



**AGENDA FOR
PORT OF ILLAHEE COMMISSION
Wednesday, August 14TH - 6:30PM
ZOOM MEETING #715 0997 5823 / Password: Illahee**

1. CALL TO ORDER

2. CONSENT AGENDA

1. Agenda
- *2. The July 10th, 2024 Regular Meeting minutes
- *3. The April 2, 2024 All Ports meeting minutes
- *4. The July 29th, 2024 Kitsap All Ports meeting minutes
- *5. Pay Bills with check numbers **5210** through **5221** totaling **\$24,759.76**

3. SIGNING OF DOCUMENTS

Determine when/how to have at least 2 Commissioners sign the documents

4. PUBLIC COMMENT

5. REPORTS/UNFINISHED BUSINESS

Aho/ **1. Grants/Waterfront Access Improvements**

Piccone * John Piccone's Summary Update of Projects

a. ROW License Agreement - status

b. **Bid Manual**

- 1 Bidding Requirements - Checklist
2. Contract Forms- Checklist
3. Special Conditions of the contract- requirements for completing work
4. Technical Specifications
5. Amendments to the standard specifications
6. Drawings
7. Appendices

c. Construction Period Exceptions:

1. Construction costs and Port Budget
2. Existing Site Conditions and Unknowns
3. Administration of Construction Activities

d. Department of the Army Corps of Engineers Float Replacement NWS -2021-861

- * 1. LOP Permit Letter
- * 2. Permit drawings
- * 3. LOP General Conditions
- * 4. SSNP Notification Summary Sheet
- * 5. BMPs for Piling Removal
- * 6. Certificate of Compliance
- * 7. Notification of Appeals Options Form

Aho **2. Illahee Store Project – Status**

- PLIA Remediations

a. SLR- Start date?

b. Brownfield Workshop, September 12, 2024 – Commissioner Hall attending



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PORT OF ILLAHEE COMMISSION
Wednesday, August 14TH - 6:30PM
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- *3. Treasurer's Report as of **July 31, 2024** General Fund **\$109,013.00** Investments **\$293,905.48**
Good Property Management (GPM) Account \$199 total: **\$403,117.48**

***RCO Grant Summary prepared by John Piccone**

- * a. BFP Grant Reimbursement
- * b. ALEA Grant Reimbursement

RCO (Recreation Conservation office)

BFP RCO Total = \$851,065.00 Amount of RCO paid **\$97,262.74** Remaining RCO Funds **\$753,802.26**

ALEA RCO Total= \$500,000.00 Amount of RCO paid **\$77,751.31** Remaining RCO Funds **\$422,248.69**

RCFB RCO Total= \$191,000.00 Amount of RCO paid _____ Remaining RCO Funds _____

Last Month's Report Below

3. Treasurer's Report as of **June 30, 2024** General Fund **\$115,253.52** Investments **\$292,052.82**
Good Property Management (GPM) Account \$199 total: **\$407,505.34**

4. Reports

Aho a. Website

- Anything to report?

Hall b. Properties

5560 Ocean View Boulevard/Rental

- Anything to report?

5500 Illahee Road/Rental

- Anything to report?

5507 Illahee Road/Illahee Store Property

- Anything to report ?

Illahee Road Lot

- Anything to report ?

Rupert c. Dock/Pier

- Anything to report ?

Rupert d. Illahee days September 7, 2024

6. NEW BUSINESS

1. Proposed 2025 Budget Planning Meeting -

7. PUBLIC COMMENT

- 8. ADJOURN** – Regular Meeting – September 11th @ 6:30PM – via ZOOM
– Kitsap All Ports-October 28th @ 6:30PM at Port of Brownsville



Port of Illahee
Minutes of Regular Meeting
July 10, 2024

The Regular Port of Illahee meeting was held virtually through the ZOOM app (meeting id# 71509975823 / Password: Illahee). Notice of the virtual meeting was posted near the kiosk at the head of the pier and on the Port's website – portofillahee.com.

CALL TO ORDER

Commission Chairman James Aho called the meeting to order at 6:30PM. Also, in attendance were Commissioner Jeffrey Rupert; Commissioner Eric Hall; Administrator Caleb Reese; Roy Barton; Cathy Johnson; John Piccone and John Buesch.

CONSENT AGENDA

The following consent agenda items were approved: July 10th Meeting Agenda; June 12th, 2024 Meeting Minutes; checks numbering 5198 through 5209 totaling \$14607.46 as outlined in the attached Voucher; (motion by Rupert; second by Hall all in favor).

SIGNING OF DOCUMENTS

Commissioners plan to stop by the Port of Silverdale office to sign documents on Thursday July 11, 2024.

REPORTS/UNFINISHED BUSINESS -

Waterfront Improvement Project

John Piccone with SoundWest Engineering and Associates updated the Commissioners on the status of the Port of Illahee's projects. Please see John's report below:

Waterfront Improvement Project

• Regulatory Update;

- Having accepted all of the Port's relatively minor comments to the draft agreement the Suquamish Tribe returned a final agreement for Port execution; Jim has signed on behalf of the Port and the document was returned to the Tribe for final execution on July 3rd. I've been informed that the Tribe will try and include this item on their July 15 or Aug. 7 Council meeting for final execution.
- We've continued to check in with the Corps as to the status of their review on a regular basis and all indications are that they are working on finalizing review in anticipation of receiving the executed Tribal agreement sometime in August or sooner. At this time the only item they have indicated that may be required for final



permitting is a marine mammal monitoring plan which is fairly routine and can be quickly developed prior to any in-water work if required.

- Per the lease agreement between the Port and DNR, the project must also be approved by DNR's stewardship review team. All information they requested was forwarded to them as soon as we had final confirmation from the Tribe regarding the moorage agreement; DNR is currently conducting that review. We've continued to check in multiple times per month letting them know that the Port hopes to bid this project very soon and will continue to do so until we receive authorization to proceed with construction.
 - All other permits are summarized in the table below and we are still proceeding with the hope that all regulatory items will be complete by August and then quickly incorporated into the bid manual so we can advertise for construction bids in early September.

• **Design & Bid Manual Update:**

- We are currently working on the final design plan sheets for the float and gangway as well as incorporating plan sheets for the pile replacement design. The upland design was previously completed to 95% and we are finalizing 100% minor refinements this month.
- In addition to finalizing all of the plan sheets for the upland park, pile replacement, and new float design, we also must prepare numerous specification sections, contract special provisions, bidding documents, and construction contract forms – all of which will be included in a single bid manual which will be distributed to interested bidders. The final manual will also include a significant appendix section containing all regulatory approvals, permits, and special reports such as geotechnical and contaminated materials reports.
- Upland Design is basically complete and only minor refinements are pending. We are currently working on specifications and construction contract provisions for inclusion in the project manual that will go out to bid. Appendix reports prepared by others are nearly complete.
- Dock and gangway design, as well as pile replacement design, is currently at approximately 80% and we are doing all we can to finalize the 95% design by the end of July. Preliminary specifications and construction contract special provisions are also currently underway. 100% design, specifications, and special provisions will follow all regulatory approvals to ensure consistency with the requirements.

• **Anticipated Schedule:** This is still ultimately unknown due to the permitting timelines but we are proceeding with the following assumptions:

- All regulatory approvals by August,
- Finalize the project manual for bidding by September and proceed to advertise for bids,
- Receive and open bids by October and assuming the bids are acceptable to the Commission, proceed to award and have the selected contractor under contract in October.
- Work with the selected contractor to establish the construction schedule for the various work items considering allowable in-water work windows, and wet winter weather considerations for the upland excavation work, with the goal of project completion by fall of 2025. As soon as we have a firm advertisement and bidding date established a firm end date will also be established and the bid manual will specify the total number of calendar days allowed for construction completion.



Permit Status Summary – All Projects

Waterfront Access Project

Permit	Submittal Date	Permit Issued	Permit Status
SSDP	8-19-21	8-4-22	SSDP staff report notice of decision received and ready for inclusion in the bid manual.
HPA	4/9/24	5/24/24	Complete and ready for inclusion in the bid manual.
NWP	8-17-21	Pending	Permit review is reportedly underway since we informed the Corps on the status of the Tribal agreement. We are
			continuing to check in regularly on the timeline to finalize and expressing urgency to the Corps.
SDAP	2-7-23	Approval issued 5/22/24	Approval Issued; Contractor to secure final permit after mandatory preconstruction meeting with Kitsap County.
BP	Anticipated by contractor in 2024	---	Contractor to submit final wall calculations and other items County may request based on their material bids and attend mandatory pre-construction meeting prior to issuing.
ROW	Anticipated by contractor in 2024	---	We are in process negotiating the license agreement with the county for improvements in the ROW. The final permit will be obtained by the contractor after submitting his bonds, traffic control plan, etc.
FIRE	Included with Building Permit	---	Design has preliminary approval under the SDAP.
DNR	Anticipated August 2024	---	All items requested to date have been submitted and we are waiting on approval and/or any additional conditions the DNR may issue. We are continuing to check in regularly and express urgency to finalize.

SSDP – Substantial Shoreline Development Permit (Kitsap County)

HPA – Hydraulic Project Approval (WDFW)

NWP – Nationwide Permit 3 (USACE)

BP – Building Permit (Kitsap County)

ROW – Right of Way (Kitsap County)

Fire – Fire Code Permit (Kitsap County)

DNR – Department of Natural Resources



Pile Replacement Project

Permit	Submittal Date	Permit Issued	Permit Status
Shoreline Exemption	9-22-22	2/15/23	Complete and ready for inclusion in bid manual.
NWP3	9-22-22	11-21-22	Complete and ready for inclusion in bid manual.
HPA	2020	2/14/20	Complete and read for inclusion in bid manual. This maintenance permit was obtained by others and will expire on 2/12/25. We will request a new permit or extension if needed once we understand the selected contractor's schedule. Maintenance permits can usually be issued quickly, and this is not anticipated to impact the ultimate construction schedule if in-water work occurs in August of 2025.

PUBLIC COMMENT

Roy Barton asked John Piccone about what happens if the Bids go out in September but work doesn't start until next August and there are price increases, who is responsible for the extra funds? John explained that any cost increases not caused by a change order would be at the contractor's expense not the Ports.

Moorage Agreement between the Suquamish Tribe and the Port of Illahee

A motion to approve the signing of the Moorage Agreement between the Suquamish tribe and the Port of Illahee by Commissioner Aho was made, *(motion by Rupert; second by Hall, all in favor).*

Authorization to post Bid Advertisement

A motion to give Commissioner Aho the delegation of authority to Authorize bids to go out for the Upland and Over water construction project as soon as appropriate. *(motion by Rupert; second by Hall, all in favor).*

Right of Way Agreement between Kitsap County and the Port of Illahee

A motion to give Commissioner Aho the delegation of authority to sign the Right of Way Agreement between Kitsap County and the Port of Illahee and pay appropriate fees. *(motion by Rupert; second by Hall, all in favor).*



Illahaee Store Project Comments

Commissioner Hall toured the store, is going to work on getting a few bids for: HVAC, Electrical, and Plumbing, following the MRSC's Rules. He also met with the Executive Director of the Community and Economic Revitalization board about getting CERB funding, the next application deadline is July 29th which may be too soon, to apply you need a Resolution, a copy of the Agenda from the meeting that the Resolution was made, and a letter of support from the Kitsap Economic Development Alliance. There will be another opportunity to apply on September 30th, 2024. Must be a commercial tenant to get a CERB grant, not available for a retail store.

Treasurer's Report as of June 30, 2024 General Fund \$115,253.52 Investments \$292,942.48
Good Property Management (GPM) Account \$199 total: \$408,395.00

Grant Status:

BFP RCO Total = \$851,065.00 Amount of RCO paid \$90,319.98 Remaining RCO Funds \$760,745.02
ALEA RCO Total= \$500,000.00 Amount of RCO paid \$73,672.45 Remaining RCO Funds \$426,327.55
RCFB RCO Total= \$191,000.00 Amount of RCO paid \$0 Remaining RCO Funds \$191,000.00

*Grant Status: grant reimbursement requested on 6/25/24 waiting for approval from the RCO (Recreation Conservation office)

Report

Website - Commissioner Aho reported that it took a while to get the Port of Illahee's website back up in the beginning of June. He would like to do some cleanup on the website and then hand it over to Commissioner Hall, possibly once Commissioner Hall is done working on the bids for the store.

Properties

5560 Oceanview Blvd- Nothing to Report.

5500 Illahee Road- Illahee Road- Tenants would like as much notice as possible when construction will be starting.

5507 Illahee Road / Illahee Store Property – Blackberries and other weeds growing rapidly. See note in Illahee days.

Illahaee Road lot - Nothing to Report

Dock/Pier - A large amount of extra garbage from the 4th of July



Illahae Days – Commissioner Rupert would like a proposed date sometime in mid-August, he will submit an application for Public Health Documents to serve food. Commissioner Rupert will reach out to the Community for help with cleaning up the vegetation around the store

New Business

JARPA (Joint Aquatic Resources Permit Application)

Serco Inc. has applied for a permit to remove a tire cluster to test the turbidity caused by removal.

Letters of support from Port of Illahee

Motion to approve Letters of support for Watershed Park Grant and Illahee Preserve Phase 3 Grant.

(motion by Rupert; second by Hall, all in favor).

Kitsap Derelict & Abandoned Vessel Removal Program

Commissioner Aho attended the first meeting at the Kitsap County Commissioners chamber, he is going to continue to attend the meetings.

WPPA(Washington Public Ports Association)Visit

Commissioner Aho gave James Cockburn (Government Relations Manger for the WPPA) a tour of the Port of Illahee's facilities.

ADJOURN

At 8:05PM the meeting adjourned (motion by Rupert; second by Hall, all in favor).

Next regular meeting August 14, 2024 @6:30pm- via Zoom

Kitsap All Ports July 29, 2024 @6:30pm at Port of Brownsville, Potluck at 5:00

Commissioner

Commissioner

Commissioner



INTERIM VOUCHER APPROVAL

We, the undersigned Board of Commissioners of the Port of Silverdale, Kitsap County, Washington, do hereby certify that the merchandise and/or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of \$14,607.46 and from the General Fund, this 10TH day of July 2024


Port Auditor


Port Commissioner


Port Commissioner

Number	Name	Amount
5198	ERIC L. Hall	256.00
5199	JAMES AHO	256.00
5200	JEFFREY S. RUPERT	256.00
5201	BANK OF AMERICA	17.03
5202	CASCADE NATURAL GAS	13.00
5203	HONEY BUCKET	136.50
5204	KITSAP COUNTY AUDITOR	306.50
5205	PORT OF SILVERDALE	750.00
5206	PUGET SOUND ENERGY	104.92
5207	SOUNDWEST ENGINEERING ASSOCIATES	11,215.50
5208	WASHINGTON STATE DEPARTMENT OF REVENUE	1,272.44
5209	WASTE MANAGEMENT	24.57

KITSAP ALL PORTS MEETING MINUTES

Purpose: Quarterly Meeting
Meeting Date: Monday, April 29, 2024 6:30PM
Location: Port of Brownsville
Next Meeting: Monday, July 29, 2024 5:00PM

Invitees/Attendees (X)

NAME		PORT / ORG	EMAIL	CELLULAR
Travis Merrill	X	PORT OF ALLYN	tmerrill@portofallyn.com	
Judy Scott		PORT OF ALLYN	jscott@portofallyn.com	
John Sheridan		PRT OF ALLYN	jsheridan@portofallyn.com	
Michael Curtin		PORT OF ALLYN		
James Weaver (ED)	X	PORT OF BREMERTON	jamesw@portofbremerton.org	
Cary Bozeman		PORT OF BREMERTON	caryb@portofbremerton.org	
Gary Anderson		PORT OF BREMERTON	garya@portofbremerton.org	
Axel Strakeljahn		PORT OF BREMERTON	axels@portofbremerton.org	
Robyn Dally (ED)	X	PORT OF BROWNSVILLE	Robyn@PortofBrownsville.org	
Ken McEwan	X	PORT OF BROWNSVILLE	Ken@PortofBrownsville.org	
Matthew Messing	X	PORT OF BROWNSVILLE	Messing@PortofBrownsville.org	
VACANT		PORT OF BROWNSVILLE		
Jim Aho	X	PORT OF ILLAHEE	illaheeporthree@gmail.com	
Jeff Rupert	X	PORT OF ILLAHEE	illaheeport2@gmail.com	
Eric Hall	X	PORT OF ILLAHEE	illaheeportone@gmail.com	
Jeff Henderson		PORT OF INDIANOLA	jhenderson@portofindianola.com	
Ellen Ross-Cardoso	X	PORT OF KEYPORT	ercportofkeyport@gmail.com	
Lena Hunt		PORT OF KEYPORT	lhuntportofkeyport@gmail.com	
Donald McCracken		PORT OF KEYPORT	don.portofkeyport@gmail.com	
Laura Gronnvoll		PORT OF KINGSTON	laurag@portofkingston.org	
Mary McClure	X	PORT OF KINGSTON	marymc@portofkingston.org	
Steve Heacock		PORT OF KINGSTON	stev eh@portofkingston.org	
Greg Englin (ED)	X	PORT OF KINGSTON	Grege@portofkingston.org	
James Strode	X	PORT OF MANCHESTER	strodecompany@hotmail.com	
Robert Ballard	X	PORT OF MANCHESTER	manchesterrealty@wavecable.com	
Paul Drotz	X	PORT OF MANCHESTER	No Email Address Listed	
Jay Lawrence	X	PORT OF POULSBO	commissioner.lawrence@portofpoulsbo.com	
Jamie Green		PORT OF POULSBO	commissioner.green@portofpoulsbo.com	
Mark Singer		PORT OF POULSBO	commissioner.singer@portofpoulsbo.com	
Caleb Reese	X	PORT OF SILVERDALE	caleb.portofsilverdale@wavecable.com	
Ed Schofield	X	PORT OF SILVERDALE	ed.portofsilverdale@wavecable.com	
Rick Slate	X	PORT OF SILVERDALE	Rick.portofsilverdale@astound.net	
Brian Davison		PORT OF TRACYTON	tinmann77@comcast.net	
William Wright		PORT OF TRACYTON	billwright65@gmail.com	
Ken Griffin		PORT OF TRACYTON	catsnllamas@comcast.net	
Casey Guthrie		PORT OF WATERMAN	cguthrie@portofwaterman.com	
Jeff Reynolds		PORT OF WATERMAN	jreynolds@portofwaterman.com	
Jeff Acoba		PORT OF WATERMAN	jacoba@portofwaterman.com	
GUESTS:				
Greg Nance	X	STATE HOUSE OF REPRESENTATIVES	Greg.Nance@leg.wa.gov	360-786-7842
James Cockburn	X	WASH PUBLIC PORTS ASSOCIATION	jcockburn@washingtonports.org	
Nate Obermark	X	DOCKWA	nate.obermark@dockwa.com	

MEETING MINUTES

GREG NANCE

27 co-sponsors of transportation bills.

