, and improving stormwater/drainage on the property. Find grants to complete critical upgrades, which include upgrading the commercial kitchen in the Coffman building, improving the Pole building to accommodate year-round events, and reorienting and replacing grand stand seating to better support performances on the green.

Answered: 45 Skipped: 2



| ANSWER CHOICES | RESPONSES |
|---------------------|-----------|
| Yes | 68.89% 31 |
| No. If No, why not? | 31.11% 14 |
| TOTAL | 45 |

| # | NO. IF NO, WHY NOT? | DATE |
|---|--|--------------------|
| 1 | The fairgrounds should be for fairs and events. It should not be made not a housing complex. Put the needed low cost housing somewhere else - maybe next door on the school grounds | 2/24/2024 11:22 AM |
| 2 | Because they have no lifted a finger to fix any 4h building in the 14 years they have been in charge. They are letting down the whole community and do not care. Kurt Gordon and Jack ng should be ashamed of themselves and should no longer be allowed to make any sort of | 2/17/2024 6:13 PM |

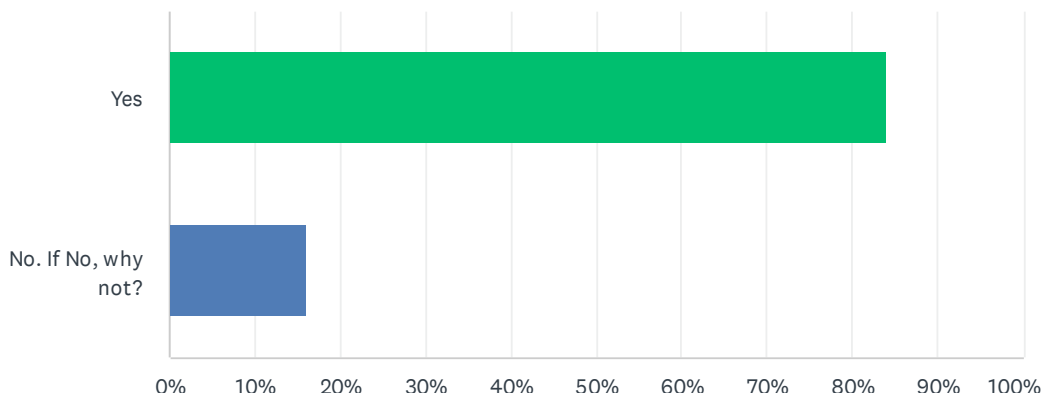
Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

decision when it comes to the fairgrounds. The fairgrounds is for the fair and 4h. The fair got kicked out of buildings this year and the 4h has been getting kicked out of buildings and put in condemned buildings for years

| | | |
|----|---|--------------------|
| 3 | Your Comprehensive Scheme is a lot of lies. Your actions do in no way reflect support of the fair. YOU STOLE half of the Malone building. And the Burrier. If you truly cared about the Fair descriptor of the term "fairgrounds" then you would not have seized , like thieves, valuable fair space from the volunteers. Throw out your idiotic idea of commerce and the Whidbey Island Grown. They have zero to do with a fair. Now you want to steal more of our fairgrounds and turn the place into a braggart's tale of success when it could not be further from the truth. It's the fairgrounds. The FAIRGROUNDS should be just that. What a bunch of self-serving nonsense. | 2/16/2024 1:50 PM |
| 4 | No | 2/14/2024 12:41 PM |
| 5 | I guess I do...still not certain why the Port owns the Fairgrounds. | 2/13/2024 3:28 PM |
| 6 | no | 1/18/2024 6:08 PM |
| 7 | Sorry, I do agree with the above, but the survey does not allow me to add comments and agree. I struggle with the idea of bringing retail and housing into a space that is primarily designed for the accommodation of livestock. I am not that familiar with the fairgrounds, so it's possible that there is a way to preserve the integrity of the space to continue to function in the way it needs to for the fairgrounds. My point is, I think we need to be candid about what our priorities are: are we more interested in it being an economic generator and therefore will be prioritizing housing, retail, other more regular streams of revenue, or find other ways to support financially while allowing the space to be livestock friendly. I don't know that the two things are mutually exclusive, and I'm sure a study will help identify this. | 1/18/2024 7:44 AM |
| 8 | Work force housing must be #1. | 1/17/2024 2:11 PM |
| 9 | You have not specifically considered increasing diversity among your stakeholders, despite your interest in affordable housing opportunities to improve equity. Reaching out and encouraging people of color to participate in activities at your facilities will bring a wider audience for your other activities. Can you invite food trucks to locate at the fairgrounds? Can you reach out for ethnic food truck vendors to bring a wider customer base to the area? | 1/17/2024 10:46 AM |
| 10 | Not in favor of re-zoning Public Use Land to residential. This would reduce Public Use Land and be a give away to Private interests. If private companies have workforce housing needs perhaps it's a private company responsibility? Re-zoning Public Use land for Private enterprise gain is wrong. The Public seems to lose to Private enterprise too much. Please do not change fairgrounds zoning. | 1/12/2024 1:36 PM |
| 11 | I do not believe that work force housing belongs on the fairgrounds. The amount of housing that is needed won't even make a dent. Seems that there are plenty of other land to build this facility | 1/10/2024 12:39 PM |
| 12 | any housing on the fairgrounds will be disruptive to the events that take place there and vice versa use your tax money for repairs rather than studies for big projects | 1/9/2024 8:47 PM |
| 13 | This is a fairgrounds. Not a place for low/workforce housing. If the port needs money then they should have applied for the \$250,000 grant for safety repairs. Then you should also charge your monthly tenant true market value. | 1/9/2024 4:15 PM |
| 14 | I don't think that it is the right place for housing nor do I think it will make a positive impact on it | 1/9/2024 4:13 PM |

Q7 Do you agree with the Port's port-wide near-term priorities? Conduct a comprehensive facility condition assessment of Port assets to quantify liabilities and prioritize needs. Develop a capital improvement plan that is updated annually. Conduct a long-term Capital Improvement Plan.