Transportation is main focus.

1069 sailings cancelled.

Need 26 vessels to run these routes. 15 vessels in operation; 5 vessels in good condition.

Deferred maintenance is major issue. Need to reorient toward practical maintenance program versus overly ambitious designs.

Fully fund regional fast ferries.

Lost 130 FTEs due to vaccination issues. Staffing is problem.

Replace 900 staff over next decade. Call for Puget Sound Naval Academy and trade schools.

Naval Base Kitsap and Naval Base Everett with no direct pipeline to WSF.

Looking at Carbon Tax.

Jobs at Shipyard

ACTION ITEMS:

Send white paper regarding environmental mitigation

SILVERDALE

150 LF moved out with 82' ramps is over 600 mitigation credits

DNT is saying replace in 15 years to

Need to be viable for 40 years

600 credits

Permi. from Kitsap County for tenant improvements. Maintenance contractor said no in-water or over-water etc without notifying the Army Corps of Engineers. So no maintenance on dock.

PATRICIA ANN is now chained to Port of Silverdale. Plan on destroying in June.

ILLAHEE

Need MOU with Suquamish Tribe to do work.

PLIA is helping remove UST tanks this summer.

DNR said have to remove 138 tire clusters from out in front of park.

DOE has dam safety rule so Illahee has to 1930's dam. Beavers are trying to plug the riser. DOE said its an emergency issue.

Cannot renovate Illahee Store because no permits. May have to give back money.

BROWNSVILLE

Commission approved new receptionist and new accountant.

Has new CPA.

Bringing in MALOLO and SAGE.

\$3M above the cost for mitigation. Even with creosote pilings mitigation credits.

MEETING MINUTES

A Dock is where fuel docks run.
If just replacing in-kind fall back on nationwide permit.
Under a Captain of the Port Order.

MANCHESTER

HPA permit WDFW staffer is gone.
Bullet hole in

KEYPORT

\$70K annual budget.
Looking at small parcel next door.
Update the CSHI.

ACTION ITEM:

Send CSHI from Kingston in Word

KINGSTON

Watching the permit issues really prevents Kingston from attracting investment.

POULSBO

Soft opening coming up soon for Nordhavn Yacht Club 40 vessels last year and 65 this year on breakwater.
Shifting main dock out.
Executive Director being recruited for Poulsbo.
Main dock being shut down in November.

ALLYN

Travis Merrill new port manager.
Bought new well. Will charge for these utilities.
Second largest port in Mason County outside of Port of Shelton.
Went from 25. FTEs to 1.5 FTEs.
Received \$500K from Dept of Commerce.

BREMERTON

DOT does not accept existing mitigation measures and are developing new measures.
Public market starting up. Navigating change.
Mosquito Fleet Festival (new) have VIRGINIA V and lost LADY WASHINGTON (to Port Orchard).
Grants due but small grants. Deadline May 1st.
Grant for Maritime Historical.

MEETING MINUTES

Occupancy 97%.

Freedom Boat growing. 8 in winter and 15 in summer. 4 new vessels coming online this summer.

Nationwide contract for vessels they need.

These minutes are provided to document the project record and represent my understanding of the items discussed. Please provide comments, corrections, or revisions at the next meeting. If no comments are received, the minutes will stand as published.

Prepared by:

Caleb Reese ,

Greg Englin, 04/29/24

Commissioner

Commissioner

Commissioner

END OF REPORT

KITSAP ALL PORTS MEETING MINUTES

Purpose: Quarterly Meeting
Meeting Date: Monday, July 29, 2024 6:30PM
Location: Port of Brownsville
Next Meeting: Monday, October 28, 2024 6:30PM

Invitees/Attendees (X)

NAME		PORT / ORG	EMAIL	CELLULAR
Travis Merrill	X	PORT OF ALLYN	tmerrill@portofallyn.com	
Judy Scott		PORT OF ALLYN	jscott@portofallyn.com	
John Sheridan		PRT OF ALLYN	jsheridan@portofallyn.com	
Michael Curtin		PORT OF ALLYN		
James Weaver (ED)	X	PORT OF BREMERTON	jamesw@portofbremerton.org	
Cary Bozeman		PORT OF BREMERTON	caryb@portofbremerton.org	
Gary Anderson		PORT OF BREMERTON	garya@portofbremerton.org	
Axel Strakeljahn		PORT OF BREMERTON	axels@portofbremerton.org	
Robyn Dally (ED)	X	PORT OF BROWNSVILLE	Robyn@PortofBrownsville.org	
Ken McEwan	X	PORT OF BROWNSVILLE	Ken@PortofBrownsville.org	
Matthew Messing		PORT OF BROWNSVILLE	Messing@PortofBrownsville.org	
Dan Kieta	X	PORT OF BROWNSVILLE	dbKieta@hotmail.com	
Jim Aho	X	PORT OF ILLAHEE	illaheeportthree@gmail.com	
Jeff Rupert	X	PORT OF ILLAHEE	illaheeport2@gmail.com	
Eric Hall	X	PORT OF ILLAHEE	illaheeportone@gmail.com	
Jeff Henderson		PORT OF INDIANOLA	jhenderson@portofindianola.com	
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Lena Hunt		PORT OF KEYPORT	lhuntportofkeyport@gmail.com	
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Mary McClure	X	PORT OF KINGSTON	marymc@portofkingston.org	
Steve Heacock		PORT OF KINGSTON	stevhe@portofkingston.org	
Greg Englin (ED)	X	PORT OF KINGSTON	Grege@portofkingston.org	
TJ Quandt	X	PORT OF KINGSTON	tjq@portofkingston.org	
James Strode	X	PORT OF MANCHESTER	strodecompany@hotmail.com	
Robert Ballard	X	PORT OF MANCHESTER	manchesterrealty@wavecable.com	
Paul Drotz		PORT OF MANCHESTER	No Email Address Listed	
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Jamie Green		PORT OF POULSBO	commissioner.green@portofpoulsbo.com	
Mark Singer		PORT OF POULSBO	commissioner.singer@portofpoulsbo.com	
Caleb Reese	X	PORT OF SILVERDALE	caleb.portofsilverdale@wavecable.com	
Ed Schofield	X	PORT OF SILVERDALE	ed.portofsilverdale@wavecable.com	
Rick Slate	X	PORT OF SILVERDALE	Rick.portofsilverdale@astound.net	
Jennifer Olson	X	PORT OF SILVERDALE	portofsilverdale@wavecable.com	
Brian Davison		PORT OF TRACYTON	tinmann77@comcast.net	
William Wright		PORT OF TRACYTON	billwright65@gmail.com	
Ken Griffin		PORT OF TRACYTON	catsnllamas@comcast.net	
Casey Guthrie		PORT OF WATERMAN	cguthrie@portofwaterman.com	
Jeff Reynolds		PORT OF WATERMAN	jreynolds@portofwaterman.com	
Jeff Acoba		PORT OF WATERMAN	jacoba@portofwaterman.com	
GUESTS:				
Elaine Heim	X	WA STATE DEPT OF ECOLOGY	elaine.heim@ecy.wa.gov	
Arianne Fernandez	X	WA STATE DEPT OF ECOLOGY	afer461@ecy.wa.gov	

MEETING MINUTES

Eric ffitch	X	WASH PUBLIC PORTS ASSOCIATION	effitch@washingtonports.org	
3 employees	X	KITSAP WIFI	MITCH@KITSAPWIFI.COM	

Called to order at 6:55PM

BROWNFIELD PROGRAM at WASHINGTON STATE DEPT OF ECOLOGY

Elaine Heim, Brownfields Program Communications Planner, and Arianne Fernandez, Brownfields Program Toxicologist from the State Department of Ecology explained that Brownfield's are Abandoned or Vacant properties that may or may not be contaminated from a prior use.

They have grants and scientists to help with site cleanups and developments. They have several sources of funding, free technical assistance. You could be a prospective purchaser, don't have to own the property. Funding for building remediation.

They are going to be having a Washington Brownfield Workshop on September 12th at the Kitsap Conference center at 100 Washington Avenue, Bremerton, WA from 8:00 am-3:00 pm

Early-Bird Registration is \$15 for Governments/Nonprofits and \$50 for Business/Corporate if you get registered by August 9th 2024, after that the prices will rise to \$30 for Governments/Nonprofits and \$65 for Business/Corporate.

Here's a link to information on the workshop

<https://www.cclr.org/events/events/wa-brownfields-workshops>

Manchester

Pretty quiet lately

Silverdale

Hiring an Administrator position, and working on moving existing admin to manager.

Bremerton

New CFO, responsible for 23 grants and 17 different software systems.

Brownfield remediation \$800,000 half EPA/Federal funds, half State funds everyone is rowing in the same direction for cleanup, will remediate soil and monitor for 3 years, will use the area for laydown and assembly of new breakwater. In Port Orchard, building new pump station, lost 140 parking spaces while new station is being built underground, there will be a new plaza over the pump station when complete which will also be over the Ports 11,000 gallon fuel tanks for the marina.

Raised marina rates with Annual CPI, need to break even, cost neutral. At 97%capacity with a waitlist. Electric Recharge grants, Farmers market power stations for the Market getting grants also.

Illahee

Regulatory progress, hoping to finish in August and go out to bid in September. Have 138 bundles of tires that form tire reefs that need to be removed per DNR. Illahee days September 7th.

Kingston

Hired TJ Quandt been here 3 months from Port of Olympia and Port Townsend. Permitting for guest restroom being built with RCO funding should come through in August. Received an email concerning grant funding, they only received 3 applications for tier 1 funding, mitigation is possibly why no one is

MEETING MINUTES

applying. Met with Suquamish Tribe, they are overwhelmed, Port Gamble tribe has a large environmental team so they are easier to work with. Replacing fuel dispensers, new software for Marina, replacing sailing float for kids. Changing some zoning on properties from Residential to Urban Village code to allow more mixed use. 105th birthday of the Port of Kingston.

Allyn

Allyn days and 4th of July celebrations were hustling and bustling. Commerce funding for pier repair, observation deck has a broken piling. Half way through a new well acquisition. Working on Commerce money to work on Oyster house. Drinking fund loan to expand water system.

Brownsville

Still have tugboat, was getting ready to leave, can't leave without paying moorage. Working with Attorneys on 13 Derelict boats. CERB project for historic home. Possibly turn old Firehall into Paddle Center, no child left behind grant for equipment for paddling. BFP grant for Kitsap WIFI to provide WIFI at Port. Upper parking lot turn into shooting range or daycare. Sent out 6000 postcards to poll the public.

WPPA- Eric ffitch

Celebrating 1 ½ years with WPPA. Help available, minimum dues Ports 1 free conference/person, also press release help is available. Deanna Horton, possible appeal to the mitigation calculator.

WPPA dues formula review, changing to a rolling 5year calculation for dues if approved at the general meeting at the end of the year. Small Port Seminar October 25-26, 2024, Campbells Resort, Lake Chelan.

Kitsap WIFI

Bringing Gigabit Fiber into Port of Brownsville, from Lumen. Also adding cameras.

Meeting Adjourned 7:58 PM

These minutes are provided to document the project record and represent my understanding of the items discussed. Please provide comments, corrections, or revisions at the next meeting. If no comments are received, the minutes will stand as published.

Prepared by: Caleb Reese 8/2/2024

Commissioner

Commissioner

Commissioner

END OF REPORT



**AGENDA FOR
PORT OF ILLAHEE COMMISSION
Wednesday, August 14TH - 6:30PM
ZOOM MEETING #715 0997 5823 / Password: Illahee**

1. CALL TO ORDER

2. CONSENT AGENDA

1. Agenda
- *2. The July 10th, 2024 Regular Meeting minutes
- *3. The April 2, 2024 All Ports meeting minutes
- *4. The July 29th, 2024 Kitsap All Ports meeting minutes
- *5. Pay Bills with check numbers 5210 through 5221 totaling \$24,759.76

3. SIGNING OF DOCUMENTS

Determine when/how to have at least 2 Commissioners sign the documents

4. PUBLIC COMMENT

5. REPORTS/UNFINISHED BUSINESS

Aho/ 1. Grants/Waterfront Access Improvements

Piccone * John Piccone's Summary Update of Projects

a. ROW License Agreement - status

b. Bid Manual

- 1 Bidding Requirements - Checklist
2. Contract Forms- Checklist
3. Special Conditions of the contract- requirements for completing work
4. Technical Specifications
5. Amendments to the standard specifications
6. Drawings
7. Appendices

c Construction Period Exceptions:

1. Construction costs and Port Budget
2. Existing Site Conditions and Unknowns
3. Administration of Construction Activities

Aho 2. Illahee Store Project – Status

- PLIA Remediations

a. SLR- Start date?

*3. Treasurer's Report as of July 31, 2024 General Fund \$109,013.00 Investments \$293,905.48
Good Property Management (GPM) Account \$199 total: \$403,117.48

***Grant Status: grant reimbursement requested on 6/25/24 waiting for approval from the RCO (Recreation Conservation office)**

BFP RCO Total = \$851,065.00 Amount of RCO paid \$97,262.74 Remaining RCO Funds \$753,802.26

ALEA RCO Total= \$500,000.00 Amount of RCO paid \$77,751.31 Remaining RCO Funds \$422,248.69

RCFB RCO Total= \$191,000.00 Amount of RCO paid _____ Remaining RCO Funds _____



**AGENDA FOR
PORT OF ILLAHEE COMMISSION
Wednesday, August 14TH - 6:30PM
ZOOM MEETING #715 0997 5823 / Password: Illahee**

Last Month's Report Below

***3. Treasurer's Report as of June 30, 2024 General Fund \$115,253.52 Investments \$292,052.82
Good Property Management (GPM) Account \$199 total: \$407,505.34**

4. Reports

Aho a. Website

- Anything to report?

Hall b. Properties

5560 Ocean View Boulevard/Rental

- Anything to report?

5500 Illahee Road/Rental

- Anything to report?

5507 Illahee Road/Illahee Store Property

- Anything to report ?

Illahee Road Lot

- Anything to report ?

Rupert c. Dock/Pier

- Anything to report ?

Rupert d. Illahee days September 7, 2024

6. NEW BUSINESS

1. Proposed 2025 Budget Planning Meeting -

7. PUBLIC COMMENT

8. ADJOURN – Regular Meeting – September 11th @ 6:30PM – via ZOOM
– Kitsap All Ports-October 28th @ 6:30PM at Port of Brownsville

Date: July 24, 2024 (Jim to present at 8/14/24 Commission meeting)
To: Port of Illahee Board of Commissioners
From: John Piccone, P.E., Soundwest Engineering Assoc.
Subject: Projects Status Summary

Waterfront Improvement Project

- **Regulatory Update:**

Good progress has been made on all fronts with regulatory items and the following is a list of final items necessary prior to advertising for bids:

- We must still receive our corps permit for the in-water work; the Corps and NMFS are actively working on this now that the Tribal MOA is finalized. They tell me they hope to conclude this review by mid-August if everything goes well. NMFS did ask us to submit a marine mammal monitoring plan which was quickly finalized and submitted the week of July 22.
- We are still waiting for DNR's stewardship review to be completed per the Port's lease agreement and they tell us they hope to be done by the second week of August.
- We are also now waiting on the County to finalize the ROW license agreement which also appears to be achievable by August.

- **Design & Bid Manual Progress Update:**

- We have continued to prepare the bid manual sections and finalize design related items based on the anticipated regulatory schedule.
- Jim and I have discussed the various components of the bid manual in detail, and I have copied the table of contents below with brief explanations for each section so all Commissioners have a sense of what is typically required when bidding a public project of this type. The bid manual is a very comprehensive document that governs how the contract work will take place; the engineering drawings are only one component of these "contract documents". When the bid manual is complete, all Commissioners will have an opportunity to review it and express any comments or concerns, and/or have it reviewed by the Port's legal counsel if you so choose, prior to issuing the advertisement for bids.

- **Bid Manual Table of Contents & Description:**

- **Part 1 – Bidding Requirements**

Part 1 focuses on the numerous required forms and information the contractor must submit along with their bid price for the work. The majority of these items are required by state law for public agencies bidding work. This part of the bid manual includes the actual proposal sheets where the contractors will list their pricing for each work component as well as numerous other items that will also be submitted at the time of bid opening.

- Advertisement for Bids
- Bidder's Checklist
- Proposal
- Required Proposal Forms
- Non-Collusion Declaration
- Bid Deposit
- Statement of Proposed Subcontractors
- Contractor Certification Wage Law Compliance – Responsibility Criteria
- Supplemental Bidder Responsibility Criteria *The supplemental bidder responsibility section includes several pages of requirements the contractor must submit to demonstrate they are well qualified for the work. Procedures for rejecting the low bid contractor based on inadequate qualifications is prescribed by state law and this section serves to increase the Ports decision making ability in this regard.*

- **Part 2 – Contract Forms**

Part 2 includes all the necessary contract forms for execution once the project is awarded to the successful bidder. The primary contract for construction is only a couple pages but it clarifies that all the components of the bid manual, including all referenced manuals, also comprise the contract for construction.

- Contract for Construction
- Required Contract Forms
- Payment Bond
- Performance Bond
- Selection of Retainage Option
- Prevailing Wage Requirements

- **Part 3 – Special Conditions of the Contract**

Part 3 includes numerous provisions and requirements for completing the work that are specific to this project. It includes such items as communication protocols, project related contacts, contractors' responsibilities related to regulatory compliance, what submittals are required before performing the work, certain surveying and utility locate requirements, hours and days work can be done and how bad weather days will be

accounted for, construction testing, etc. This section also includes the very important section on how the work will be measured and paid for relative to the bid price received in the proposal.

○ **Part 4 – Technical Specifications**

Technical specifications are exactly what they sound like; all the very specific details related to materials and execution necessary for the installation of each item. On this project we will have two types of technical specifications; “performance specifications” where we only dictate the performance-based outcome of the work item, and “prescriptive specifications” where we detail more exactly what material to use and how it will be installed and tested. For example, on this project the contractor will have the latitude to shop around for different types of retaining wall blocks that meet basic guidelines (performance) but the type of asphalt will be exactly specified (prescriptive).

○ **Part 5 – Amendments to the Standard Specifications**

In addition to the provisions and specifications of part 3 and 4; part 5 incorporates by reference the WSDOT standard specifications for municipal work. This is a comprehensive document in and of itself and we incorporate it by reference to prevent having to reiterate many of the more standard specifications that generally apply to all projects of this type. However, it is sometimes necessary to make minor amendments to these so that they apply to the Port of Illahee in this case instead of WSDOT. The majority of those amendments are actually made by WSDOT periodically as a courtesy to Washington State municipalities and public agencies.

○ **Part 6 – Drawings**

The drawings are exactly what you’d expect and are either included in a single bound document with the rest of the manual or bound separately and included by reference.

○ **Part 7 – Appendices (Other Reference Documents Available by Request)**

The appendix is also a very important part of the bid manual as it includes such items as the project specific permits and various reports (like the contaminated material management plan the Commissioners authorized SLR to complete). By incorporating these items into the appendix, the information becomes part of the contract, and the contractor is responsible for compliance as well as being informed ahead of submitting bids.

- Appendix A: Miscellaneous Forms
 - A-1: Completed Affidavit on Behalf of Contractor
 - A-2: Completed Consent of Surety Company to Final Payment
 - A-3: Contractor's Certificate of Completion Form
- Appendix B: Permits
- Appendix C: Special Report

- **Notable Construction Period Expectations:**

- **Construction Costs and Port Budget:**

As we've discussed during numerous meetings, there has been a sequence of unfortunate delays in this project due primarily to negotiations with the Suquamish Tribe, coordination with Kitsap County including the regional stormwater treatment potential, and several other regulatory reviews with very long review periods.

As a result of these delays, the original estimated construction cost estimate (which was merely an estimate of probable cost range to begin with) is now likely to be lower than actual bids received due to multiple years of significant inflation in the construction industry. Proceeding with the approach that has been discussed previously, we will go ahead and receive bids as soon as everything is ready so the Port knows without guessing what the actual bid price will be. In an effort to save time after bids are opened, I suggest the Port revisit the existing budget and contingency options for additional funding ahead of actually opening bid. Also, as previously discussed, once we know what the bid amount is we can discuss any overages with RCO to see if there is any possibility of additional assistance from them. The bid documents will specify that award of the contract is contingent on the Ports post-bid evaluation of available funding.

- **Existing Site Conditions and Unknowns:**

As Jim and I have discussed at various points during the process of grant applications, permitting, and design (most recently discussed again during our site walk on 7-11-24); there are numerous existing site features and unknown elements associated with the project. Based on the discussions we've had with the Commission during the process to date, the directed approach was to not expend unnecessary expense upfront studying unknown elements but to resolve them only if necessary during construction. The basis of this approach was that if a certain condition exists the Port would need to pay costs associated with the condition regardless, and it was not desired to pay additional engineering or field study cost upfront and in addition to the construction costs. One representative example of this approach relates to the depth the float pilings will be driven to. To know the pile depth more precisely ahead of time the Port would need to incur the cost of marine subsurface borings however, the piles will ultimately be driven to the required structural depth regardless. Instead, we will require the contractor to drive the piles to a presumptive depth and then pay the added cost to drive deeper only if necessary.

This project site presents numerous similar unknown elements such as the existing shoreline retaining wall (concrete bulkhead) structural integrity, the existing fixed pier structure, the potential for contaminated soils and/or groundwater, unknown subsurface conditions in the upland portion of the site and around or beneath the existing residential structures, etc. The construction period approach is planned such that these unknowns will be addressed during construction in a fair and equitable way with the selected contractor, which may

necessitate change order costs the Port will incur if the unknown conditions do prove to present the need for additional work.

○ **Administration of Construction Activities:**

Administration of a construction project of this type is generally most successful when communication protocols and administrative procedures are well defined ahead of advertising for bids and as such these protocols and procedures will be included in part 3 of the contract documents. In addition to other administration items, the Part 3 draft currently specifies the following general items in greater detail:

- Project related contacts for the Port will be John Piccone (or his designee) and Jim Aho only. John and Jim will therefore correspond with the contractor on a regular basis during construction and provide the contractor with timely direction as construction progresses. This direction will be based on the approved project budget, including the approved project budget contingency amount, and any other high-level direction from the board. In an effort to prevent issues associated with miscommunication, the contractor will be prohibited from receiving direction from any other persons.
- “Construction observation” will be conducted by John Piccone (or his designee) and Jim Aho. The purpose of “construction observation” is NOT to direct the contractors means and methods of doing the work but rather to monitor the project for apparent compliance with the contract documents and intent of the work. No other persons will be permitted to perform “construction observation” however, ordinary observation from outside the primary construction limits should not present a problem provided it is from within safe limits and does not involve project related communications.
- Execution of documents will be the responsibility of Jim Aho based on the approved budget and any other higher decisions made by the board in advance. Jim will have the authority to execute change orders if necessary and/or approve design changes during construction, if within budget, in order to provide the contractor any necessary timely response.
- Payments associated with the construction process will be made on a regular basis in accordance with the contract document specifications and therefore will be reviewed when received by John and Jim and then transmitted to Jennifer Olsen to issue payment (provided there are no payments exceeding the pre-approved project budget including approved contingency). Payments to the contractor will generally be made on a monthly schedule based on the completed progress of work. Monthly or bi-monthly grant reimbursements are requested and received after the monthly payments to the contractor is issued.

In addition to these highlights, there are numerous other administrative matters specified in the contract documents and as mentioned above, all Commissioners will have an opportunity to review the contract documents prior to advertising for bids to better understand and approve what is proposed therein.

- **Anticipated Schedule:** Based on the current feedback we are receiving from the review agencies we are planning to follow the approximate dates below:
 - All regulatory approvals by mid-August,
 - Finalize the project manual for approval by or prior to Sept. 6 and transmit to all Commissioners for review.
 - Commissioner discussion related to bid manual and advertising and approval to proceed at Sept. 11 meeting as needed.
 - Publish advertisements for bids on or about September 11.
 - Schedule pre-bid meeting on site with interested bidders to allow for contractor inspections of the site and any in person questions they wish to ask by late September.
 - Open bids approximately mid-October (allowing the bidders at least 4 weeks to prepare bids.
 - Review bids and seek board direction on award of project mid to late October.
 - Work with the selected contractor to establish the contract and construction schedule for the various work items considering allowable in-water work windows, and wet winter weather considerations for the upland excavation work, with the goal of project completion by fall of 2025. As soon as we have a firm advertisement and bidding date established a firm end date will also be established and the bid manual will specify the total number of calendar days allowed for construction completion.

Permit Status Summary

Waterfront Access Project

Permit	Submittal Date	Permit Issued	Permit Status
SSDP	8-19-21	8-4-22	SSDP staff report notice of decision received and ready for inclusion in the bid manual.
HPA	4/9/24	5/24/24	Complete and ready for inclusion in the bid manual.
NWP	8-17-21	Pending – anticipated by mid August	Permit review is reportedly underway since we informed the Corps on the status of the Tribal agreement. We are continuing to check in regularly on the timeline to finalize and expressing urgency to the Corps.
SDAP	2-7-23	Approval issued 5/22/24	Approval Issued; Contractor to secure final permit after mandatory preconstruction meeting with Kitsap County.

BP	Anticipated by contractor in 2024	---	Contractor to submit final wall calculations and other items County may request based on their material bids and attend mandatory pre-construction meeting prior to issuing.
ROW	Anticipated by contractor in 2024	---	We are in process negotiating the license agreement with the county for improvements in the ROW. The final permit will be obtained by the contractor after submitting his bonds, traffic control plan, etc.
FIRE	Included with Building Permit	---	Design has preliminary approval under the SDAP.
DNR	Submitted following Tribal MOA	Anticipated by mid-August	All items requested to date have been submitted and we are waiting on approval and/or any additional conditions the DNR may issue. We are continuing to check in regularly and express urgency to finalize.

SSDP – Substantial Shoreline Development Permit (Kitsap County)

HPA – Hydraulic Project Approval (WDFW)

NWP – Nationwide Permit 3 (USACE)

BP – Building Permit (Kitsap County)

ROW – Right of Way (Kitsap County)

Fire – Fire Code Permit (Kitsap County)

DNR – Department of Natural Resources

Pile Replacement Project

Permit	Submittal Date	Permit Issued	Permit Status
Shoreline Exemption	9-22-22	2/15/23	Complete and ready for inclusion in bid manual.
NWP3	9-22-22	11-21-22	Complete and ready for inclusion in bid manual.
HPA	2020	2/14/20	Complete and read for inclusion in bid manual. This maintenance permit was obtained by others and will expire on 2/12/25. We will request a new permit or extension if needed once we understand the selected contractor's schedule. Maintenance permits can usually be issued quickly, and this is not anticipated to impact the ultimate construction schedule if in-water work occurs in August of 2025.

Greetings,

Please find attached to this email your Letter of Permission Permit for the above-referenced project. Please review all attachments very closely as they detail how the work must be accomplished.

Please respond to this email so I can confirm you have received it. If you have any questions, please contact the Project Manager OR let me know.

Sincerely,

Annabelle Tjio, Student Intern
Regulatory, Seattle District
206.316.3037
annabelle.tjio@usace.army.mil

List of Attachments:

1. LOP Permit Letter
2. Permit drawings
3. LOP General Conditions
4. SSNP Notification Summary Sheet
5. LMRs for Piling Removal
6. Certificate of Compliance
7. Notification of Appeals Options Form

Marcy Wyatt, Regulatory Program Assistant
Regulatory, Seattle District
(206) 764-3799
marcy.m.wyatt@usace.army.mil



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, SEATTLE DISTRICT
4735 EAST MARGINAL WAY SOUTH, BLDG 1202
SEATTLE, WA 98134-2388

Regulatory Branch

August 6th, 2024

Mr. Jim Aho
Port of Illahee
Post Office Box 2357
Bremerton, Washington 98310

Reference: NWS-2021-861
Port of Illahee (Float
Replacement)

Dear Mr. Aho:

We have reviewed your application to replace two existing solid-decked floats with new grated floats in a new configuration in Puget Sound at Illahee, Kitsap County, Washington. Based on the information you provided to us, this "Letter of Permission" (LOP) permit authorizes your proposal as depicted on the enclosed drawings dated September 8, 2023, which are made part of this permit. In order for this LOP authorization to be valid, you must ensure that the work is performed in accordance with the enclosed *Letter of Permission General Conditions* and the following special conditions:

- a. In order to meet the requirements of the Endangered Species Act you may conduct the authorized activities from July 16 through February 15 in any year this permit is valid. You shall not conduct work authorized by this permit from February 16 through July 15 in any year this permit is valid. Your work window is also subject to the forage fish restriction detailed in Special Condition "b" below.
- b. Forage fish may be spawning in the project area during the allowed work window. If work is occurring between September 1 and March 31, in order to meet the requirements of the Endangered Species Act and for the protection of surf smelt, prior to construction, you must have an approved biologist confirm, in writing, that no forage fish are spawning in the area. For information on approved biologists for conducting forage fish surveys, contact the Washington Department of Fish and Wildlife (WDFW). If a WDFW Habitat Biologist has volunteered to conduct a survey as part of the Hydraulic Project Approval, this survey may be submitted to the U.S. Army Corps of Engineers (Corps). The letter or memorandum from the approved biologist or the WDFW Habitat

Biologist must include the date of the inspection, the forage fish spawning findings, and must be provided to the Corps, Seattle District, Regulatory Branch via email to sarah.l.albright@usace.army.mil (with a copy sent to NWS.Compliance@usace.army.mil), prior to construction. Include reference number NWS-2021-861. If the approved biologist or WDFW Habitat Biologist confirms that no forage fish are spawning in the project area, you have two weeks from the date of the inspection to complete all work waterward of the High Tide Line.

- c. In order to meet the requirements of the Endangered Species Act (ESA) and the Magnuson Stevens Fishery Conservation and Management Act (MSA), you must implement and abide by the applicable terms and conditions to implement the reasonable and prudent measures that are associated with “incidental take” and the applicable Essential Fish Habitat Conservation Recommendations as set forth in the Salish Sea Nearshore Programmatic (SSNP) Biological Opinion (BO) (National Marine Fisheries Service (NMFS) Reference Number WCRO-2019-04086) dated June 29, 2022, and U.S. Fish and Wildlife Service (USFWS) Reference Number FWS/R1/2022-0048454 dated July 29, 2022). The specific General Construction Measures, Project Design Criteria, Essential Fish Habitat Conservation Measures, and monitoring and/or reporting requirements applicable to this permit are identified in the enclosed Notification Summary Sheet dated May 8, 2024 (NMFS Reference Number WCRO-2019-04086-7260; USFWS Reference Number 2022-0048454-S7-045). The BO is available on the U.S. Army Corps of Engineers (Corps) website (<https://www.nws.usace.army.mil/Missions/Civil-Works/Regulatory/Permit-Guidebook/Endangered-Species/>). You must provide the Corps and NMFS the information requested in the enclosed Notification Summary Sheet. All information must prominently display the reference number NWS-2021-861. Failure to comply with these requirements constitutes non-compliance with the ESA and your Corps permit. The NMFS and USFWS is the appropriate authority to determine compliance with the terms and conditions of their BO and with the ESA. If you cannot comply with the terms and conditions of this programmatic consultation, you must, prior to commencing construction, contact the Corps, Seattle District, Regulatory Branch for an individual consultation in accordance with the requirements of the ESA and/or the MSA.
- d. You shall provide a copy of the permit transmittal letter, permit form, and permit drawings to all contractors and other staff involved in the authorized work.
- e. If future operations by the United States require the removal, relocation, or other alteration of the work herein authorized, or if, in the opinion of the Secretary of

the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, you will be required, upon due notice from the U. S Army Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

- f. No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.
- g. The authorized work shall not interfere with the public's right to free navigation on navigable waters of the U.S.
- h. You must install and maintain, at your expense, any safety lights and signals prescribed by the United States Coast Guard, through regulations or otherwise, on your authorized facilities.
- i. Skirting is prohibited around the pier unless specifically authorized by this permit.
- j. All construction debris shall be properly disposed of on uplands in such a manner that it cannot enter into the waterway or cause water quality degradation.
- k. The enclosed Environmental Protection Agency, Region 10, Best Management Practices for Piling Removal and Placement in Washington State, dated February 18, 2016, must be adhered to during construction.

We have reviewed your project pursuant to the requirements of the Endangered Species Act and the Magnuson-Stevens Fishery Conservation and Management Act in regards to Essential Fish Habitat. The U.S. Army Corps of Engineers has determined that this project will comply with the requirements of the above laws provided you comply with special condition "a" through "c" listed above.

Please be reminded that Special Condition "c" of your permit requires that you implement and abide by the Endangered Species Act (ESA) requirements set forth in the programmatic Biological Opinion (BO) for this project. In particular, note that the BO requires you submit the enclosed *Certificate of Compliance with Department of the Army Permit*, submit the disposal receipts and a picture of the dump truck on the scale for any creosote piles removed. All documents must be submitted to the Corps at nws.compliance@usace.army.mil, NMFS at projectreports.wcr@noaa.gov, and USFWS

at SSNP_WA@fws.gov. Failure to comply with the commitments above constitutes non-compliance with the ESA and with this authorization.

The Washington State Department of Ecology determined your project does not trigger the need for a Water Quality Certification or a Coastal Zone Management consistency determination.

You have not requested a jurisdictional determination for this proposed project. If you believe the U.S. Army Corps of Engineers does not have jurisdiction over all or portions of your project you may request a preliminary or approved jurisdictional determination (JD). If one is requested, please be aware that we may require the submittal of additional information to complete the JD and work authorized in this letter may not occur until the JD has been completed.

Any change in the plans for this work will require that you submit revised drawings to this office and receive our written approval of those changes prior to conducting the work. If you object to any terms or conditions of this LOP or the JD, you may request an administrative appeal under our regulations (33 CFR Part 331) as described in the enclosed *Notification of Administrative Appeal Options and Process and Request for Appeal* form.

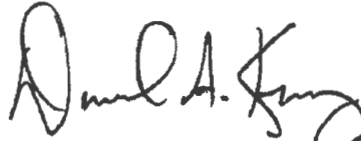
Your authorization to conduct the proposed work under this permit expires 3 years from the date of this letter. Within 30 days of completing the authorized work, you must fill out and return the enclosed *Certificate of Compliance with Department of the Army Permit*. Your signature on this form is our assurance you have conducted the work and any required mitigation in accordance with the terms and conditions of this LOP, including all special conditions. All compliance reports should be submitted to the U.S. Army Corps of Engineers, Seattle District, Regulatory Branch at nws.compliance@usace.army.mil. Please remember that failure to comply with the terms and conditions of this LOP, including any special conditions, will invalidate your authorization and could result in a violation of Federal law.

Thank you for your cooperation during the permitting process. We are interested in your experience with our Regulatory Program and encourage you to complete a customer service survey form. This form and information about our program is available on our website at: www.nws.usace.army.mil (select "Regulatory Branch, Permit Information").