Answered: 44 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|---------------------|-----------|----|
| Yes | 84.09% | 37 |
| No. If No, why not? | 15.91% | 7 |
| TOTAL | | 44 |

| # | NO. IF NO, WHY NOT? | DATE |
|---|---|-------------------|
| 1 | Because you all just spew lies. | 2/16/2024 1:50 PM |
| 2 | COMMENTS IN RESPONSE TO PORT'S PROPOSED COMPREHENSIVE PLAN I am submitting these comments as both a lifelong beachfront neighbor as well as user of the Port's Possession Beach Park and boat ramp (herein after "Park") My first observation is that the Port's personnel and/or Commissioners have flagrantly failed to recognize that the Park property was a privately owned residence in an area zoned as Residential prior to the Port acquiring the property. In order to develop its Park there was a significant public process resulting in a significant reduction of the initially proposed footprint as well as usage. The resulting county issued Conditional Use Permit incorporated those limitations and certainly should have been referenced in this proposed plan. Now for the specifics of particularly concern. First, the Port is required to have an onsite Park manager. That requirement has generally been fulfilled by the Port hiring a person and having them occupy the house. The Port has failed to meet that requirement since mid-2023 when its onsite manager left and has not been replaced resulting in usage violations and reduction of ramp maintenance. The idea of refurbishing what is described as the caretaker's house for seasonal rental as listed under Opportunities/Development Potential would effectively preclude the Port fulfilling its requirement for an onsite manager. Note that I used the word Manager as the role intended was to ensure that the rules of the Park are followed. Frankly, the Port has failed to ensure that the Manager has had clear direction on enforcement as well as a methodology for documenting violations leading to No Trespass orders for persistent violators. Furthermore, the usage of the Park is limited to daylight hours. The proposal of developing upland property to facilitate a small campground for tents, yurts or RVs would clearly and egregiously violate the daylight only usage. The idea of camping at the Park was proposed some years ago and was ultimately dismissed when the Commission was made aware of the usage limitations under its | 2/12/2024 1:25 PM |

Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

Conditional Use Permit. I am pleased that the Port recognizes that these facilities to include the Park are not paying their own way and is seeking to increase revenues to reduce or eliminate related budgetary red ink. It has been repeatedly suggested that the Port establish usage fees. Push back on that idea was that the taxpayers purchased the property and shouldn't have to pay to use it. That opposition is simply self-serving and short sighted and it needs to be noted that at least the Park's boat launch was initially funded by Recreation Conservation Office (RCO) and then recently rebuilt using those same RCO boat fuel tax monies. When talking about usage fees it is not documented in the Plan that there are no fees currently in place for use of the Park. Also, for the Park any such fees should be for (1) general usage/parking as well as (2) boat launching/retrieval/parking. Both of those uses generate maintenance requirements and related costs. Another issue is that we neighbors have seen an increase in people parking at the Park at no cost then walking the beach to the south to access the State's park thereby avoiding the State Park's daily parking fee or the display of a purchased Discover Pass. Furthermore, those people are trespassing on private tidelands/beach (our back yards) as they avoid parking fees by using the Park. An aspect of fee implementation and use of those monies which needs to be discussed and clearly set forth is whether fee monies should first be used to maintain the individual facility where they were generated. I believe first priority must be for the site generating the revenue. Laurence A. Bucklin

| | | |
|---|---|--------------------|
| 3 | no | 1/18/2024 6:08 PM |
| 4 | You have not reached out to increase your stakeholder base. Reach out to minorities. There is a space dedicated to people of color steps away from the fairgrounds. See what their needs are. Partner with the arts community. Encourage use of the fairgrounds for performance art, and you will get a more vibrant and diverse audience for all of your facilities. | 1/17/2024 10:46 AM |
| 5 | would this office work get in the way of actual work on port needs, do priorities change annually | 1/9/2024 8:47 PM |
| 6 | T | 1/8/2024 4:20 PM |
| 7 | It seems like the plans are in place but there needs to be more action and less red tape | 1/8/2024 3:52 PM |

Q8 Please describe any other near-term priorities you'd recommend the Port consider.

Answered: 21 Skipped: 26

| # | RESPONSES | DATE |
|----|--|--------------------|
| 1 | None | 2/24/2024 11:22 AM |
| 2 | The parking lot at Bush point has 3 triangle with grasses/weeds. One has trees. What about planting these with native plants?? I assume water does collect in them. Some of the short stand lights are not working in the parking lot | 2/24/2024 6:43 AM |
| 3 | Year round activities are essential | 2/22/2024 9:44 AM |
| 4 | Get rid of the thieves that run the fairgrounds. Get rid of the Berlin Wall down the middle of Malone. Throw out the squatters that stole priority of commerce over kids in the burrier. | 2/16/2024 1:50 PM |
| 5 | Marina maintenance and upgrades. Consider raising rates for electricity and water consumption for boats to fund work. Increase charter opportunities for locals and tourists to enjoy the port of south whidbey. | 2/15/2024 5:23 PM |
| 6 | I am so excited to hear about improvements and especially excited about workforce housing, which we absolutely need. Very important to me to update and maintain the south whidbey Marina. | 2/15/2024 5:18 PM |
| 7 | Install electronic locks on all the Port's restroom facilities so they are locked when the facilities are closed (dusk until dawn) Charge a fee for launching boats & parking trailers at all Port boat ramps (self pay envelopes) | 2/15/2024 3:03 PM |
| 8 | More consistent maintenance needed around Clinton Beach park and the ferry drop-off area to remove trash and weeds. | 2/14/2024 2:21 PM |
| 9 | Charge a fee for use of boat launch at possession and or a fee for parking and washing of boats,cars,and trailers. | 2/12/2024 2:46 PM |
| 10 | COMMENTS IN RESPONSE TO PORT'S PROPOSED COMPREHENSIVE PLAN I am submitting these comments as both a lifelong beachfront neighbor as well as user of the Port's Possession Beach Park and boat ramp (herein after "Park") My first observation is that the Port's personnel and/or Commissioners have flagrantly failed to recognize that the Park property was a privately owned residence in an area zoned as Residential prior to the Port acquiring the property. In order to develop its Park there was a significant public process resulting in a significant reduction of the initially proposed footprint as well as usage. The resulting county issued Conditional Use Permit incorporated those limitations and certainly should have been referenced in this proposed plan. Now for the specifics of particularly concern. First, the Port is required to have an onsite Park manager. That requirement has generally been fulfilled by the Port hiring a person and having them occupy the house. The Port has failed to meet that requirement since mid-2023 when its onsite manager left and has not been replaced resulting in usage violations and reduction of ramp maintenance. The idea of refurbishing what is described as the caretaker's house for seasonal rental as listed under Opportunities/Development Potential would effectively preclude the Port fulfilling its requirement for an onsite manager. Note that I used the word Manager as the role intended was to ensure that the rules of the Park are followed. Frankly, the Port has failed to ensure that the Manager has had clear direction on enforcement as well as a methodology for documenting violations leading to No Trespass orders for persistent violators. Furthermore, the usage of the Park is limited to daylight hours. The proposal of developing upland property to facilitate a small campground for tents, yurts or RVs would clearly and egregiously violate the daylight only usage. The idea of camping at the Park was proposed some years ago and was ultimately dismissed when the Commission was made aware of the usage limitations under its Conditional Use Permit. I am pleased that the Port recognizes that these facilities to include the Park are not paying their own way and is seeking to increase revenues to reduce or eliminate related budgetary red ink. It has been repeatedly suggested that the Port establish usage fees. Push back on that idea was that the taxpayers purchased the property and | 2/12/2024 1:25 PM |