While this project will not require further authorization from us, please note that it must comply with all local, State, and other Federal requirements that may apply. A copy of this letter and permit drawings will be furnished to Mr. John Piccone at

jpicone@soundwesteng.com. If you have any questions about this letter or our regulatory program, please contact Ms. Sarah Albright-Garland at sarah.l.albright@usace.army.mil or by phone at (206) 764-6665.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:



for Kathryn P. Sanborn, PhD, PE, PMP
Colonel, Corps of Engineers
District Commander

Enclosures

cc:

USFWS (wfwocap@fws.gov)

Ecology (ecyrefedpermits@ecy.wa.gov)

DNR (noel.sharp@dnr.wa.gov)

NMFS (SSNP-WA.wcr@noaa.gov)

USFWS (SSNP_WA@fws.gov)

PORT OF ILLAHEE PUBLIC PIER & FLOAT REHABILITATION

SHEET INDEX	
1	COVER, VICINITY MAP
2	EXISTING CONDITIONS & DEMOLITION PLAN
3	PROPOSED SITE PLAN
4	GANGWAY AND FLOAT SECTIONS A
5	GANGWAY AND FLOAT SECTIONS B & C
6	TYPICAL FLOAT DETAILS



**WASHINGTON
KEY MAP**



PURPOSE: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

DATUM: MLLW

ADJACENT PROPERTY OWNERS:

1. BURTON JOHN C; PARCEL NO. 4429-001-010-0001
2. KNIGHT LEONARD J; PARCEL NO. 4429-002-001-0000

**PORT OF ILLAHEE
PUBLIC PIER AND DOCK
REHABILITATION PROJECT**

COVER, VICINITY MAP

APPLICATION BY:
PORT OF ILLAHEE

PROPOSED: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

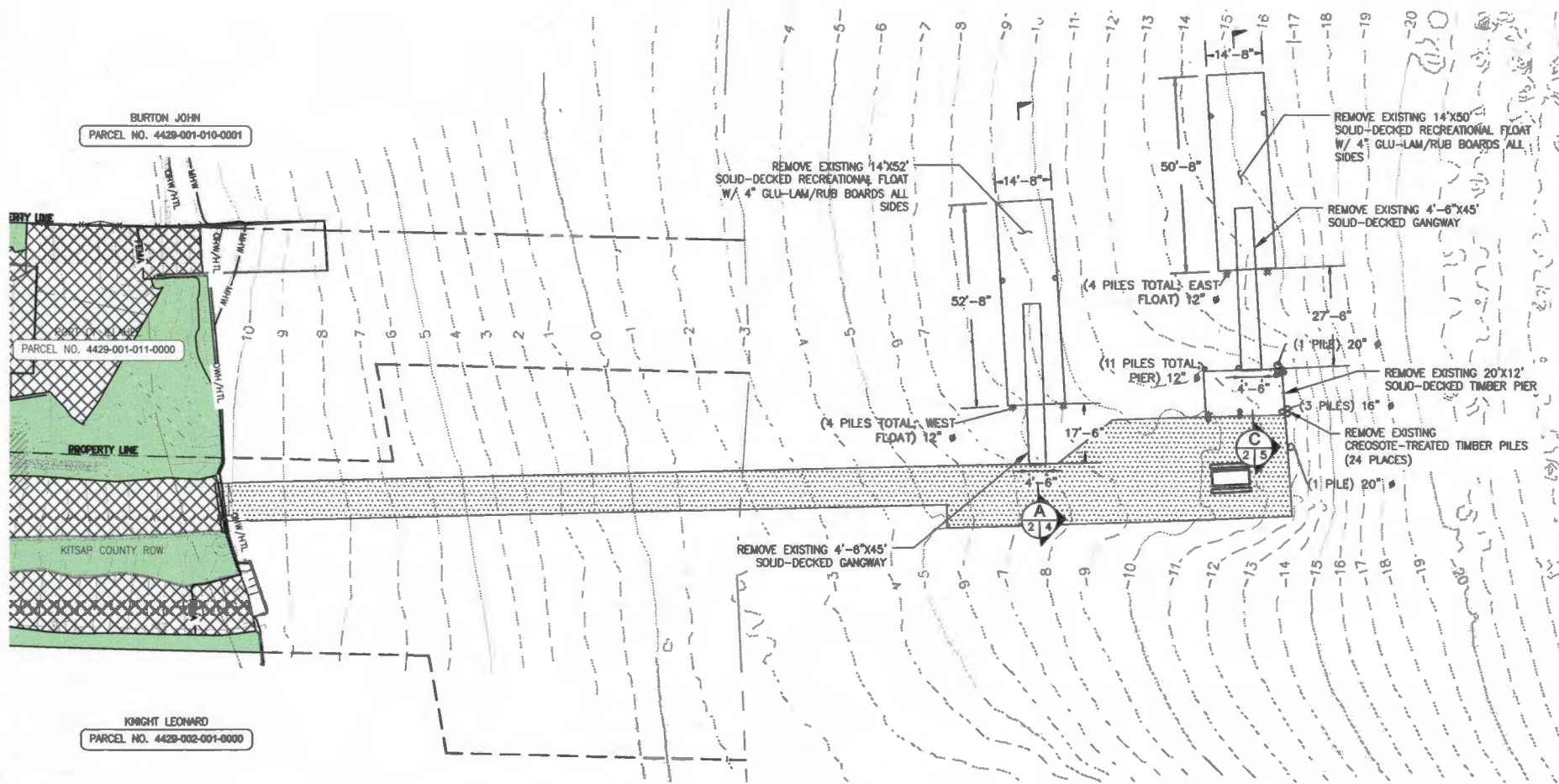
IN: ILLAHEE, WA

AT: PORT ORCHARD BAY

COUNTY: KITSAP COUNTY

SHEET 1 OF 6

DATE: REV 9/8/23



EXISTING CONDITIONS & DEMOLITION



TIDAL WATER LEVELS	
HIGH TIDE LINE (HTL)	+11.8'
MEAN HIGH WATER (MHW)	+10.86'
MEAN LOWER LOW WATER (MLLW)	0.0'

PURPOSE: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

DATUM: MLLW

ADJACENT PROPERTY OWNERS:

- BURTON JOHN C; PARCEL NO. 4429-001-010-0001
- KNIGHT LEONARD J; PARCEL NO. 4429-002-001-0000

**PORT OF ILLAHEE
PUBLIC PIER AND DOCK
REHABILITATION PROJECT**

**EXISTING CONDITIONS &
DEMOLITION SITE PLAN**

APPLICATION BY:
PORT OF ILLAHEE

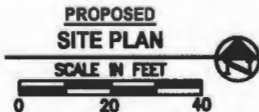
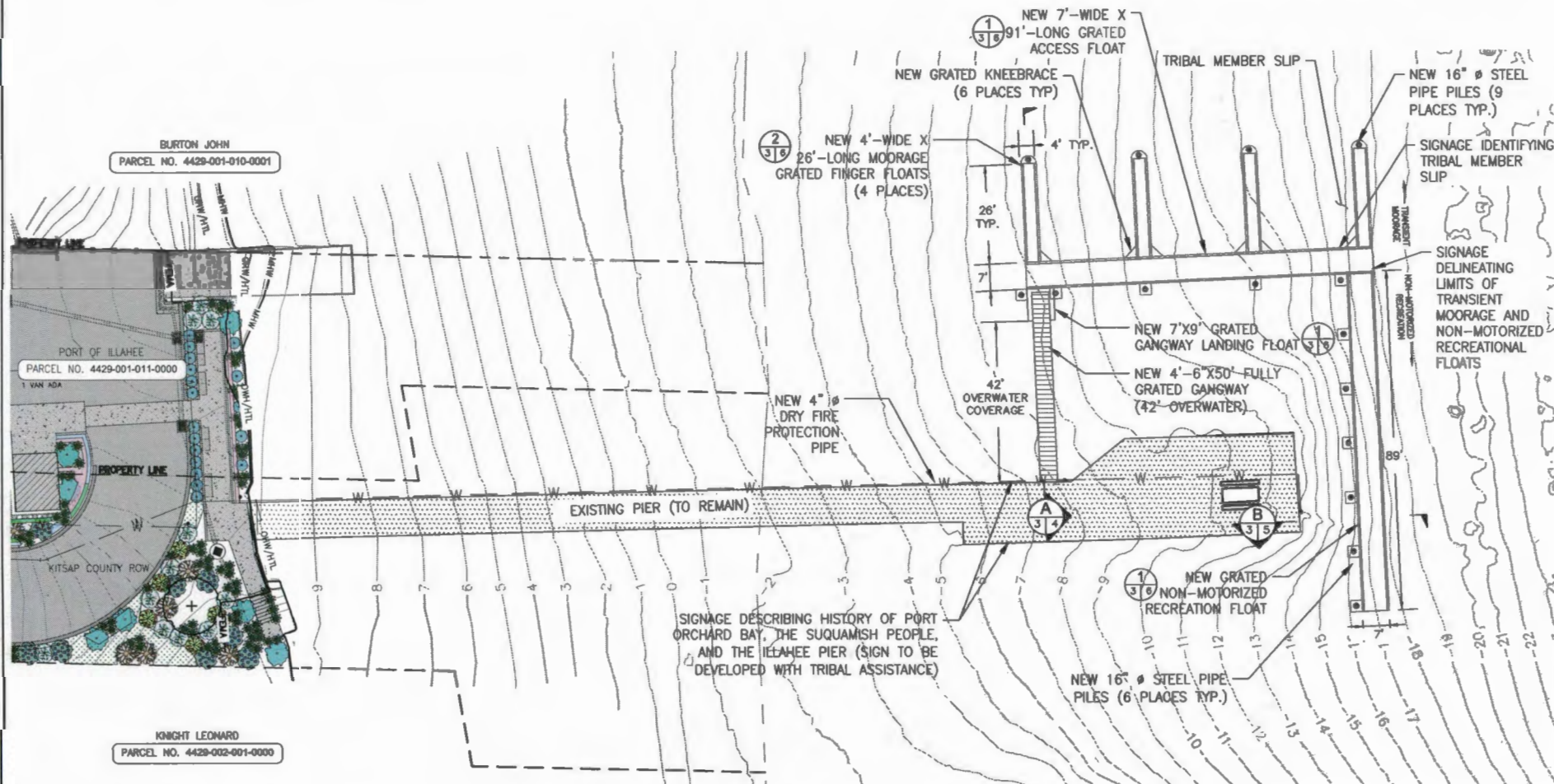
PROPOSED: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

IN: ILLAHEE, WA

AT: PORT ORCHARD BAY

COUNTY: KITSAP COUNTY

SHEET 2 OF 6 **DATE:** REV 9/8/23



TIDAL WATER LEVELS	
HIGH TIDE LINE (HTL)	+11.8'
MEAN HIGH WATER (MHW)	+10.86'
MEAN LOWER LOW WATER (MLLW)	0.0'

PURPOSE: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

DATUM: MLLW

ADJACENT PROPERTY OWNERS:

1. BURTON JOHN C; PARCEL NO. 4429-001-010-0001
2. KNIGHT LEONARD J; PARCEL NO. 4429-002-001-0000

**PORT OF ILLAHEE
PUBLIC PIER AND DOCK
REHABILITATION PROJECT**

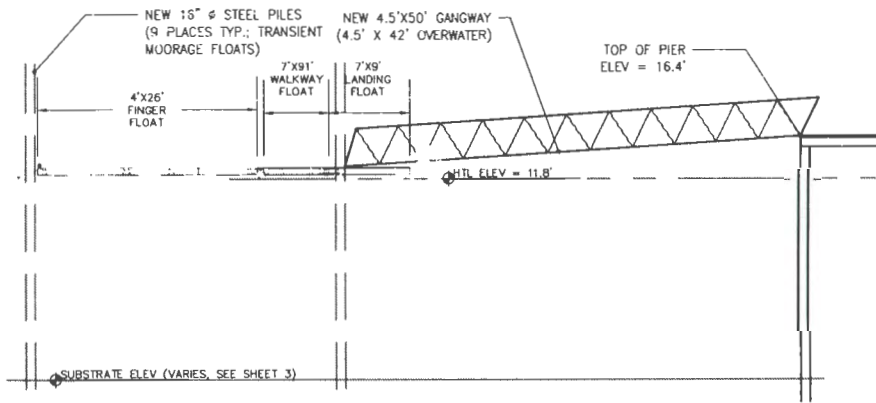
**PROPOSED
SITE PLAN**
APPLICATION BY:
PORT OF ILLAHEE

PROPOSED: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

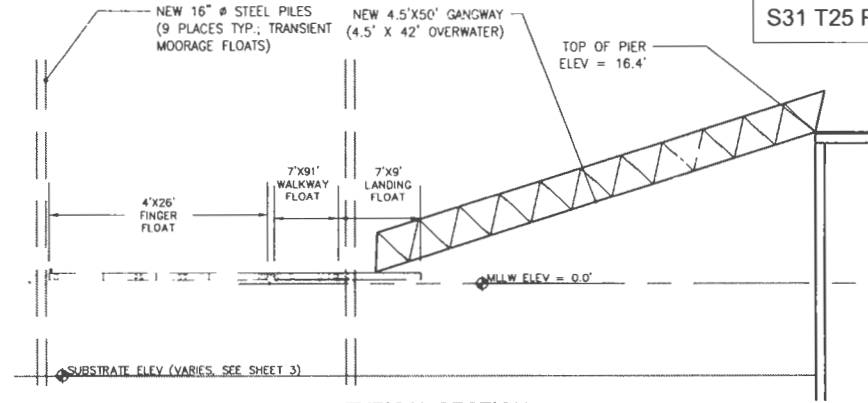
IN: ILLAHEE, WA
AT: PORT ORCHARD BAY
COUNTY: KITSAP COUNTY

SHEET 3 OF 6

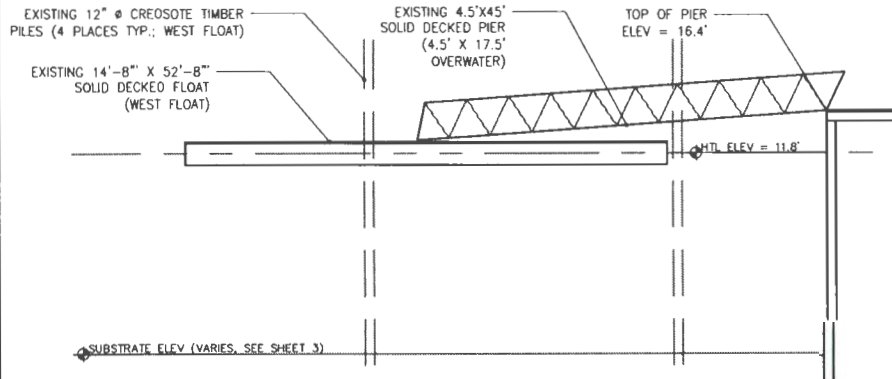
DATE: REV 9/8/23



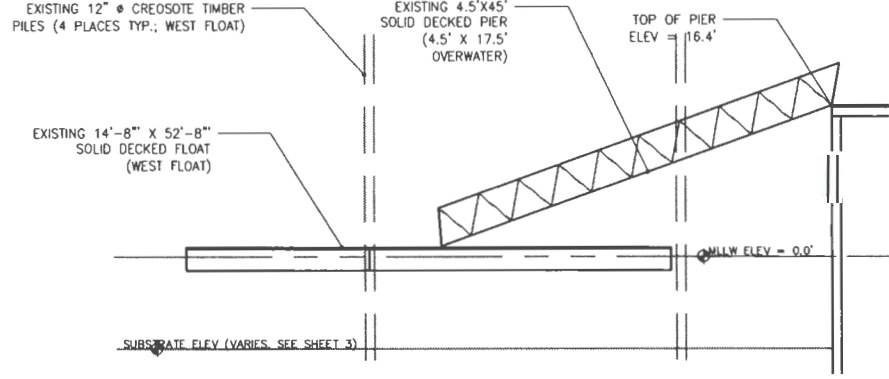
TYPICAL SECTION PROPOSED
 A 4 | 3
 TRANSIENT MOORAGE FLOATS & GANGWAY AT HTL = 11.8'
 0 10 20
 SCALE IN FEET



TYPICAL SECTION PROPOSED
 A 4 | 3
 TRANSIENT MOORAGE FLOATS & GANGWAY AT MLLW = 0.0'
 0 10 20
 SCALE IN FEET



TYPICAL SECTION EXISTING W. FLOAT
 A 4 | 2
 FLOATS & GANGWAY AT HTL = 11.8'
 0 10 20
 SCALE IN FEET



TYPICAL SECTION EXISTING - W. FLOAT
 A 4 | 2
 FLOATS & GANGWAY AT MLLW = 0.0'
 0 10 20
 SCALE IN FEET

TIDAL WATER LEVELS	
HIGH TIDE LINE (HTL)	+11.8'
MEAN HIGH WATER (MHHW)	+10.86'
MEAN LOWER LOW WATER (MLLW)	0.0'

PURPOSE: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

DATUM: MLLW

ADJACENT PROPERTY OWNERS:

- BURTON JOHN C; PARCEL NO. 4429-001-010-0001
- KNIGHT LEONARD J; PARCEL NO. 4429-002-001-0000

**PORT OF ILLAHEE
 PUBLIC PIER AND DOCK
 REHABILITATION PROJECT**

**GANGWAY & FLOAT
 CROSS SECTIONS A**

APPLICATION BY:
 PORT OF ILLAHEE

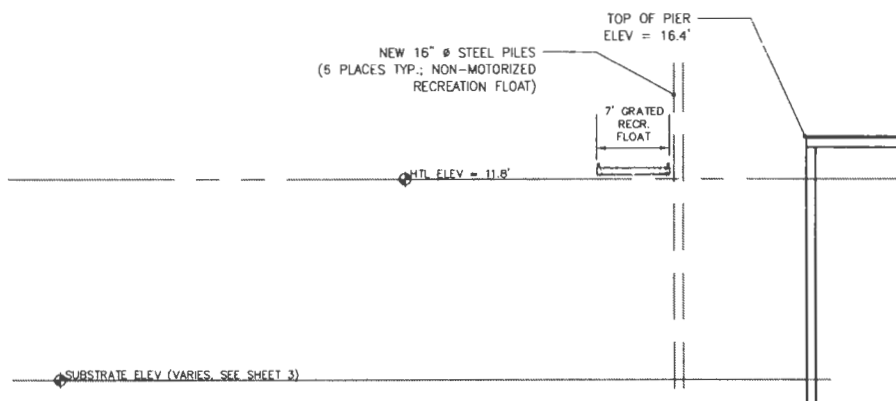
PROPOSED: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

IN: ILLAHEE, WA

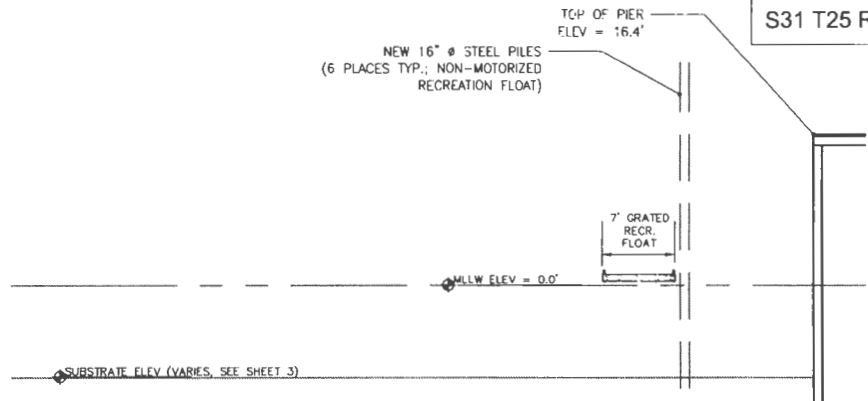
AT: PORT ORCHARD BAY

COUNTY: KITSAP COUNTY

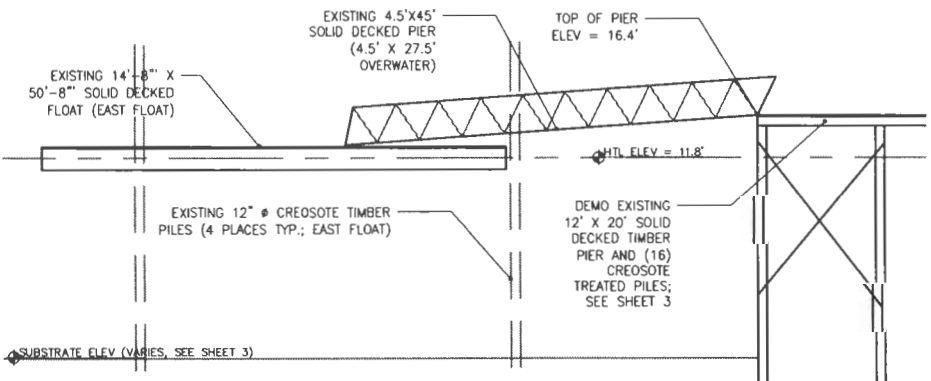
SHEET 4 OF 6 **DATE:** REV 9/8/23



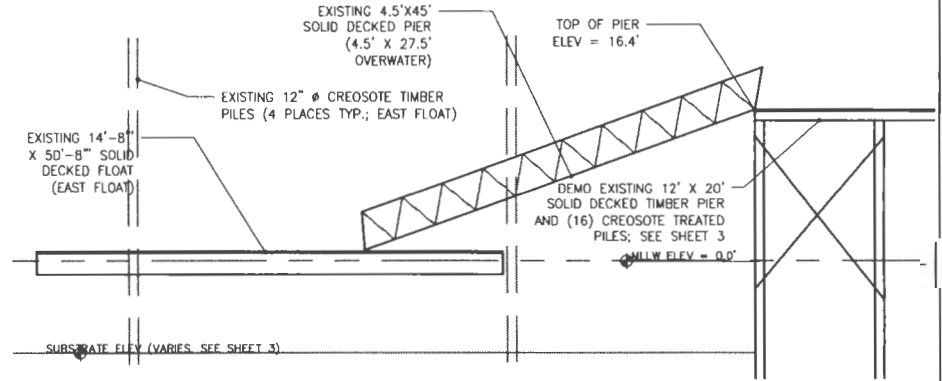
TYPICAL SECTION B PROPOSED
 NON-MOTORIZED RECREATION FLOAT & GANGWAY AT HTL = 11.8'
 SCALE IN FEET



TYPICAL SECTION B PROPOSED
 NON-MOTORIZED RECREATION FLOAT & GANGWAY AT MLLW = 0.0'
 SCALE IN FEET



TYPICAL SECTION C EXISTING E. FLOAT
 FLOATS & GANGWAY AT HTL = 11.8'
 SCALE IN FEET



TYPICAL SECTION C EXISTING - E. FLOAT
 FLOATS & GANGWAY AT MLLW = 0.0'
 SCALE IN FEET

TIDAL WATER LEVELS	
HIGH TIDE LINE (HTL)	+11.8'
MEAN HIGH WATER (MHW)	+10.86'
MEAN LOWER LOW WATER (MLLW)	0.0'

PURPOSE: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

DATUM: MLLW

ADJACENT PROPERTY OWNERS:

- BURTON JOHN C; PARCEL NO. 4429-001-010-0001
- KNIGHT LEONARD J; PARCEL NO. 4429-002-001-0000

**PORT OF ILLAHEE
 PUBLIC PIER AND DOCK
 REHABILITATION PROJECT**

**GANGWAY & FLOAT
 CROSS SECTIONS B & C**

APPLICATION BY:
 PORT OF ILLAHEE

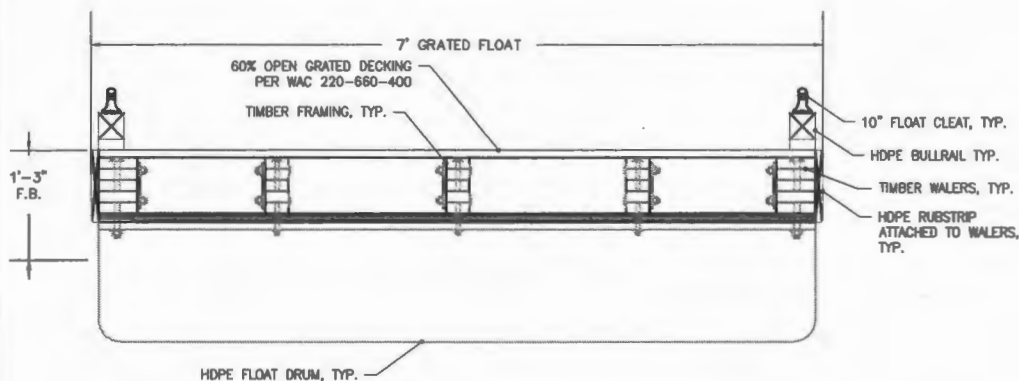
PROPOSED: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

IN: ILLAHEE, WA

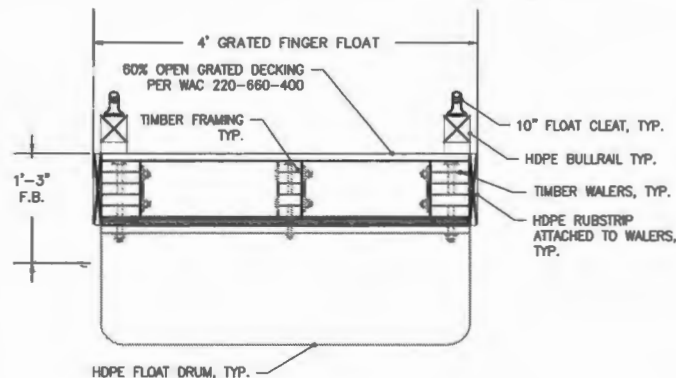
AT: PORT ORCHARD BAY

COUNTY: KITSAP COUNTY

SHEET 5 OF 6 **DATE:** REV 9/8/23



1 7' FLOAT TYPICAL DETAIL
RYS



2 FINGER FLOAT TYPICAL DETAIL
RYS

TIDAL WATER LEVELS

HIGH TIDE LINE (HTL)	+11.8'
MEAN HIGH WATER (MHW)	+10.86'
MEAN LOWER LOW WATER (MLLW)	0.0'

PURPOSE: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

DATUM: MLLW

ADJACENT PROPERTY OWNERS:

- BURTON JOHN C; PARCEL NO. 4429-001-010-0001
- KNIGHT LEONARD J; PARCEL NO. 4429-002-001-0000

**PORT OF ILLAHEE
PUBLIC PIER AND DOCK
REHABILITATION PROJECT**

**TYPICAL FLOAT
DETAILS**

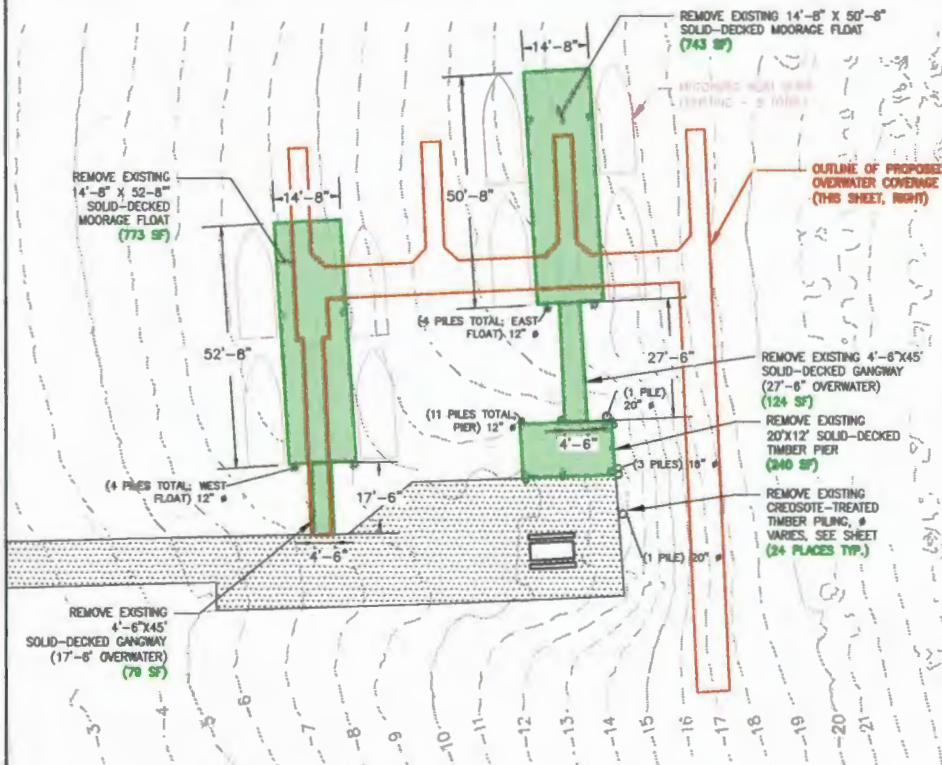
APPLICATION BY:
PORT OF ILLAHEE

PROPOSED: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

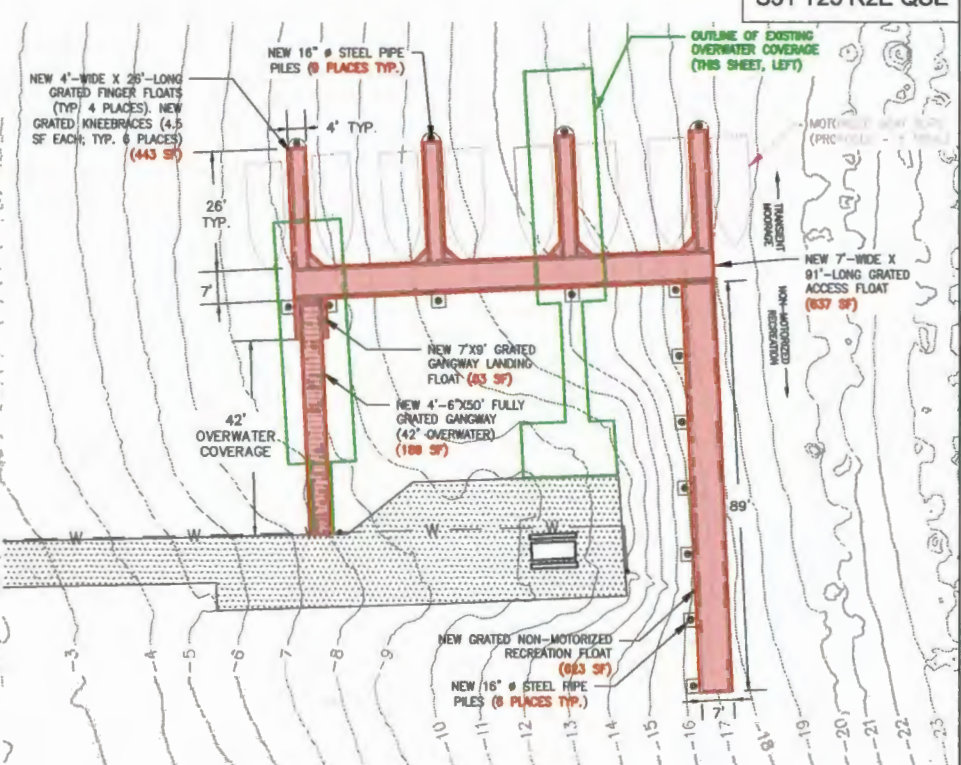
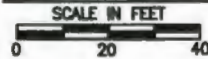
IN: ILLAHEE, WA
AT: PORT ORCHARD BAY
COUNTY: KITSAP COUNTY

SHEET 6 OF 6

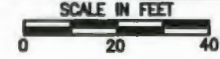
DATE: REV 9/8/23



**EXISTING OVERWATER COVERAGE
SITE PLAN**



**PROPOSED OVERWATER COVERAGE
SITE PLAN**



EXISTING - OVERWATER COVERAGE ONLY	
ITEM	OVERWATER COVERAGE (SF)
REMOVE EAST GANGWAY	79
REMOVE WEST GANGWAY	124
REMOVE EAST FLOAT	773
REMOVE WEST FLOAT	743
REMOVE TIMBER PIER	240
TOTAL OVERWATER COVERAGE DEMOLISHED	1959

*TOTAL DEMOLISHED CREOSOTE-TREATED TIMBER PILES = 24 TOTAL

PROPOSED - OVERWATER COVERAGE ONLY	
ITEM	OVERWATER COVERAGE (SF)
INSTALL GANGWAY	189
INSTALL LANDING FLOAT (63 SF), FINGER FLOATS (443 SF), & MOTORIZED MOORAGE ACCESS FLOAT (637 SF)	1143
INSTALL NON-MOTORIZED RECREATIONAL FLOAT	623
TOTAL OVERWATER COVERAGE INSTALLED	1955

*TOTAL NEW 16" Ø STEEL PIPE PILES = 15 TOTAL

PURPOSE: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

DATUM: MLLW

ADJACENT PROPERTY OWNERS:

- BURTON JOHN C; PARCEL NO. 4429-001-010-0001
- KNIGHT LEONARD J; PARCEL NO. 4429-002-001-0000

**PORT OF ILLAHEE
PUBLIC PIER AND DOCK
REHABILITATION PROJECT**

**EXISTING VS. PROPOSED
OVERWATER COVERAGE**

APPLICATION BY:
PORT OF ILLAHEE

PROPOSED: REPLACEMENT OF FLOATING DOCKS; PIER REMOVAL; AND WATERFRONT ACCESS IMPROVEMENTS

IN: ILLAHEE, WA

AT: PORT ORCHARD BAY

COUNTY: KITSAP COUNTY

SHEET 1 OF 1

DATE: REV 9/8/23



US Army Corps
of Engineers
Seattle District

Letter of Permission General Conditions

April 15, 2021



1. Reliance on Permittee's Information. In authorizing this work under this Letter of Permission (LOP), the Department of the Army has relied, in part, on the information provided by the permittee. If this information proves to be false, incomplete, or inaccurate, the permittee's authorization may be modified, suspended, or revoked, in whole or in part.
2. Compliance with Terms and Conditions. Projects authorized by this LOP shall comply with all terms and conditions herein and any case-specific conditions added or required by the District Engineer. Failure to abide by these terms and conditions invalidates this authorization and may result in a violation of federal law, which may require that the permittee restore the site or take other remedial action. Activities requiring Department of the Army authorization that are not specifically authorized by this LOP are prohibited unless authorized by another Department of the Army permit.
3. Contractor's Copy of Permit. The permittee shall provide a copy of the LOP (letter, drawings, and general conditions) to each contractor involved in the project and keep a copy of the LOP available for inspection at the project site.
4. Compliance Certification. Within 30 days of completing the authorized work, the permittee shall submit to the issuing office certification that the work, including any required compensatory mitigation, was conducted in accordance with the provisions of this LOP.
5. Access for Inspection. The permittee shall allow the District Engineer or his/her authorized representative to inspect the project whenever deemed necessary to assure that the work is being, or has been, accomplished in accordance with the terms and conditions of this permit.
6. Limits of Authorization. This permit does *not*:
 - a. Obviate the requirement to obtain all state, local, or other federal authorizations required by law for the activity authorized herein, including any authorization required from Congress;
 - b. Convey any property rights, either in real estate or material, or any exclusive privileges;
 - c. Authorize any injury to property, invasion of rights, or any infringement of federal, state, or local laws or regulations; or
 - d. Authorize the interference with any existing or proposed federal project.
7. Limits of Federal Liability. This permit is not an approval of the design features of any authorized project or an implication that such work is adequate for the intended purpose; a Department of the Army permit merely expresses the consent of the Federal Government to conduct the proposed work insofar as public rights are concerned. In issuing this LOP, the Federal Government does not assume any liability for the following:

- a. Design or construction deficiencies associated with the authorized work;
 - b. Damages to the permitted project or uses thereof as a result of other permitted activities or from natural causes, such as flooding;
 - c. Damages to persons, property, or to other permitted or unauthorized activities or structures caused by the activity authorized by this permit;
 - d. Damages associated with any future modification, suspension, revocation of this permit; or
 - e. Damage to the permitted project or uses thereof as a result of current or future activities undertaken by, or on behalf of, the United States in the public interest.
8. Obstruction of Navigation. The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration. If the permittee fails to comply with the direction of the Corps of Engineers, the District Engineer may restore the navigable capacity of the waterway, by contract or otherwise, and recover the cost thereof from the permittee.
 9. Navigation. The authorized work shall not interfere with the public's right to free navigation on navigable waters of the United States.
 10. Tribal Rights. No activity authorized by this permit may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights. Please be aware that certain Tribes assert a right to attach nets to piers, docks, wharves, and other structures that may have been authorized by Department of the Army permits.
 11. USACE Coordination. The permittee shall contact the appropriate office of the U.S. Army Corps of Engineers prior to commencing any construction in a federally maintained channel and/or waterway.
 12. Stability. The permittees shall design projects to be stable against the forces of flowing water, wave action, and the wake of passing vessels.
 13. Maintenance. The permittee must maintain all structures and work authorized by this LOP in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this responsibility if you abandon the authorized activity unless you complete a good faith transfer to a third party in compliance with General Condition 14, below. Should you wish to cease to maintain the authorized activity or abandon it without a good faith transfer, you must obtain a modification of this LOP from this office, which may require restoration of the area.
 14. Transfer of Ownership. If you sell the property associated with this permit, the new owner must agree in writing to comply with all terms and conditions of this permit. A copy of that written agreement must be submitted to the issuing office to validate the transfer of this authorization.