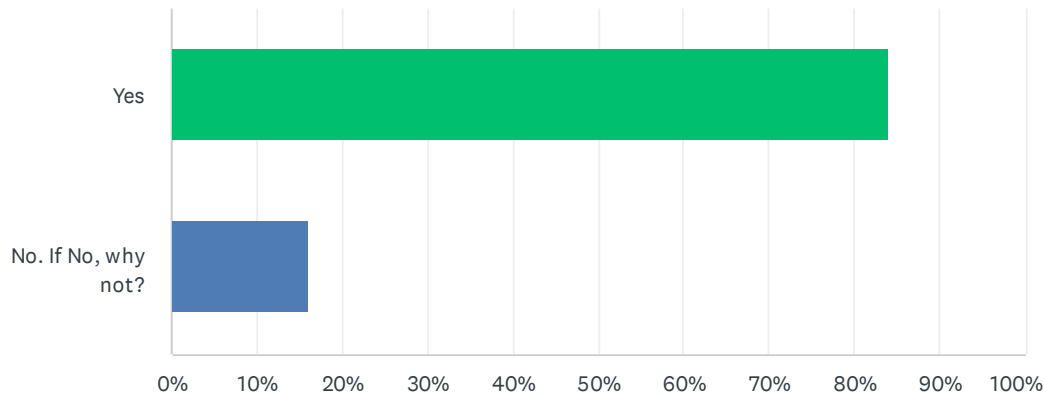
Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

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| | | |
|----|---|--------------------|
| 11 | no | 1/18/2024 6:08 PM |
| 12 | Corrosion protection (Cathodic protection) of steel buttress H-piles supporting the creosote wood pile bulkhead protecting the inner harbor. The original coal tar epoxy coating has reached the end of it's life and corrosion damage to the steel is increasing, particularly at the mud line. CP along with coatings are almost universally used to prevent damage to marine structures. | 1/18/2024 11:59 AM |
| 13 | Obtain grant funding to study the economic benefits of a passenger ferry between Whidbey Island and downtown Seattle. | 1/18/2024 7:44 AM |
| 14 | I have done so in answer to the other questions. I have emphasized linkages between your facilities and diverse audiences. I have suggested partnering with arts organizations, colleges and universities, and others to bring wider awareness of things like climate change, marine science careers, and ecotourism. Think out of the box! | 1/17/2024 10:46 AM |
| 15 | Issue revenue bonds and upgrade the camping area. Use the increased use fees to pay back the bonds. | 1/17/2024 9:11 AM |
| 16 | Expanding the marina. | 1/15/2024 2:06 PM |
| 17 | Perhaps those profiting most from the Whidbey economy could have more "Capital Improvement" responsibility? Taking more and more from the Public for Private Gain is wrong unless that private gain helps build our community. | 1/12/2024 1:36 PM |
| 18 | consider more in house work to help keep expenses down | 1/9/2024 8:47 PM |
| 19 | Expanding boat trailer parking for the Langley Harbor boat launch ramp. To include shuttle service between Harbor and any off site location selected during normal business hours | 1/9/2024 4:21 PM |
| 20 | Expedite some upgrades to the fairgrounds and work on rebuilding a better working relationship with the fair board and association Also to get a maintenance person on staff as soon as possible | 1/9/2024 4:13 PM |
| 21 | More money for wages of fairgrounds employees so that qualified workers can be hired | 1/8/2024 3:52 PM |

Q9 Do you agree with the Port's long-term strategies for South Whidbey Harbor? Apply for grants to complete a South Whidbey Harbor Master Plan, potentially in collaboration with the City. Explore partnering with the County on a regional strategy to quantify demand and provide reliable launching.

Answered: 44 Skipped: 3

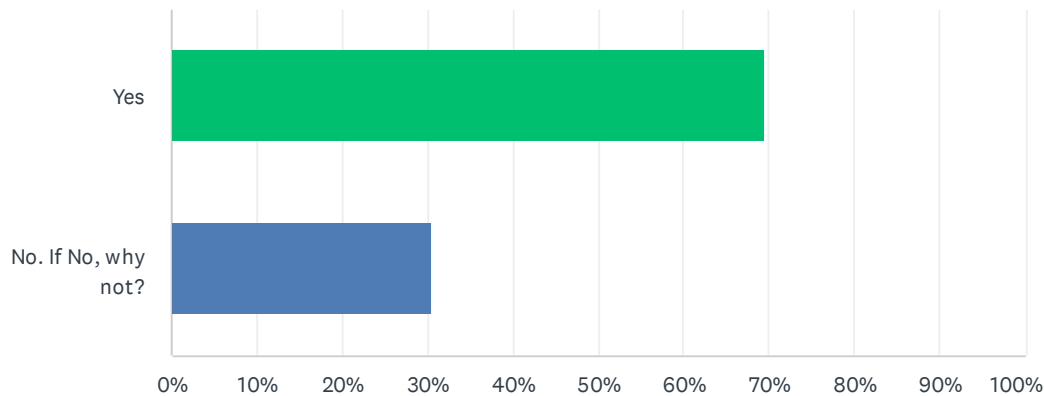


| ANSWER CHOICES | RESPONSES |
|---------------------|-----------|
| Yes | 84.09% 37 |
| No. If No, why not? | 15.91% 7 |
| TOTAL | 44 |