15. Marking Structures. Permittees shall install and maintain any lights, signals, or other appropriate markers necessary to clearly designate the location of structures or work that might pose a hazard to public safety. Permittees shall abide by U.S. Coast Guard requirements concerning the marking of structures and work in navigable waters of the United States.
16. Endangered Species. This LOP does not authorize any activity that is likely to jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Endangered Species Act (ESA). Prospective permittees must notify the District Engineer if any listed species or designated critical habitat might be affected by, or is in the vicinity of, the project and shall not begin work until notified by the District Engineer that the requirements of the ESA have been satisfied and that the activity is authorized.
17. Historic Properties. This LOP does not authorize any activity that may affect historic properties listed, or eligible for listing, in the National Register of Historic Places (NRHP) until the provisions of 33 CFR 325, Appendix C, have been satisfied. Historic properties include prehistoric and historic archeological sites, and areas or structures of cultural interest. A prospective permittee must notify the District Engineer if the proposed activity may affect an historic property that is listed, eligible for listing, or may be eligible for listing in the NRHP, and shall not begin the activity until notified by the District Engineer that the requirements of the National Historic Preservation Act have been satisfied and that the activity is authorized. If a previously unknown historic property is encountered during work authorized by this LOP, the permittee shall cease work immediately, notify the District Engineer of the situation within one day of discovering the impact, and avoid any further impact to the property until the District Engineer verifies that the requirements of 33 CFR Part 325, Appendix C, have been satisfied.
18. Wild and Scenic Rivers. No activity may occur in a component of the National Wild and Scenic River System or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status unless the federal agency (e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service) with direct management responsibility for that river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.
19. Alternatives. Activities authorized by LOP shall be designed and constructed to avoid and minimize adverse impacts to waters of the United States to the extent practicable through the use of alternatives.
20. Minimization of Environmental Impact. Permittees shall make every reasonable effort to conduct the authorized work in a manner that minimizes the adverse impact of the work on water quality and stream flow, fish and wildlife, and the natural environment, including adverse impacts to migratory waterfowl breeding areas, spawning areas, shellfish beds, and aquatic resource buffer zones. Work should be limited to periods of low flow and/or low tide when practicable.
21. Compensatory Mitigation. Appropriate and practicable compensatory mitigation shall be required to the extent necessary to ensure that the authorized activities would not have more than a minor adverse impact on the aquatic environment.
22. Soil Erosion and Sediment Controls. Permittees shall use and maintain appropriate erosion and sediment controls in effective operating condition and permanently stabilize all exposed soil and other fills, including any work below the ordinary high water mark or high tide line (in Seattle District, the high tide line is located at the "mean higher high water" line), at the earliest

practicable date using native vegetation to the maximum extent practicable. The permittee shall remove all installed controls as soon as they are no longer needed to control erosion or sediment.

23. Water Quality. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.
24. Coastal Zone Management. If a conditioned Coastal Zone Management Act consistency determination has been made for your project, you must comply with the conditions specified in the determination as special conditions to this permit. For your convenience, a copy of the determination is attached if it contains such conditions.
25. Equipment. Permittees shall place heavy equipment working in wetlands on mats, and take all other appropriate measures to minimize soil disturbance.
26. Disposal of Construction Debris. Except as specifically authorized by this LOP, all construction debris and excess materials resulting from the authorized work shall be properly disposed of, and in a manner that does not allow it to enter into a waterway or otherwise degrade water quality.
27. Aquatic Life Movements. The work shall not substantially disrupt the necessary life-cycle movement of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area.
28. Skirting. The attachment of skirting to a pier, dock, float or similar structure is prohibited unless specifically authorized.
29. Water Supply Intakes. Permittees shall ensure that activities authorized by this LOP have no more than a minimal adverse impact on public water supply intakes.
30. Hazardous Materials. Permittees shall take all reasonable precautions to prevent any petroleum product, chemical, or other toxic or deleterious material from entering any waterbody. Should a spill occur, or if an oil sheen or distressed or dying fish are observed in the project vicinity, the permittee shall immediately cease work and contact the appropriate Washington Department of Ecology regional spill response office: (360) 407-6300, Southwest Region; (425) 649-7000, Northwest Region; (509) 456-1936, East Region; or (509) 456-2490, Central Region.
31. Re-evaluation of Decision. The Corps may re-evaluate its decision to authorize the work by a LOP whenever circumstances warrant. Such circumstances may include, but are not limited to, a failure on the part of the permittee to comply with the terms and conditions of the LOP; the permittee having submitting information in support of the permittee's application that proves to be false, incomplete, or inaccurate; or this office receiving pertinent new information that it did not consider during its original public interest review. Subsequent to its re-evaluation, the Corps may suspend, modify, or revoke its authorization pursuant to 33 CFR 325.7 or initiate an enforcement action as provide for in 33 CFR 326.4 and 326.5.



32. Extension of Time. A permittee may request an extension of the time allowed to complete the authorized activity, providing the reasons for the extension. The request must be submitted to this office well in advance of the above expiration date. Unless there are circumstances requiring either a prompt completion of the authorized activity or a re-evaluation of the public interest decision, the Corps normally gives favorable consideration to a request for an extension of this time limit.

SALISH SEA NEARSHORE PROGRAMMATIC (SSNP) CONSULTATIONS

Version: August 1, 2023

Implementation Steps			
Corps Prepares SSNP Notification/Verification			
Review the applicable <i>List of Requirements for Project Design Criteria (PDC), General Construction Measures (GCM) and EFH Conservation Recommendations</i> . Confirm the applicant meets the applicable requirements.		Note the programmatic does not require a BA under SSNP if relevant project information is included in other supporting documents (i.e. JARPA, memorandum, etc.). Supporting documents must be submitted to the Services as part of the SSNP Notification/Verification package.	
If conservation offsets are required per the PDC:		Review the Conservation Calculator for the following:	
		<ol style="list-style-type: none"> 1. Ensure all of the Project D Tab project description and fields are correctly entered and matches the proposed work as described in the supporting documents. 2. Determine initially whether the applicant has proposed sufficient offsets (i.e. the debit balance is zero or positive in Summary Tab). 3. Ensure the file size does not exceed 17 MB when transmitting emails. 	
		If the Calculator's balance is negative, ensure there is a sufficient plan to offset the negative balance (i.e. statement that credits would be purchased). Projects submitted should not include pre-sale agreements until a final calculator is verified by the Services.	
Ensure applicant has provided a response to the EFH Conservation Recommendations.			
Complete a <i>Notification Summary Sheet</i> .			
Corps submits a completed <i>Notification Summary Sheet</i> and any required reports/plans to NMFS at ssnp-wa.wcr@noaa.gov . Following initial submission, subsequent project updates are emailed to the assigned biologist and consultationupdates.wcr@noaa.gov		Corps submits a completed <i>Notification Summary Sheet</i> and any required reports/plans to USFWS at SSNP_WA@fws.gov	
NMFS Receipt and Review		USFWS Receipt and Review	
NMFS confirms receipt of submittal within 5 days.	If receipt is not confirmed within 5 days, the Corps will seek to confirm whether the materials were received.	USFWS confirms receipt of submittal within 5 days.	If receipt is not confirmed within 5 days, the Corps will seek to confirm whether the materials were received.
NMFS will endeavor to provide a response regarding verification within 30 days from the date of the email submittal.	The Corps must receive an affirmative response form from NMFS before verification is complete unless the project fully falls under PDC # 2 or PDC # 8 (notification only).	For projects requiring notification only (i.e., when no alternations are requested):	If the Corps does not receive further response within 30 days of confirmation of receipt, the Corps has met its obligations under Section 7 and can proceed with a permit decision.

For projects requiring verification (i.e., All PDCs except # 2 and #8 and when any alteration from a PDC/GCM is requested):	NMFS will document any project changes from the original notification, provide their decision and list any after action requirements using the <i>NMFS Response Form</i> .	For projects requiring verification (i.e., when any alteration from a PDC/GCM is requested):	<p>USFWS will endeavor to provide a response regarding verification within 60 days from the date of confirmation of receipt or from the date of submittal of the <u>final calculator</u>.</p> <p>The Corps must receive an affirmative response form from USFWS before verification is complete.</p> <p>USFWS will provide their decision and list any after-action requirements using the <i>USFWS Response Form</i>.</p>
If conservation offsets are required:	<p>NMFS will review the calculator and provide the Corps a "final version".</p> <p>Corps provides "final version" of calculator to applicant. If the applicant proposes the purchase of credits from a bank, the applicant will use the final version of the calculator to submit a signed presale agreement to the Corps and NMFS.</p>	If conservation offsets are required:	<p>The Corps will provide the final Conservation Calculator and signed presale agreement (if applicable) to USFWS at SSNP_WA@fws.gov before the Corps can proceed with a permit decision.</p> <p>If an alteration is not requested, providing a final Conservation Calculator does not require an additional 30-day review period by USFWS.</p> <p>If an alteration is requested, the Corps must receive an affirmative response from USFWS before verification is complete.</p>
NMFS provides the Corps a <i>NMFS Response Form</i> or email receipt to "notification only" submittal.		If changes to the project description occur after the original notification:	<p>The Corps will notify USFWS of such changes. USFWS will have 30 days to review the project from the time USFWS receives notification that such changes have occurred.</p> <p>a) If these changes do not constitute an alteration from any PDC/GCM, the Corps can proceed with a permit decision if the Corps does not receive a response within 30 days of receipt.</p> <p>b) If these changes do constitute an alteration from a PDC/GCM, the Corps must receive an affirmative response from USFWS before verification is complete. USFWS will endeavor to provide a response regarding verification within 60 days of receipt of notification</p>
If changes to a project occur after the original notification as a result of NMFS review process (i.e. design alterations, calculator updates, signed pre-sale agreement, etc.), the Corps will notify USFWS of such changes prior to a permit decision. If there are changes to the project description (i.e. design alterations such as an altered project footprint, pile driving not previously proposed, etc.), re-notification/verification with USFWS is required, and another 30-days allowed for their review.		USFWS Provides the Corps a <i>USFWS Response Form</i> or email receipt to "notification only" submittal.	
Corps Proceeds with Permit Decision if Affirmative Response from Services Received			

SALISH SEA NEARSHORE PROGRAMMATIC (SSNP) CONSULTATIONS
Version: August 1, 2023

Notification Summary Sheet

The following information is provided as notification and/or a request for verification for Section 7 Endangered Species Act and/or Magnuson-Stevens Fishery Conservation Management Act coverage under the Salish Sea Nearshore Programmatic (SSNP) consultations with the National Marine Fisheries Service (NMFS), WCRO-2019-04086, and the U.S. Fish and Wildlife Service (USFWS), FWS/R1/2022-0048454.

Date of Notification:	5/8/24		
Project Name:	Illahee, Port of (Float Replacement)		
Corps Reference Number:	NWS-2021-00861	Corps PM Email:	sarah.l.albright@usace.army.mil
Location (Lat./Long.):	47.61266028, -122.5958042		
Type of Request	NMFS	USFWS	
	<input type="checkbox"/> Notification Only <input checked="" type="checkbox"/> Notification and Verification Request	<input checked="" type="checkbox"/> Notification Only <input type="checkbox"/> Notification and Verification Request	
Statutory Authority	<input checked="" type="checkbox"/> NMFS: ESA and EFH	<input checked="" type="checkbox"/> USFWS: ESA Only	
General Information	<input checked="" type="checkbox"/> JARPA enclosed <input checked="" type="checkbox"/> Project Drawings Enclosed		
Plans/reports required per PDC/GCM's:	<p><u>PDC's:</u></p> <input checked="" type="checkbox"/> Calculator Enclosed <input type="checkbox"/> Proposal to purchase credits to offset remaining debits <input type="checkbox"/> Habitat Improvement Plan <input type="checkbox"/> Aquatic Vegetation Survey <input type="checkbox"/> Minimization and Avoidance Plan <input type="checkbox"/> Riparian Vegetation Planting Plan <input type="checkbox"/> Pre-dredging and post-dredging report <input type="checkbox"/> Minimization and Avoidance Plan <input type="checkbox"/> Pre-construction topo and bathymetric profile survey and agreement for post-construction survey		
	<p><u>GCM's:</u></p> <input type="checkbox"/> Marine Mammal Survey <input type="checkbox"/> Marbled Murrelet Survey <input type="checkbox"/> Post-Construction Stormwater Management Plan		

Project Description	<p>The two existing solid-decked recreational floats, approximately 14-ft-wide by 52-ft-long and 14-ft by 50-ft long (plus 4-inch glu-lam/rub boards on all sides), will be replaced with new grated floats in a new configuration. Total overwater coverage would be reduced from 1959 square feet to 1955 square feet. Removal of existing recreational floats and demolition of a portion of the existing timber pier will include the removal of eight (8) existing 12-inch diameter creosote piles currently supporting existing floats and 16 existing creosote piles (12'- 20'diameter) supporting the deteriorated pier section. A total of 24 existing creosote piles will be removed as a result of the proposed action. Removed piles would be replaced with 15 new 16-inch diameter steel piles.</p> <p>Demolished float and pier materials will be removed using barge-based equipment and legally disposed offsite. New floats will be manufactured offsite and assembled in-place using barge-based equipment.</p>
Indicate which conservation offset pathway is proposed:	<input type="checkbox"/> N/A, offsets are not required per the PDC <input checked="" type="checkbox"/> Option 1, design project to avoid and minimize <input type="checkbox"/> Option 2, applicant-responsible habitat improvements <input type="checkbox"/> Option 3, fund a local habitat restoration "sponsor" <input type="checkbox"/> Option 4, purchase conservation credits

Review the Project Design Criteria (PDC) List of Requirements for each applicable activity category:

Applicable? Y/N	Criteria Met? N/A, Y, N	Activity Category	Project Design Criteria (PDC)
		Culvert and bridge repair and replacement resulting in improvements for fish passage	PDC #1
		Utilities	PDC #2
		Stormwater facilities and outfalls	PDC #3
		Shoreline modifications	PDC #4
		Expand or install a new in-water or overwater structure	PDC #5
Y	Y	Repair or replace an existing structure	PDC #6
		Minor maintenance of an existing structure	PDC #7
		Repair, replace, or install a new aid to navigation, scientific measurement device, or tideland marker	PDC #8
		Dredging for vessel access	PDC #9

		Dredging and debris removal to maintain functionality of culverts, water intakes, or outfalls	PDC #10
		Habitat enhancement activities	PDC #11
		Set-back or removal of existing tidegates, berms, dikes or levees	PDC #12
		Beach nourishment	PDC #13
		Sediment remediation	PDC #14

If applicable project design criteria are not met, describe why and how the work would not result in any adverse effects beyond those considered in the programmatic. **Verification is required from both NMFS and USFWS if any PDC is not fully met:**

Review the General Construction Measure (GCM) List of Requirements for each applicable activity category:

Applicable? Y/N	Criteria Met? N/A, Y, N	Criteria	General Construction Measure (GCM)
Y	Y	Minimize Construction Impacts at Project Site	GCM #1
Y	Y	In-Water Work Timing	GCM #2
		Isolation of Concrete Work	GCM #3
		Fish Screens	GCM #4
		Drilling, Boring, and Tunneling	GCM #5
Y	Y	Pile Installation	GCM #6
		Marbled Murrelet Monitoring Plan	GCM #7
		Treated Wood Piles	GCM #8
Y	Y	Pile Removal – Intact	GCM #9
Y	Y	Pile Removal – Broken or Intractable	GCM #10
		Treated Wood for Uses Other Than Piles	GCM #11
Y	Y	Barge Use	GCM #12
		Stormwater Management	GCM #13
		Pollution and Erosion Control	GCM #14
		Fish Capture and Release	GCM #15
		Marine Mammals	Program Administration # 9

If applicable GCM(s) are not met, describe why and how the work would not result in any adverse effects beyond those considered in the programmatic. **Verification is required from both NMFS and USFWS if any applicable GMC is not fully met:**

Essential Fish Habitat Conservation Measures:

Applicable Y/N	If applicable but will not be implemented, explain.	Where appropriate and feasible, and to the maximum extent practicable:
N		1. Projects resulting in a loss of eelgrass habitat, are required to follow eelgrass mitigation monitoring requirements put forth in the WDFW "Eelgrass/Macroalgae Habitat Interim Survey Guidelines" unless it conflicts with Seattle District Corps guidelines, in which case the Corps guidelines apply.
N		2. New moorings buoys should be anchored in areas where SAV habitat is absent. New mooring buoys should, to the maximum extent practicable, be in waters deep enough so that the bottom of the vessel remains a minimum of 18 inches off the substrate during extreme low tide events.
N		3. When repairing or replacing mooring buoys, within SAV habitat, should be of the type that use midline floats to prevent chain scour to the substrate.
Y		4. Encircle the pile with a silt curtain that extends from the surface of the water to the substrate.
N		5. Drive piles during low tide periods when substrates are exposed in intertidal areas.
Y		6. Any cross/transverse bracing should be placed above the plane of MHHW to avoid impacts to water flow and circulation.
Y		7. Minimize the footprint of the overwater structure.
Y		8. Design structures in a north-south orientation to minimize persistent shading over the course of a diurnal cycle.
N		9. For residential dock and pier structures, the height of the structure above water should be a minimum of 5 feet above MHHW.
Y		10. The use of floats should be minimized to the extent practicable and should be restricted to terminal platforms placed in deep water where appropriate and feasible and when the Corps determines there will not be a navigation hazard.
N		11. When breakwaters are required, floating breakwaters are preferred. Encourage seasonal use of breakwaters.
N		12. Use soft approaches (e.g., beach nourishment, soft or hybrid armoring, vegetative plantings, and placement of LWD) in lieu of "hard" shoreline stabilization and modifications (such as concrete bulkheads and seawalls, concrete or rock revetments).
N		13. If planting in the riparian zone, use an adaptive management plan with ecological indicators and performance standards to oversee monitoring and ensure mitigation objectives are met, unless it is contrary to a Corps approved riparian planting plan.