| # | NO. IF NO, WHY NOT? | DATE |
|---|---|--------------------|
| 1 | Because you all are untrustworthy. | 2/16/2024 1:50 PM |
| 2 | No | 2/14/2024 12:41 PM |
| 3 | Add my support for better launch and parking on the Saratoga Passage side of Whidbey to include as set forth in the South Whidbey Harbor Master Plan. | 2/12/2024 1:25 PM |
| 4 | no | 1/18/2024 6:08 PM |
| 5 | I believe that if you implement some of the suggestions I made for the short term priorities, it will open your mind and your long term strategies will include additional partners that embrace diversity, include arts organizations, and increase ecotourism. You have an obligation in your long term strategies to consider climate change effects on your facilities, and I see barely a mention about that. It is imperative that you take a leading role in climate change aspects. Look to the Armed Forces (especially the Navy) about their climate change strategies since many of their facilities are on the shoreline and they have had to consider it in their long-term strategies. You are too limited in your thinking. Sure, partner with the County, but you can partner with anyone in the world! What other port facilities are working on long-term strategies that include climate change? | 1/17/2024 10:46 AM |
| 6 | Ignorance on my part | 1/12/2024 1:36 PM |
| 7 | just maintain what we already have | 1/9/2024 8:47 PM |

Q10 Do you agree with the Port's long-term strategies for its parks and boat ramps? Evaluate opportunities to increase revenues by leveraging caretaker properties at Bush Point and Possession Beach.

Answered: 46 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|---------------------|-----------|----|
| Yes | 69.57% | 32 |
| No. If No, why not? | 30.43% | 14 |
| TOTAL | | 46 |

| # | NO. IF NO, WHY NOT? | DATE |
|---|--|--------------------|
| 1 | Already uncontrolled area. Increased usage should not be encouraged. | 2/27/2024 8:45 AM |
| 2 | Unclear what is meant by "leveraging caretaker properties" | 2/26/2024 4:00 PM |
| 3 | I'm not sure what that means. As a resident at Bush pt I walk by this property daily. It is one of the worst looking properties here. Cleans it up and rent it. I do not want to see this property become a storage site. | 2/24/2024 6:43 AM |
| 4 | The tried to put a family into the caretakers house in possession point and it was full of mold and falling apart. Yet again they can not take care of anything and they think it's okay. Our tax payers deserve more | 2/17/2024 6:13 PM |
| 5 | Need more detail. Caretaker property could still work as designed if accountability is in place | 2/17/2024 11:03 AM |
| 6 | Put some "workforce housing" there!!!!!!! | 2/16/2024 1:50 PM |
| 7 | No | 2/14/2024 12:41 PM |
| 8 | Langley is a priority that is not even on the list. | 2/13/2024 3:28 PM |
| 9 | Clear violations of the Conditional Use Permit!!! COMMENTS IN RESPONSE TO PORT'S PROPOSED COMPREHENSIVE PLAN I am submitting these comments as both a lifelong beachfront neighbor as well as user of the Port's Possession Beach Park and boat ramp (herein after "Park") My first observation is that the Port's personnel and/or Commissioners have flagrantly failed to recognize that the Park property was a privately owned residence in an area zoned as Residential prior to the Port acquiring the property. In order to develop its Park there was a significant public process resulting in a significant reduction of the initially proposed footprint as well as usage. The resulting county issued Conditional Use Permit incorporated those limitations and certainly should have been referenced in this proposed plan. | 2/12/2024 1:25 PM |

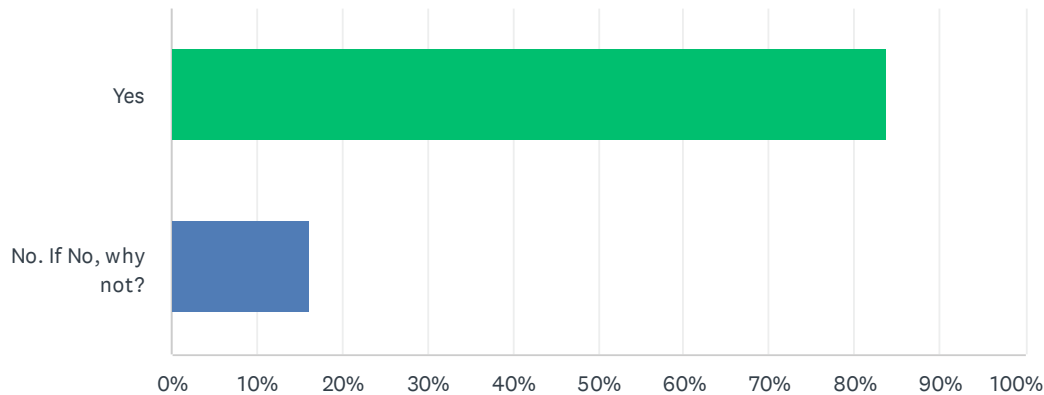
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| | | |
|----|--|--------------------|
| 10 | no | 1/18/2024 6:08 PM |
| 11 | What does "leveraging caretaker properties mean? Please don't send me to the web to figure this one out. | 1/17/2024 2:11 PM |
| 12 | You need to consider shoreline changes that will occur with climate change. You are already experiencing silting from drift cells depositing sediment on boat ramps. That will accelerate with sea level rise. Get your arms around that situation and the solutions will be both more complex and provide more opportunities for different solutions. | 1/17/2024 10:46 AM |
| 13 | Ignorance on my part | 1/12/2024 1:36 PM |
| 14 | Not sure about this. I am not educated in this matter enough to comment | 1/8/2024 3:52 PM |

Q11 Do you agree with the Port's long-term strategies for its transportation assets? Replace the manual parking payment system at the Humphrey Lot when revenues allow. Support Island Transit and nearby mainland transportation agencies in pursuing initiatives that expand transportation choices and assist the workforce in getting on, off, and around the island.

Answered: 43 Skipped: 4

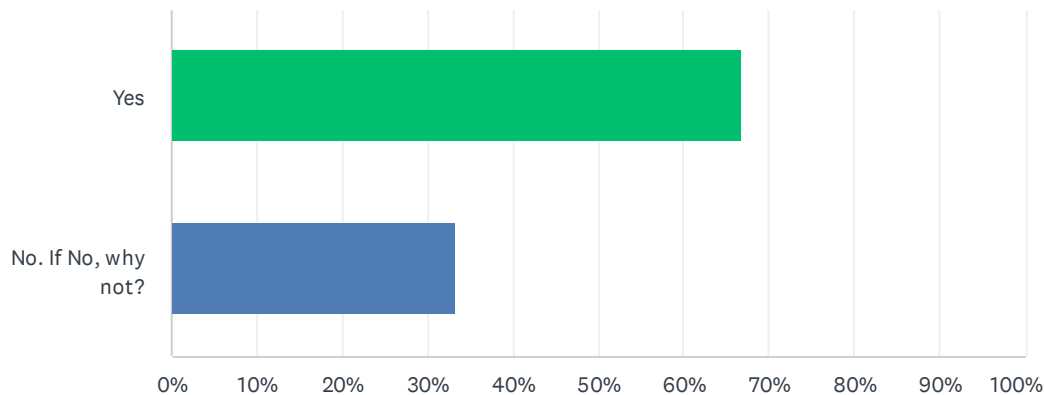


| ANSWER CHOICES | RESPONSES |
|---------------------|-----------|
| Yes | 83.72% 36 |
| No. If No, why not? | 16.28% 7 |
| TOTAL | 43 |

| # | NO. IF NO, WHY NOT? | DATE |
|---|--|--------------------|
| 1 | Given that employment opportunities are limited on South Whidbey, and the opportunities that are there are typically low pay (tourism), why do we think we could entice commuters from the mainland to fill those positions. | 2/24/2024 11:22 AM |
| 2 | You all are not to be trusted. | 2/16/2024 1:50 PM |
| 3 | No | 2/14/2024 12:41 PM |
| 4 | no | 1/18/2024 6:08 PM |
| 5 | It seems common sense to replace the parking payment kiosk. Surprisingly that's it's not already done. | 1/17/2024 9:11 AM |
| 6 | Island Transit already works for the workforce getting on and off the island, mostly it's not workforce that is riding the bus around the island. That is for the transportation people to figure out not the port. | 1/9/2024 8:47 PM |
| 7 | Why do we need a new payment system? The island is a bit old school for a new digital one. Seems like you may just get less money and more confusion | 1/8/2024 3:52 PM |

Q12 Do you agree with the Port's long-term strategies for the fairgrounds and event center? When funding is available, expand campground offerings by adding rental cabins, common amenities, etc. Continue to work with partners to support development of workforce housing. Ensure first floor spaces support year-round active use and easy transition to fair concessions. Apply for grants to complete a community-supported vision, master plan, and viable investment strategy for the Fairgrounds. As demand warrants and budgets allow, fund additional part-time or full-time staff to support tenants, events, marketing, etc.

Answered: 42 Skipped: 5



| ANSWER CHOICES | RESPONSES | |
|---------------------|-----------|----|
| Yes | 66.67% | 28 |
| No. If No, why not? | 33.33% | 14 |
| TOTAL | | 42 |

| # | NO. IF NO, WHY NOT? | DATE |
|---|---|--------------------|
| 1 | Housing does not belong on the fairgrounds | 2/24/2024 11:22 AM |
| 2 | It's a fairgrounds not housing. Kurt and Jack need to remember that. It is for the fair and 4h. Yet they have condemned 4h buildings and 4h groups going to other fairs because ours no longer is save. | 2/17/2024 6:13 PM |
| 3 | There was budget for enough staff. Visions and accountability are key. Camp grounds need to be updated for the times before any other considerations. Accomplishing that and growing that business will fall into the long term scope timing. | 2/17/2024 11:03 AM |
| 4 | It's a FAIRGROUNDS. Not an APARTMENT COMPLEX, you couldn't be more dense. | 2/16/2024 1:50 PM |
| 5 | No | 2/14/2024 12:41 PM |
| 6 | no | 1/18/2024 6:08 PM |
| 7 | I support the affordable workforce housing goal but the annual fair is loud, dusty, and a parking nightmare. I am curious to know how the Fairgrounds would shield tenants from noise, dust, | 1/18/2024 4:59 PM |

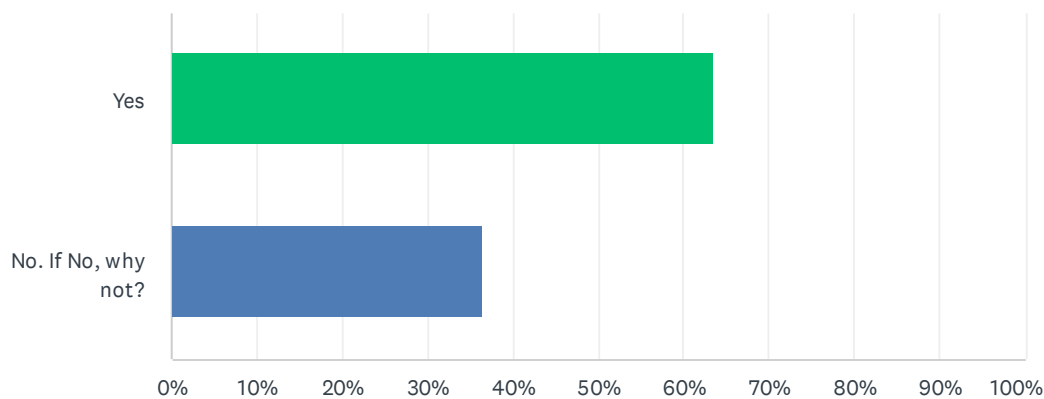
Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

traffic congestion, possible crime and general inability to peacefully enjoy their homes during the times when the Fairgrounds are being heavily used.