**EPA Region 10
Best Management Practices
For Piling Removal and Placement in Washington State**

February 18, 2016

The following Best Management Practices (BMPs) developed by the Environmental Protection Agency (EPA) are listed by each activity associated with piling removal and placement and are applicable to projects conducted in marine and freshwater environments of Washington State as well as to piling “repair” which includes aspects of both pile removal and placement. A project may include multiple methods of removal or placement. Furthermore, these BMPs may be used for projects in other states as long as they are consistent with any relevant requirements of the appropriate state and federal agencies.

The purpose of these BMPs is to protect water, sediment and habitat quality by minimizing turbidity, sediment disturbance and debris re-entry to the water column and benthic zone during pile removal/placement activities. These BMPs are applicable, regardless of the degree of sediment contamination that may be present, to all types of piling (wood, steel, concrete, plastic) or piling combinations (e.g., dolphins), and for any location (freshwater or saltwater) regardless of tide or sediment makeup (silt, sand, etc.). Additional BMPs that may be particularly applicable for permitted projects co-located with contaminated sediments, or within the boundaries of a regulated sediment clean-up site, are called out in text boxes.

Several agencies have published BMPs related to minimizing the introduction and spread of contaminants associated with pile placement and/or removal (e.g., WDNR¹, WDFW², NOAA³). Additionally, there are BMPs focused on impacts beyond those covered in this document that are applicable to all in-water construction involving piling. An example is adherence to site specific work windows. One overriding BMP, applicable to all in-water piling removal/placement, is adherence to the approved work windows for Endangered Species Act (ESA) fish protection as described in the U.S. Army Corps of Engineers (USACE) Permit Guidebook:

<http://www.nws.usace.army.mil/Missions/CivilWorks/Regulatory/PermitGuidebook.aspx>

Furthermore, the National Marine Fisheries Service (NMFS) and the US Fish and Wildlife Service (USFWS) have specific conservation measures that must be followed in order to avoid and/or minimize the effects of underwater noise generated during pile driving and removal operations on ESA-listed fish, marbled murrelets, and marine mammals. It is recommended that the applicant contact NMFS and USFWS to determine if there are ESA-listed species in the

¹ WA Department of Natural Resources Derelict Creosote Piling Removal BMPs see http://wa-dnr.s3.amazonaws.com/publications/aqr_rest_pilingremoval_bmp.pdf

² WA Department of Fish and Wildlife Hydraulic Code rules (WAC 220-660-140 and 380) for residential and public recreational docks, pier, ramps, floats, watercraft lifts, and buoys in freshwater and saltwater areas. <http://apps.leg.wa.gov/wac/default.aspx?cite=220-660>

³ National Oceanic and Atmospheric Administration, 2009. The Use of Treated Wood Products in Aquatic Environments: Guidelines to West Coast NOAA Fisheries Staff for Endangered Species Act and Essential Fish Habitat Consultations in the Alaska, Northwest and Southwest Regions. Prepared by NOAA Fisheries –Southwest Region, October 12, 2009.

project area, and to request technical assistance on conservation measures that could be incorporated into the project to minimize noise-related impacts to listed species.

PILING REMOVAL – General BMPs

The following general BMPs (see also Debris Control BMPs) apply to all piling removal activities regardless of the extraction or cutting technique:

1. Prior to commencement of the work, the project engineer or contractor should assess the condition of the piling, and identify whether piling will be removed using a barge or upland equipment. The contractor's work plan must include procedures for extracting and handling piling that break off during removal. In general, complete extraction of piling is always preferable to partial removal.
2. When possible, removal of treated wood piling should occur in-the-dry or during low water conditions. Doing so increases the chances that the piling won't be broken (greater visibility by the operator) and increases the chances of retrieval in the event that piling are broken.
3. The crane operator shall remove piling slowly. This will minimize turbidity in the water column as well as sediment disturbance.
4. The operator shall minimize overall damage to treated wood piling during removal. In particular, treated wood piling must not be broken off intentionally by twisting, bending or other deformation. This will help reduce the release of wood-treating compounds (e.g., creosote) and wood debris to the water column and sediments.
5. Upon removal from the substrate and water column, the piling shall be moved expeditiously into the containment area for processing, and disposal at an approved off-site, upland facility (see #24 and #25 below).
6. The piling shall not be shaken, hosed-off, stripped or scraped off, left hanging to drip or any other action intended to clean or remove adhering material from the piling. Any sediment associated with removed piling must not be returned to the waterway. Adhered sediments associated with treated piling are likely contaminated and may, along with piling, require special handling and disposal.
7. The operator shall make multiple attempts to remove a pile before resorting to cutting (See Piling Removal BMPs).

PILING REMOVAL - Vibratory Extraction Specific BMPs

Vibratory extraction is the preferred method of piling removal because it causes the least disturbance to the seabed, river or lake bed and it typically results in the complete removal of the piling from the aquatic environment.

8. The operator should “wake up” piling by vibrating to break the skin friction bond between piling and sediment. This bond breaking avoids pulling out a large block of sediment and possibly breaking off the piling in the process.

PILING REMOVAL - Direct Pull Extraction Specific BMPs

Direct pull extraction refers to the removal of piling by grabbing or wrapping the piling and then directly pulling the piling from the sediment – using a crane or other large machinery. For example, piling are wrapped with a choker cable or chain and then removed by crane with a direct upward pull. Another method could involve an excavator with a pincer attachment that can grasp a pile and remove it with a direct upward pull. The use of direct pull can be combined with initial vibratory extraction.

9. Excavation of sediment from around the base of a pile may be required to gain access to portions of the pile that are sound, and to allow for extraction using direct pull methods. Excavation may be performed in-the-dry at low tide or in the water using divers. Hydraulic jetting devices should not be used to move sediment away from piling, in order to minimize turbidity and releases to the water column and surrounding sediments.

PILING REMOVAL - Clamshell Bucket Extraction Specific BMPs

Clamshell removal of piling uses a barge-based or upland excavator-mounted clamshell bucket. The clamshell is lowered from a crane and the jaws grasp the piling stub as the crane pulls up. Clamshell bucket extraction has the potential to disturb sediments if deployed close to the sediment surface and increases the likelihood of damaging piling which can result in incomplete removal of a pile. However, a clamshell bucket may be needed when broken or damaged piling cannot be removed using vibratory or direct pull extraction methods. Extraction with a clamshell might be the best way to remove piling that were cut at or below the mudline previously and have little or no stub accessible above the mudline.

10. To the extent possible, clamshell extraction should be performed in-the-dry during low tide, low river flows, or reservoir draw-down. Under these conditions, the operator can see the removal site and piling, improving the chance for full removal of piling.

11. Since sediment management is potentially a larger concern when using a bucket, every effort should be made to properly size the bucket to the job and operate it in ways that minimize sediment disturbance.

12. Excavation of sediment from around the base of a pile may be needed to gain access to portions of the pile that are sound, and to allow for extraction using a clam shell. Excavation may be performed in-the-dry at low tide or in the water using divers. Hydraulic jetting devices should not be used to move sediment away from piling, in order to minimize turbidity and releases to the water column and surrounding sediments.

13. Because clamshell extraction has a higher potential to generate debris, it is particularly important that an offshore boom be in place with this removal technique. If treated wood piling are being removed, extracted piles shall be transferred to the containment basin without

leaving the boomed area to prevent loss of treated wood chemicals (e.g., creosote) and debris to the water column and sediments.

14. The operator must minimize pinching of treated wood and overall damage to treated wood piling during removal. This will help reduce the potential for releasing treated wood chemicals (e.g., creosote) and debris to the water column and sediments.

15. No grubbing for broken piling is allowed.

Additional Pile Removal BMPs for Locations with Contaminated Sediments

- During project planning, consider that the best tidal condition for piling removal will be dictated by the specifics of the removal. For example, in some circumstances water access for removal equipment at high tide may be less disturbing to the sediment than access in-the-dry at low tide. In others, removal in-the-dry is the best option.
- During project planning, consider the pros/cons of each method and its potential to disturb contaminated sediments. For example, while a clamshell bucket may be more feasible for removal of buried or broken piling, it is also more likely to disturb sediments. It may be preferable to manually excavate and remove by direct pull.
- Based on the EPA's experience at numerous Superfund cleanup sites (e.g., Pacific Sound Resources, Olympic View, Ketchikan Pulp Mill and Lockheed), extraction of piling is not expected to result in exposure to subsurface contaminated sediments via an exposed "hole". Therefore the EPA does not require placement of sand prior to or after pile pulling, unless it is part of an overall project design, such as a cap. Undocumented placement of clean sand may complicate future characterization efforts at cleanup sites.
- If piling removal results in exceedance of turbidity or other water quality standards at the compliance boundary, reconsider the timing of removal to a more restricted time frame, for example, the lowest practical tide condition or around slack water.

PILING REMOVAL - Pile Cutting Specific BMPs

Pile cutting shall be considered a last resort following multiple attempts to fully extract piling using vibratory, direct pull, and/or clamshell bucket extraction. On a project-specific basis, pile cutting may be appropriate to maintain slope stability or if a pile is broken and cannot be removed by other methods. A pneumatic underwater chainsaw, shearing equipment, or other equipment should be used to cut a pile.

16. Piling shall be cut below the mudline, with consideration given to the mudline elevation, slope and stability of the site.

17. In intertidal and shallow subtidal areas (shallower than -10 ft MLLW) seasonal accretion and erosion of the nearshore and/or beach can expose cutoff piling. In these locations, piling

should be cut off at least 2-feet below the mudline. In deeper subtidal areas (deeper than -10 ft MLLW), piling should be cut off at least 1-foot below the mudline.

18. Hand excavation of sediment (with divers in subtidal areas) is needed to gain access for cutting equipment. To minimize turbidity and releases to the water column and surrounding sediments, hydraulic jetting devices shall not be used to move sediment away from piling.

19. As a condition of their permit, the permittee will be required to provide a post-construction drawing/map to the Corps of Engineers for the Administrative Record, which shows the location and number of piling left in place (above and below mudline) with the GPS location(s) in NAD 83. The permittee will also be required to provide this information to the property owner(s).

Additional Pile Cutting BMPs for Locations with Contaminated Sediments:

- Complete removal of piling from the environment is preferred. When necessary, project-specific requirements (including equipment selection) for cutting shall be set by the project engineer, and coordinated with EPA and any other appropriate resource agencies, considering the mudline elevation, slope and stability of the site and the condition of the piling.
- If cutting is required, the appropriate depth below mudline for cutting should be made on a project-specific basis, with the goal of minimizing both the resuspension of contaminated sediments and release of wood treatment chemicals.
- For projects with derelict treated pile stubs which can't be removed, consideration should be given to either leaving these in place or, if possible, cutting them below the mudline. Cutting the pile at the mudline may release PAHs into the water column. If a sand cover is placed over the cut pile this may help contain the PAHs, however the new sediment may move over time and the pile may be exposed again. WDNR is currently testing other methods to fully extract piling stubs.
- The decision to leave piling in place that were originally slated for removal must be coordinated with the EPA and any other appropriate resource agencies. For example, if the work is being performed as part of a State or Federal cleanup, the decision to leave piling in place, as well as documentation, must be coordinated with the agency with cleanup oversight.
- Any piling left in place (including those below mudline) must be mapped with GPS coordinates (in NAD 83) and characterized by the project engineer. This information must be provided to the Federal or State agency with cleanup oversight, or in the case of a Corps permit, the permittee will be required to provide a post-construction map to the Corps of Engineers for the Administrative Record, which shows the location and number of piling left in place (above and below mudline) with the GPS location(s) in NAD 83. This information will also be provided to the property owner(s).

PILING REMOVAL - Debris Control BMPs

The following BMPs apply to all piling removal activities regardless of the extraction/cutting technique:

20. All work should be confined to within a floating containment boom. The need for a boom, and specifications regarding its type and size should be determined on a project-specific basis, taking into consideration the project size, habitat, water flow conditions, sediment quality, etc. A description of boom placement and management must be included in the permit application. A small boat should be available at all times during active construction to manage the boom and captured debris. If used, anchors must be removed once the project is complete.

21. For projects removing treated wood piling or a pier with wood components (like decking), a floating boom with absorbent pads must be installed to capture floating surface debris and any creosote sheen.

- a) The boom shall be located at a sufficient distance from all sides of the structure or piling that are being removed to ensure that contaminated materials are captured.
- b) Extracted piles shall be transferred to the containment basin without leaving the boomed area to prevent loss of treated wood chemicals (e.g., creosote) and debris to the water column and sediments.
- c) The boom shall stay in its original location until any sheen present from removed piling has been absorbed by the boom or removed utilizing absorbent material.

22. Any shavings, sawdust, woody debris (splintered wood, fragments, loose piling) on the water or sediment surface must be retrieved and placed in the containment area. Likewise any pile-associated sediment and adhered organisms must be collected daily, contained on site, and ultimately disposed at an approved upland disposal site along with the extracted piling and decking.

23. When asphalt or other decking is removed, the contractor shall prevent asphalt grit or other debris on the pier from entering the water. Prior to demolition, the contractor shall remove as much of the surface asphalt grit and debris as possible. Floating platforms, suspended tarps, or other means should be deployed under and around the structure to capture grit and debris.

PILING REMOVAL - Piling Storage, Handling and Disposal BMPs

The following BMPs apply to all piling and associated piling-derived debris.

24. Upon removal from the substrate, the piling and associated sediments shall be moved expeditiously from the water into a containment area on the barge deck, adjacent pier, or upland area.

25. The containment area shall be constructed in such a fashion as to restrict any release of contaminants or debris to the aquatic environment. Containment areas on barges, piers and upland areas shall have continuous sidewalls and controls as necessary (e.g., straw bales, oil absorbent boom, ecology blocks, durable plastic sheeting or lining, covers, etc.) to contain all

sediment, wood-treating compounds, organisms and debris, and to prevent re-entry of these materials into the aquatic environment.

26. Any floating debris, splintered wood, or sediment removed during pile pulling must be placed in a containment area.

27. Creosote-treated wood piling/sections shall be disposed of in a manner that precludes their further use. Piling will be cut into manageable lengths (4-foot or less) for transport and disposal at an approved upland location that meets the liner and leachate standards of the Minimum Functional Standards, Chapter 173-304 WAC. In all cases, the permittee must be prepared to provide documentation of disposal.

28. Any sediments, construction debris/residue and plastic sheeting from the containment basin shall be removed and disposed in accordance with applicable federal and state regulations. For disposal, this will require shipment to an approved Subtitle D Landfill.

Additional Pile Storage, Handling and Disposal BMPs for Locations with Contaminated Sediments:

- Pre-project planning shall include measures to minimize water contact with piling and associated contaminated sediments. For example, the containment area can be designed to be covered during precipitation and when not in use, and/or piling and associated sediment can be quickly moved to a final disposal location and not retained at the project site.
- Water collected in a containment area may require special management or treatment depending on project specifics. In some cases, water may be stored in Baker tanks and treated off site. In others, a treatment system may be constructed on site. Discharge water must meet the requirements of the Clean Water Act, including the requirements of a National Pollution Discharge and Elimination System permit (or substantive requirements) in order to discharge to surface water.

PILING PLACEMENT - Piling Material BMPs

29. Piling may be made of steel, concrete, plastic, treated or untreated wood. For large structural replacements, the EPA encourages installation of piling made of concrete, steel, or plastic.

30. If treated wood is used, piling must be treated with wood preservatives in compliance with the Registration Documents issued by the EPA under the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA), and following the Western Wood Preservers Institute (WWPI) guidelines and BMPs to minimize the preservative migrating from treated wood into aquatic

environments (see http://www.wwpinstitute.org/documents/BMP_Revise_4.3.12.pdf). Rub strips are required if treated wood is to be used for fender piling.

31. Note that WDFW Hydraulic Code rules prohibit use of wood treated with oil-type preservatives (creosote, pentachlorophenol) in both marine (WAC 220-660-400 6b) and freshwater environments (WAC 220-660-120 6f). Wood treated with waterborne-type preservatives (e.g., ACZA, ACQ) may be used if these are manufactured and installed according to WWPI guidelines and BMPs. WDNR does not allow use of creosote or otherwise treated (ACZA and CCA) wood for new construction on state-owned aquatic land in both marine and freshwater environments.

PILING PLACEMENT – General BMPs

32. Wood, concrete, steel or plastic piling may be installed using vibratory methods and/or an impact hammer. Vibratory methods are typically preferred as they reduce impacts to fish listed under the Endangered Species Act (ESA), though this method may be combined with impact hammer for proofing. At the design phase, it is recommended that the applicant contact the U.S. Fish and Wildlife Service and National Marine Fisheries Service to determine if there are ESA-listed species in the project area, and to request technical assistance on conservation measures that could be incorporated into the project to minimize impacts to listed species.

33. Hydraulic jetting devices shall not be used to place piling.

34. When a pile is being repaired using splicing or other methods, the permittee shall prevent the introduction of construction-related materials into the aquatic environment. For example, wet concrete must be prevented from entering waters of the state, and forms/sleeves made of impervious materials must remain in place until concrete is cured. Additionally, when a maintenance or repair method requires cleaning of piling, e.g. removal of encrusting organisms, any removed material must be captured and disposed upland.

35. When steel or plastic piling are being reused in the aquatic environment, any sediment adhered to piling or remaining inside of hollow piling must first be removed and disposed of upland at an appropriate location. Creosote-treated piling may not be reused.