| | | |
|----|--|--------------------|
| 8 | It makes no sense for a Port to get into the business of workforce housing. | 1/16/2024 5:19 PM |
| 9 | Emphatically! Because you lumped re-zoning Public Use land to Private land use in with the Public space improvements. "Continue to work with partners to support development of workforce housing." Terrible strategy if requires re-zoning Public Use land to Private land use. | 1/12/2024 1:36 PM |
| 10 | The fairgrounds is not an appropriate place for permanent residence! As it says above "fairgrounds and event center"! If the Port is having problems maintaining what they currently have, adding more will not solve anything! | 1/10/2024 12:39 PM |
| 11 | Rental cabins require maintance which the port struggles with, campers maintain their own trailers. Work force housing will rent for more than most lower income workers can afford. We need low income housing. Apply for another grant for another study? No. | 1/9/2024 8:47 PM |
| 12 | These place is not for housing. | 1/9/2024 4:15 PM |
| 13 | As stated previously I do not support the housing plan. I agree with needing to have regular income but not anything year round if it were to negatively impact the usage of buildings for the fair | 1/9/2024 4:13 PM |
| 14 | As long as the fair is able to PROPERLY continue, I support this EXCEPT work force housing isn't clear, and the things I have seen that say 80-120% of median income is still more then what most workforce employees it is intended for (grocery, restaurants, schools) make. I understand it isn't meant to be low income housing, but the current information doesn't support it being for actual workforce that needs it most. | 1/8/2024 8:37 PM |

Q13 Do you agree with the Port's port-wide long-term strategies? Consider resetting the tax levy, establishing an IDD, Unlimited Tax General Obligation Bonds, and other methods to generate funds to maintain assets, augment reserves, and pursue projects that increase economic vitality. Explore assisting in development of sewer infrastructure on appropriately zoned properties to support higher-wage job growth. Collaborate with developers and regulators to support initiatives to bring more workforce housing to South Whidbey.

Answered: 44 Skipped: 3



| ANSWER CHOICES | RESPONSES |
|---------------------|-----------|
| Yes | 63.64% 28 |
| No. If No, why not? | 36.36% 16 |
| TOTAL | 44 |

| # | NO. IF NO, WHY NOT? | DATE |
|---|---|--------------------|
| 1 | Get out of the housing and landlord business | 2/24/2024 11:22 AM |
| 2 | They can not handle what they have already. We need new people who can make sure everything doesn't fall apart. Kurt and Jack are useless humans who only want the fame of their name on things | 2/17/2024 6:13 PM |
| 3 | The port has no reason to be involved in real estate housing development. Stick to your coloring books. | 2/16/2024 1:50 PM |
| 4 | No | 2/14/2024 12:41 PM |
| 5 | To the extent that the Plan suggests additional tax generation to cover costs of maintenance of parks and boat launches those costs can and should be recovered first by user fees. COMMENTS IN RESPONSE TO PORT'S PROPOSED COMPREHENSIVE PLAN I am submitting these comments as both a lifelong beachfront neighbor as well as user of the Port's Possession Beach Park and boat ramp (herein after "Park") My first observation is that the Port's personnel and/or Commissioners have flagrantly failed to recognize that the Park property was a privately owned residence in an area zoned as Residential prior to the Port acquiring the property. In order to develop its Park there was a significant public process | 2/12/2024 1:25 PM |

Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

resulting in a significant reduction of the initially proposed footprint as well as usage. The resulting county issued Conditional Use Permit incorporated those limitations and certainly should have been referenced in this proposed plan. Now for the specifics of particularly concern. First, the Port is required to have an onsite Park manager. That requirement has generally been fulfilled by the Port hiring a person and having them occupy the house. The Port has failed to meet that requirement since mid-2023 when its onsite manager left and has not been replaced resulting in usage violations and reduction of ramp maintenance. The idea of refurbishing what is described as the caretaker's house for seasonal rental as listed under Opportunities/Development Potential would effectively preclude the Port fulfilling its requirement for an onsite manager. Note that I used the word Manager as the role intended was to ensure that the rules of the Park are followed. Frankly, the Port has failed to ensure that the Manager has had clear direction on enforcement as well as a methodology for documenting violations leading to No Trespass orders for persistent violators. Furthermore, the usage of the Park is limited to daylight hours. The proposal of developing upland property to facilitate a small campground for tents, yurts or RVs would clearly and egregiously violate the daylight only usage. The idea of camping at the Park was proposed some years ago and was ultimately dismissed when the Commission was made aware of the usage limitations under its Conditional Use Permit. I am pleased that the Port recognizes that these facilities to include the Park are not paying their own way and is seeking to increase revenues to reduce or eliminate related budgetary red ink. It has been repeatedly suggested that the Port establish usage fees. Push back on that idea was that the taxpayers purchased the property and shouldn't have to pay to use it. That opposition is simply self-serving and short sighted and it needs to be noted that at least the Park's boat launch was initially funded by Recreation Conservation Office (RCO) and then recently rebuilt using those same RCO boat fuel tax monies. When talking about usage fees it is not documented in the Plan that there are no fees currently in place for use of the Park. Also, for the Park any such fees should be for (1) general usage/parking as well as (2) boat launching/retrieval/parking. Both of those uses generate maintenance requirements and related costs. Another issue is that we neighbors have seen an increase in people parking at the Park at no cost then walking the beach to the south to access the State's park thereby avoiding the State Park's daily parking fee or the display of a purchased Discover Pass. Furthermore, those people are trespassing on private tidelands/beach (our back yards) as they avoid parking fees by using the Park. An aspect of fee implementation and use of those monies which needs to be discussed and clearly set forth is whether fee monies should first be used to maintain the individual facility where they were generated. I believe first priority must be for the site generating the revenue. Laurence A. Bucklin

| | | |
|----|--|--------------------|
| 6 | no | 1/18/2024 6:08 PM |
| 7 | I disagree with item 1, we have a major tax problem on the island. It is just getting to be too high. I think seeing (as part of this study) what our taxes are compared to the cities that we want to emulate would be helpful. Perhaps we are paying as much as it is going to take, or it might daylight that we are paying proportionately too much and demonstrated that we need to find another income source. I think the idea of looking at expanding sewage infrastructure and supporting more middle income and professional Services employment opportunities is excellent. That investment and the money that will flow into the economy as a result of having a broader socioeconomic mix of Island residents is better than rapidly raising taxes. I am not an economist, however continually asking for additional taxes when the demographic trends show that the older population is the only one growing, and I believe are the large proportion of people able to pay very high taxes, and that they will only be living on the island for a limited number of years (given their age) does not seem like a sustainable stream of income. It also seems inequitable to be candid. There needs to be a more sustainable revenue stream instead of the simple cash infusion of taxes. | 1/18/2024 7:44 AM |
| 8 | While those are all good goals, think longer term than that. Broaden your base of consultation to include others off-island to see what they are doing to deal with climate change/ sea level rise. | 1/17/2024 10:46 AM |
| 9 | It makes no sense for a Port to get into the business of workforce housing. | 1/16/2024 5:19 PM |
| 10 | Accomplish workforce housing using Private use lands, leave Public use lands alone. Halt Privatization of land or our Public Use space will vanish. We need more workforce housing and/or higher workforce wages. | 1/12/2024 1:36 PM |
| 11 | It seems as if the Port is working outside of their budget as it is. Adding more does not make sense | 1/10/2024 12:39 PM |

Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

| | | |
|----|---|------------------|
| 12 | nothing that makes my taxes go up is OK, the port should support low income housing not work force housing or higher wage jobs | 1/9/2024 8:47 PM |
| 13 | No we pay enough for our property taxes. That is just wasted on dumb stuff such as redoing a bathroom for over \$300,000. That didn't need to be done. The port only redid the bathroom for there camper. Not 4-her as they like to tell people. The 4-her we're locked out of the showers for most of the fairs. | 1/9/2024 4:15 PM |
| 14 | Yes if those initiatives don't include housing on the fairgrounds | 1/9/2024 4:13 PM |
| 15 | I think you need to focus on all the stuff you currently have first. | 1/8/2024 8:37 PM |
| 16 | Not sure about tax levy. Not educated on the matter | 1/8/2024 3:52 PM |

Q14 Please describe any other long-term strategies you'd recommend the Port consider.

Answered: 11 Skipped: 36

| # | RESPONSES | DATE |
|----|---|--------------------|
| 1 | Expanding the marina to offer year round access to boaters. | 2/15/2024 5:23 PM |
| 2 | Redevelopment plan for Clinton Beach park and nearby areas to create a new boardwalk and community outdoor spaces. This would make access to businesses better and safer, and would encourage tourism. | 2/14/2024 2:21 PM |
| 3 | no | 1/18/2024 6:08 PM |
| 4 | Consider selling some property to the state parks system and using the proceeds to support workforce housing development in appropriate locations. | 1/18/2024 4:59 PM |
| 5 | Working with other authorities to coordinate and expand the public transportation options. It was referenced above, the coordination between WSF, sound transit, community transit, and others to provide more reliable and realistic transportation options. | 1/18/2024 7:44 AM |
| 6 | Climate change is here. Your facilities are on in the path of sea level rise. Work with local universities on how you can add resilience planning to your long-term planning. | 1/17/2024 10:46 AM |
| 7 | Hire sufficient staff to complete projects listed | 1/17/2024 9:11 AM |
| 8 | Expanding the marina. | 1/15/2024 2:06 PM |
| 9 | maintain what you already have, stay within your budget to grow slowly and don't borrow money | 1/9/2024 8:47 PM |
| 10 | Please seek separate approval to develop a boat mooring field using buoys outside of the proposed footprint of the expanded harbor. | 1/9/2024 4:21 PM |
| 11 | Just fix the boat launches that is your job! Not finding housing. | 1/9/2024 4:15 PM |

Q15 Please provide any other comments or suggestions for the Port's Comprehensive Scheme Update.

Answered: 9 Skipped: 38

| # | RESPONSES | DATE |
|---|--|-------------------|
| 1 | The fairgrounds are in desperate need of updating to be safe and sanitary. If workforce housing can be incorporated it will be good for all South Whidbey residents and visitors. | 2/22/2024 1:04 PM |
| 2 | I'm all in for the Fairgrounds housing project and others that keep up maintenance for all our Port properties. I'd like to see the Fair Association stop stirring the pot and think about what is best for the Langley community. | 2/15/2024 7:51 PM |
| 3 | COMMENTS IN RESPONSE TO PORT'S PROPOSED COMPREHENSIVE PLAN I am submitting these comments as both a lifelong beachfront neighbor as well as user of the Port's Possession Beach Park and boat ramp (herein after "Park") My first observation is that the Port's personnel and/or Commissioners have flagrantly failed to recognize that the Park property was a privately owned residence in an area zoned as Residential prior to the Port acquiring the property. In order to develop its Park there was a significant public process resulting in a significant reduction of the initially proposed footprint as well as usage. The resulting county issued Conditional Use Permit incorporated those limitations and certainly should have been referenced in this proposed plan. Now for the specifics of particularly concern. First, the Port is required to have an onsite Park manager. That requirement has generally been fulfilled by the Port hiring a person and having them occupy the house. The Port has failed to meet that requirement since mid-2023 when its onsite manager left and has not been replaced resulting in usage violations and reduction of ramp maintenance. The idea of refurbishing what is described as the caretaker's house for seasonal rental as listed under Opportunities/Development Potential would effectively preclude the Port fulfilling its requirement for an onsite manager. Note that I used the word Manager as the role intended was to ensure that the rules of the Park are followed. Frankly, the Port has failed to ensure that the Manager has had clear direction on enforcement as well as a methodology for documenting violations leading to No Trespass orders for persistent violators. Furthermore, the usage of the Park is limited to daylight hours. The proposal of developing upland property to facilitate a small campground for tents, yurts or RVs would clearly and egregiously violate the daylight only usage. The idea of camping at the Park was proposed some years ago and was ultimately dismissed when the Commission was made aware of the usage limitations under its Conditional Use Permit. I am pleased that the Port recognizes that these facilities to include the Park are not paying their own way and is seeking to increase revenues to reduce or eliminate related budgetary red ink. It has been repeatedly suggested that the Port establish usage fees. Push back on that idea was that the taxpayers purchased the property and shouldn't have to pay to use it. That opposition is simply self-serving and short sighted and it needs to be noted that at least the Park's boat launch was initially funded by Recreation Conservation Office (RCO) and then recently rebuilt using those same RCO boat fuel tax monies. When talking about usage fees it is not documented in the Plan that there are no fees currently in place for use of the Park. Also, for the Park any such fees should be for (1) general usage/parking as well as (2) boat launching/retrieval/parking. Both of those uses generate maintenance requirements and related costs. Another issue is that we neighbors have seen an increase in people parking at the Park at no cost then walking the beach to the south to access the State's park thereby avoiding the State Park's daily parking fee or the display of a purchased Discover Pass. Furthermore, those people are trespassing on private tidelands/beach (our back yards) as they avoid parking fees by using the Park. An aspect of fee implementation and use of those monies which needs to be discussed and clearly set forth is whether fee monies should first be used to maintain the individual facility where they were generated. I believe first priority must be for the site generating the revenue. Laurence A. Bucklin | 2/12/2024 1:25 PM |
| 4 | no | 1/18/2024 6:08 PM |
| 5 | I appreciate all the work that has gone into this, you have a very complex set of problems to solve. They are essential to the economic vitality of this island, however and I think an | 1/18/2024 7:44 AM |