36. When proposing to reuse piling, the applicant must evaluate whether there is the potential to transport invasive species from the source area, and must ensure their complete removal such that there is no opportunity for transport/transfer of invasive species. For more information on areas of concern for the spread of invasive species and procedures for minimizing the spread of invasive species through de-contamination see:

<http://www.ecy.wa.gov/programs/eap/InvasiveSpecies/AIS-PublicVersion.html>.



US Army Corps
of Engineers
Seattle District

CERTIFICATE OF COMPLIANCE WITH DEPARTMENT OF THE ARMY PERMIT



Permit Number: NWS- _____

Name of Permittee: _____

Date of Issuance: _____

Upon completion of the activity authorized by this permit, please check the applicable boxes below, date and sign this certification, and return it to the following email or mailing address:

NWS.Compliance@usace.army.mil

OR

Department of the Army
U.S. Army Corps of Engineers Seattle
District, Regulatory Branch
4735 E. Marginal Way S, Bldg 1202
Seattle, Washington 98134-2388

Please note that your permitted activity is subject to a compliance inspection by a U.S. Army Corps of Engineers representative. If you fail to comply with the terms and conditions of your authorization, your permit may be subject to suspension, modification, or revocation.

<input type="checkbox"/>	<p>The work authorized by the above-referenced permit has been completed in accordance with the terms and conditions of this permit.</p> <p>Date work complete: _____</p> <p><input type="checkbox"/> Photographs and as-built drawings of the authorized work (OPTIONAL, unless required as a Special Condition of the permit).</p>
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<input type="checkbox"/>	<p>If applicable, the mitigation required (e.g., construction and plantings) in the above-referenced permit has been completed in accordance with the terms and conditions of this permit (not including future monitoring).</p> <p>Date work complete: _____ <input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Photographs and as-built drawings of the mitigation (OPTIONAL, unless required as a Special Condition of the permit).</p>
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<input type="checkbox"/>	<p>Provide phone number/email for scheduling site visits (must have legal authority to grant property access).</p> <p>Printed Name: _____</p> <p>Phone Number: _____ Email: _____</p>
--------------------------	---

Printed Name: _____

Signature: _____

Date: _____

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Jim Aho	File Number: NWS-2021-861	Date: 08/06/2024
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
X	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found in Corps regulations at **33 CFR Part 331** or at <http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits/FederalRegulation.aspx>

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

Sarah Albright-Garland, Project Manager
U.S. Army Corps of Engineers, Seattle District
4735 E. Marginal Way S., Bldg 1202
Seattle, Washington 98134-2388
Telephone: (206) 561-6746

For questions about the appeal process, you may also contact:

U.S. Army Corps of Engineers, Northwestern Division
ATTN: Melinda Larsen, Regulatory Appeals Review Officer
1201 NE Lloyd Blvd.
Suite 400
Portland, OR 97232
Telephone: (503) 808-3888
Email: melinda.m.larsen@usace.army.mil

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:
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ILLAHEE Port District No. 6
Reconciliation Summary
88712 - GENERAL FUND, Period Ending 07/31/2024

	<u>Jul 31, 24</u>
Beginning Balance	115,253.52
Cleared Transactions	
Checks and Payments - 13 items	-15,570.08
Deposits and Credits - 6 items	9,329.56
Total Cleared Transactions	<u>-6,240.52</u>
Cleared Balance	<u>109,013.00</u>
Register Balance as of 07/31/2024	109,013.00
Ending Balance	109,013.00

ILLAHEE Port District No. 6
Reconciliation Summary
INVESTMENT POOL, Period Ending 07/31/2024

	<u>Jul 31, 24</u>
Beginning Balance	292,942.48
Cleared Transactions	
Deposits and Credits - 1 item	<u>962.62</u>
Total Cleared Transactions	<u>962.62</u>
Cleared Balance	<u>293,905.10</u>
Register Balance as of 07/31/2024	293,905.10
Ending Balance	293,905.10

TREAS RPT - Summary Cash Report - Cash

Beginning Balance Date 1/1/2024

Treasurer's Summary Report

For 2024 - Jul

Fund: FD00712 Port/Illahee General

Ledger Account	Revenue or Spend Category	Beginning Balance	Debit	Credit	Month-to-Date	Year-to-Date
Cash						
Beginning Cash Balance						95,864.13
1182:Investments		-5,087.50	0.00	962.62	-962.62	-6,050.12
Purchased						
3100:Taxes	3110.10 - Real and Personal Property Taxes	51,216.41	118.21	0.13	118.08	51,334.49
3100:Taxes	3170.20 - Leasehold Excise Tax	30.32	0.00	0.00	0.00	30.32
3600:Miscellaneous Revenues	3610.11 - Investment Interest	5,087.50	962.62	0.00	962.62	6,050.12
3600:Miscellaneous Revenues	3610.40 - Other Interest	0.01	0.00	0.00	0.00	0.01
3800:Other Increases in Fund Resources	3860 - Agency Deposits	25,231.10	8,248.86	0.00	8,248.86	33,479.96
5890:Custodial Activities	5890.40 - Warrants Issued	-50,195.05	0.00	14,607.46	-14,607.46	-64,802.51
6900:Transfers Out	6971.88713 - Transfers Out	-6,893.40	0.00	0.00	0.00	-6,893.40
Total Cash		19,389.39	9,329.69	15,570.21	-6,240.52	109,013.00

699.10 = Investment Interest

699.20 = Property tax

TREAS RPT - Summary Cash Report - Investments & Debt Service

Beginning Balance Date 1/1/2024

Treasurer's Summary Report

For 2024 - Jul

Fund: FD00712 Port/Illahee General

Ledger Account	Beginning Balance	Debit	Credit	Month-to-Date	Year-to-Date
Investments					
Beginning Investment Balance					287,854.98
1182:Investments Purchased	5,087.50	962.62	0.00	962.62	6,050.12
Total Investments	5,087.50	962.62	0.00	962.62	293,905.10

Debt Service

Port of Illahee - RCO Grant Summary

Updated 6/25/24

Port of Illahee - RCO Grant Award Summary			
	Award Total	RCO Share	Port Share
BFP GRANT			
Development			
Construction	\$ 905,065.00	\$ 669,761.40	\$ 235,303.60
Permits and C.R.	\$ 65,000.00	\$ 48,100.96	\$ 16,899.04
A&E (20%)	\$ 180,000.00	\$ 133,202.65	\$ 46,797.35
Total	\$ 1,150,065.00	\$ 851,065.00	\$ 299,000.00
ALEA GRANT			
Development			
Construction	\$ 637,000.00	\$ 392,241.38	\$ 244,758.62
Permits and C.R.	\$ 45,000.00	\$ 27,709.36	\$ 17,290.64
A&E (20%)	\$ 130,000.00	\$ 80,049.26	\$ 49,950.74
Total	\$ 812,000.00	\$ 500,000.00	\$ 312,000.00
TOTAL GRANTS AWARDED (BFP + ALEA)			
Development			
Construction	\$ 1,542,065.00	\$ 1,062,002.78	\$ 480,062.22
Permits and C.R.	\$ 110,000.00	\$ 75,810.31	\$ 34,189.69
A&E (20%)	\$ 310,000.00	\$ 213,251.91	\$ 96,748.09
Total	\$ 1,962,065.00	\$ 1,351,065.00	\$ 611,000.00

Port of Illahee - RCO Grant Summary

Updated 6/25/24

BFP				Total Eligible	RCO Share	Port Share
RCO Reimbursement Request Summary						
Request Date	Total Request Amount			Total Grant Eligible Amount	RCO Reimbursement	Port Match
	Construction (Contractor)	Permits and C.R.	A&E			
9/13/2021	\$ -	\$ 30,982.77	\$ 31,911.77	\$ 62,894.54	\$ 46,542.88	\$ 16,351.65
3/22/2022	\$ -	\$ 9,317.78	\$ 2,737.00	\$ 12,054.78	\$ 8,920.71	\$ 3,134.06
8/11/2022	\$ -	\$ 3,755.97	\$ 11,267.91	\$ 15,023.88	\$ 11,117.89	\$ 3,905.99
1/18/2023	\$ -	\$ 2,783.62	\$ 4,639.38	\$ 7,423.00	\$ 5,493.13	\$ 1,929.87
5/11/2023	\$ -	\$ -	\$ 3,785.13	\$ 3,785.13	\$ 2,801.05	\$ 984.08
9/5/2023	\$ -	\$ -	\$ 4,394.51	\$ 4,394.51	\$ 3,252.00	\$ 1,142.51
11/1/2023	\$ -	\$ -	\$ 11,081.88	\$ 11,081.88	\$ 8,200.75	\$ 2,881.13
2/9/2024	\$ -	\$ -	\$ 5,393.88	\$ 5,393.88	\$ 3,991.55	\$ 1,402.33
6/25/2024	\$ -	\$ -	\$ 9,381.92	\$ 9,381.92	\$ 6,942.76	\$ 2,439.16
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
REMAINING GRANT BALANCE	\$905,065.00	\$18,159.87	\$95,406.63	\$1,018,631.50		
REMAINING GRANT BALANCE RCO Share	\$669,761.40	\$13,438.57	\$70,602.31	\$753,802.28		
REMAINING GRANT BALANCE Port Share	\$235,303.60	\$4,721.30	\$24,804.32	\$264,829.22		

Port of Illahee - RCO Grant Summary

Updated 6/25/24

ALEA				Total Eligible	RCO Share	Port Share
RCO Reimbursement Request Summary						
Request Date	Total Request Amount			Total Grant Eligible Amount	RCO Reimbursement	Port Match
	Construction (Contractor)	Permits and C.R.	A&E			
9/13/2021	\$ -	\$ 30,982.77	\$ 29,504.27	\$ 60,487.04	\$ 37,245.71	\$ 23,241.32
3/22/2022	\$ -	\$ 9,317.78	\$ 2,737.00	\$ 12,054.78	\$ 7,422.89	\$ 4,631.88
8/11/2022	\$ -	\$ 3,755.97	\$ 11,267.91	\$ 15,023.88	\$ 9,251.15	\$ 5,772.72
1/18/2023	\$ -	\$ 927.88	\$ 6,495.12	\$ 7,423.00	\$ 4,570.81	\$ 2,852.19
5/11/2023	\$ -	\$ -	\$ 3,785.12	\$ 3,785.12	\$ 2,330.74	\$ 1,454.38
9/5/2023	\$ -	\$ -	\$ 4,394.49	\$ 4,394.49	\$ 2,705.96	\$ 1,688.53
11/1/2023	\$ -	\$ -	\$ 11,081.87	\$ 11,081.87	\$ 6,823.81	\$ 4,258.06
2/9/2024	\$ -	\$ -	\$ 5,393.87	\$ 5,393.87	\$ 3,321.35	\$ 2,072.52
6/25/2024	\$ -	\$ -	\$ 6,624.08	\$ 6,624.08	\$ 4,078.87	\$ 2,545.21
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -
REMAINING GRANT BALANCE	\$637,000.00	\$15.62	\$48,716.28	\$685,731.89		
REMAINING GRANT BALANCE RCO Share	\$392,241.38	\$9.62	\$29,997.71	\$422,248.70		
REMAINING GRANT BALANCE Port Share	\$244,758.62	\$6.00	\$18,718.57	\$263,483.19		

Port of Illahee - RCO Grant Summary

Updated 6/25/24

COMBINED (BFP+ALEA)				Total Eligible	RCO Share	Port Share
RCO Reimbursement Request Summary						
	Total Request Amount					
Request Date	Construction (Contractor)	Permits and C.R.	A&E	Total Grant Eligible Amount	RCO Reimbursement	Port Match
9/13/2021	\$ -	\$ 61,965.53	\$ 61,416.04	\$ 123,381.57	\$ 83,788.59	\$ 39,592.98
3/22/2022	\$ -	\$ 18,635.55	\$ 5,474.00	\$ 24,109.55	\$ 16,343.60	\$ 7,765.95
8/11/2022	\$ -	\$ 7,511.94	\$ 22,535.81	\$ 30,047.75	\$ 20,369.04	\$ 9,678.71
1/18/2023	\$ -	\$ 3,711.50	\$ 11,134.50	\$ 14,845.99	\$ 10,063.94	\$ 4,782.05
5/11/2023	\$ -	\$ -	\$ 7,570.25	\$ 7,570.25	\$ 5,131.79	\$ 2,438.46
9/5/2023	\$ -	\$ -	\$ 8,789.00	\$ 8,789.00	\$ 5,957.96	\$ 2,831.04
11/1/2023	\$ -	\$ -	\$ 22,163.75	\$ 22,163.75	\$ 15,024.57	\$ 7,139.18
2/9/2024	\$ -	\$ -	\$ 10,787.75	\$ 10,787.75	\$ 7,312.90	\$ 3,474.85
6/25/2024	\$ -	\$ -	\$ 16,006.00	\$ 16,006.00	\$ 11,021.63	\$ 4,984.37
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
REMAINING GRANT BALANCE	\$1,542,065.00	\$18,175.49	\$144,122.90	\$1,704,363.39		
REMAINING GRANT BALANCE RCO Share	\$1,062,002.78	\$13,448.19	\$100,600.01	\$1,176,050.98		
REMAINING GRANT BALANCE Port Share	\$480,062.22	\$4,727.30	\$43,522.89	\$528,312.41		

RECREATION & CONSERVATION OFFICE
PO BOX 40917
OLYMPIA WA 98504-0917



3177950110000000

ILLAHEE PORT DISTRICT NO 6
PO BOX 2357
BREMERTON WA 98310

PAYMENT DATE: 08/07/24
WARRANT #: 3177951
VENDOR #: SWV0280219-01
BATCH: 02-591
FLYER: 100001

467-0 ***** STATE OF WASHINGTON ***** PAGE #:
RPT DWP827IN VENDORS REMITTANCE ADVICE

FROM: RECREATION AND CONSERVATION FUNDI CALL (360) 902-2954

INV DT	INVOICE NUMBER VENDOR MESSAGE	ACCOUNT NUMBER AGREEMENT # / ORDER ID	DOCUMENT # PAYMENT ID	AMOUNT
9	20-2059		25144863	6,942.70 6,942.70

TO SIGN UP FOR DIRECT DEPOSIT PAYMENTS PLEASE VISIT THE OFFICE OF
FINANCIAL MANAGEMENT WEBSITE AT:
[HTTPS://OFM.WA.GOV/IT-SYSTEMS/STATEWIDE-VENDORPAYEE-SERVICES](https://ofm.wa.gov/it-systems/statewide-vendorpayee-services)
SELECT THE LINK "RECEIVING PAYMENT FROM THE STATE" TO GET ALL THE
INFORMATION NEEDED TO SIGN UP.

YOUR PAYMENT/CHECK IS IN THIS ENVELOPE BEHIND THE PMT DETAILS PAGE
IF YOU HAVE ANY QUESTIONS ABOUT THIS PAYMENT PLEASE GIVE US A CALL.

THIS WARRANT CONTAINS A WATERMARK ON THE BACK. HOLD TO A LIGHT TO VIEW. IF NOT PRESENT, DO NOT CASH.

STATE OF WASHINGTON
OFFICE OF STATE TREASURER OLYMPIA
RECREATION AND CONSERVATION FUN
(360) 902-2954

98-557
1251 **317795E**

Reg. No.	Agency	Sub. Agcy.	Warrant No.	Mo.	Day	Yr.
24220	4670		317795E	08	07	2024

PAY THIS AMOUNT

PAY TO THE ORDER OF **PAY ONLY 6,942.76**

\$6,942.76

31779501

ILLAHEE PORT DISTRICT NO 6
PO BOX 2357
BREMERTON WA 98310

NEGOTIABLE FOR 180 DAYS ON OR AFTER ABOVE DATE

Michael J. Pellicciotti
MICHAEL J. PELLICCIOTTI, STATE TREASURER

⑈4321⑈ ⑆125105576⑆ 31779505⑈

RECREATION & CONSERVATION OFFICE
PO BOX 40917
OLYMPIA WA 98504-0917



2971920110000000

ILLAHEE PORT DISTRICT NO 6
PO BOX 2357
BREMERTON WA 98310

PAYMENT DATE: 07/24/
WARRANT #: 29719
VENDOR #: SWV0280219
BATCH: 02-
FLYER: 100

467-0 ***** STATE OF WASHINGTON PAGE #:
RPT DWP827IN VENDORS REMITTANCE ADVICE
FROM: RECREATION AND CONSERVATION FUNDI CALL (360) 902-2954
INV DT INVOICE NUMBER ACCOUNT NUMBER DOCUMENT # AMO
VENDOR MESSAGE AGREEMENT # / ORDER ID PAYMENT ID

9 20-1711- ALEA 25134644 4,078
4,078

TO SIGN UP FOR DIRECT DEPOSIT PAYMENTS PLEASE VISIT THE OFFICE OF
FINANCIAL MANAGEMENT WEBSITE AT:
[HTTPS://OFM.WA.GOV/IT-SYSTEMS/STATEWIDE-VENDORPAYEE-SERVICES](https://ofm.wa.gov/it-systems/statewide-vendorpayee-services)
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INFORMATION NEEDED TO SIGN UP.

YOUR PAYMENT/CHECK IS IN THIS ENVELOPE BEHIND THE PMT DETAILS PAGE
IF YOU HAVE ANY QUESTIONS ABOUT THIS PAYMENT PLEASE GIVE US A CALL.

THIS WARRANT CONTAINS A WATERMARK ON THE BACK. HOLD TO A LIGHT TO VIEW. IF NOT PRESENT, DO NOT CASH.

STATE OF WASHINGTON
OFFICE OF STATE TREASURER OLYMPIA
RECREATION AND CONSERVATION FUN
(360) 902-2954

98-557 297192E
1251

Reg. No.	Agency	Sub. Agcy.	Warrant No.	Mo.	Day	Yr.
24206	4670		297192E	07	24	2024

PAY THIS AMOUNT

PAY TO THE
ORDER OF

PAY ONLY 4078.86

\$4,078.86

29719201

ILLAHEE PORT DISTRICT NO 6
PO BOX 2357
BREMERTON WA 98310

NEGOTIABLE FOR 90 DAYS ON OR AFTER ABOVE DATE

Michael J. Pellicciotti

MICHAEL J. PELLICCIOTTI, STATE TREASURER

4321 125105576 29719205