Port of South Whidbey Comprehensive Scheme of Harbor Improvements Survey

aggressive position and not over studying things will be essential. Excellent leaders and leadership are required now. Please be sure you have the utmost confidence in your leadership internally.

| | | |
|---|---|-------------------|
| 6 | Manage the Port in a way that takes advantage of the opportunities existing in South Whidbey. | 1/17/2024 9:11 AM |
| 7 | Thank you for expanding your efforts! Great initiatives. | 1/15/2024 6:49 AM |
| 8 | Clearly tell the Public the plan will take Public use land away from them to give/sell to workforce housing developers. The "Comprehensive Scheme 2023" document clearly implies this position: "• Limiting zoning Current Fairgrounds zoning does not allow for commercial or residential uses, which limits the capacity of the site to generate additional revenue and support year-round use." and "Continue to work with the City to update zoning to allow workforce housing, expanded retail, and other synergistic uses on the site." | 1/12/2024 1:36 PM |
| 9 | don't be specific, have a general plan and don't have a hard deadline | 1/9/2024 8:47 PM |



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Fairgrounds Director

Report – February 2024

Current 2024 Event Schedule:

March 19th – Equinox Drum Circle
April 20th – Earth Day w/ Little BIG Fest
April 27th – Adopt-a-Bench
May 25-25 Whidbey Island Ren Faire
June 1st – Westside Rotary Derby Day
June 3rd – HONK! Brass band show
June 9th – Community Garage Sale
June 14th – Adventure Cycling
July 13th – Ragnar
July 16th – Blue Heron Canoe Group (tentative)
July 25-28 – Whidbey Island Fair
August 3rd – Car Show
August 16-17-18 Little BIG Fest
September 21st – Oktoberfest

Tenants:

The larger space in Burrier, formerly occupied by Bekah Bee music, is now available to rent. For the time being we are leasing to several businesses for occasional or one-off events until the right full-time tenant comes along.

Minor improvement projects-

We are so happy to have a new maintenance and facilities tech, Tom Lindsay. He has already made a huge impact in getting the facilities in tip-top shape. He's making my life much easier!

Campsite- closed while planning to the electrical and water systems continue.

Marketing- We are happy to announce our first volunteer event, Adopt-a-Bench! We already have multiple businesses and community member reaching out donate and participate. We are expecting a large turn-out and a great start to building our volunteer community program.



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Fairgrounds Advisory Committee- During the February meeting many FAC attendees and stakeholders had questions regarding repair projects, the status of the fair leases, and workforce housing. A large part of the meeting was discussion on “how” to go about updating the by-laws for FAC. The general consensus seems to be that the stakeholders and community members will plan a meeting specifically to address the bylaws. Ang and myself have offered to help coordinate but are not participating those decisions.

During the March meeting with FAC I hope that we can make some progress putting together a fairgrounds repairs committee to help advise on some of the in-house type repairs, especially the drainage and ground water issues.

We are quickly approaching the event season, with a very full schedule. We hope that one of the Port Commissioners will be available to attend our Adopt a Bench event and give us a hand!

Amanda Ellis
Fairgrounds Director



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Maintenance and Operations

Report – February 2024

Abatement of the flooring in the bathroom at Possession house was completed. Double vanity had to be removed because the flooring was under the fixture. The vanity and counter top did not survive being removed. The bathroom is empty except for the tub. Re-piping maybe beneficial at this point too, as much of it is original iron pipe. Ductile iron drain for the toilet is also in questionable condition.

Called to have septic system pumped at Clinton Beach. I was advised that the iron vault lids would be difficult to open, due to the saltwater environment and that the Driver would not have time to work on them. We rescheduled the pump out and I worked on three lids that I was aware of. Turned out there were two more lids under the shrubs. It was devastating to the plants, but exposing the lids was necessary.

Due to the size of the tanks, two trips to the dump in La Conner were needed. I now know where the systems filter is located. Also, noted that the pump is in a bad location and it will be necessary for someone to go into the tank to change it out and reconfigure. More landscaping will need to be removed to get to the discharge pipe from the pump. This is something that should be done before the pump fails.

Once again, the beach erosion at Clinton is notably different than last year. The berm has had some effect, but the drain water still has cut a path. That path has made it more difficult to get to a useable portion of the beach.

Did a little road repair at the Fairground. Got some of the bumps at the back gate smoothed out.

Cleared storm deposited logs off the ramps at Bush Point and Possession.

Pat Kisch
M&O Supervisor



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February Harbormaster Report

Day Stops: 27
Overnight: 35
Winter moorage full term: 7
Short term: 4

Guest service

We've had some late season winter moorage guests. There was a small uptick in day and overnight moorage. Some came to enjoy the sun others sought shelter during the wind storm.

Community

There have been lots of questions about the old tug anchored near the harbor. The Derelict Vessel Removal Program is aware and the vessel has a case #. The MyCoast app is also a great tool for reporting derelict vessels.

Maintenance

We have been working on dock cart repair and winter yard clean up. Fish forage survey was completed. We had a transformer blow randomly. Power was out for about 3 hours. The storms caused minimal issues. Good progress is being made with pressure washing.

Kathy Myers
Harbormaster