



**REGULAR COMMISSION MEETING**  
**Tuesday, November 14, 2023, at 9:00 am**  
**338 West First Street, Port Angeles, WA 98362**  
**AGENDA**

The Regular Commission Meeting will be available to the public in person and remotely. For instructions on how to connect to the meeting remotely, please visit <https://portofpa.com/about-us/agenda-center/>

**I. CALL TO ORDER / PLEDGE OF ALLEGIANCE**

**II. EARLY PUBLIC COMMENT SESSION (TOTAL SESSION UP TO 20 MINUTES)**

**III. APPROVAL OF AGENDA**

**IV. WORK SESSION**

- A. State and Federal Priorities Presentation – Bruce Beckett & Ray Bucheger.....1-21

**V. APPROVAL OF CONSENT AGENDA**

- A. Special Commission Meeting Minutes, November 7, 2023.....22-24
- B. Vouchers in the amount of \$240,302.96.....25

**VI. COMPLETION OF RECORDS**

No items

**VII. PLANNING AND CAPITAL PROJECTS**

No items

**VIII. LOG YARD**

No items

**IX. MARINE TRADES AND MARINE TERMINALS**

No items

**X. PROPERTY**

No items

**XI. MARINAS**

No items

**XII. AIRPORTS**

No items

**XIII. OTHER BUSINESS**



- A. 2024 Budget, Tax Levy, and Comprehensive Scheme Public Hearing.....26-161

**XIV. ITEMS NOT ON THE AGENDA**

**XV. COMMISSIONER REPORTS**

**XVI. PUBLIC COMMENT SESSION (TOTAL SESSION UP TO 20 MINUTES)**

**XVII. FUTURE AGENDA.....162**

**XVIII. NEXT MEETINGS**

- A. December 12, 2023 – Special Commission Meeting – At FIA Meeting Room

**XIX. UPCOMING EVENTS**

- A. International Workboat Show- November 29-December 1 - New Orleans, LA

- B. WPPA Annual Meeting – December 6-8, 2023 – Vancouver, WA

**BROWN BAG LUNCH AND OPEN DISCUSSION WITH THE COMMISSION** *(TIME PERMITTING)*

**XX. EXECUTIVE SESSION**

The Board may recess into Executive Session for those purposes authorized under Chapter 42.30 RCW, The Open Public Meetings Act.

**XXI. ADJOURN**



### **RULES FOR ATTENDING COMMISSION MEETING**

- Signs, placards, and noise making devices including musical instruments are prohibited.
- Disruptive behavior by audience members is inappropriate and may result in removal.
- Loud comments, clapping, and booing may be considered disruptive and result in removal at the discretion of the Chair.

### **RULES FOR SPEAKING AT A COMMISSION MEETING**

- Members of the public wishing to address the Board on general items may do so during the designated times on the agenda or when recognized by the Chair.
- Time allotted to each speaker is determined by the Chair and, in general, is limited to 3 minutes.
- Total time planned for each public comment period is 20 minutes, subject to change by the Chair.
- All comments should be made from the speaker's rostrum and any individual making comments shall first state their name and address for the official record.
- Speakers should not comment more than once per meeting unless their comments pertain to a new topic they have not previously spoken about.
- In the event of a contentious topic with multiple speakers, the Chair will attempt to provide equal time for both sides.



# 2024 State and Federal Priorities

Commission Briefing  
November 14, 2024





# Agenda

- ▶ **Federal:**
  - ▶ Funding for Stormwater Project
  - ▶ Congressionally Directed Spending
  - ▶ FAA Authorization bill
- ▶ **State:**
  - ▶ Legislative Outlook
  - ▶ Port of Port Angeles Priorities
  - ▶ WPPA Emerging 2024 Priorities
  - ▶ NOLA Emerging 2024 Priorities
- ▶ **Discussion**



# Stormwater Project

Eligible for Funding through U.S. Army Corps of Engineers (USACE)

- ▶ Water Resources Development Act (WRDA) of 2022 included \$7.5 million in funding authorization for stormwater project through Environmental Infrastructure (EI) Program
- ▶ This provision gives USACE legal authority to provide funding - it is incumbent upon us to advocate for funding
  - ▶ We can seek Congressionally Directed Spending (more on this on the next slide); or
  - ▶ We can seek funding through USACE Work Plan Development Process

# Stormwater Project

## USACE Work Plan Development Process

- ▶ Every year, the Energy and Water Appropriations bill includes a general pot of funding for EI projects
- ▶ USACE distributes this funding to individual projects through its annual work plan
- ▶ We can work with the Congressional delegation to lobby the Corps to fund the storm water project during the work plan development process
- ▶ Timing
  - ▶ Work Plan process will kick-off when Congress completes work on the FY24 Appropriations process.
  - ▶ We may have additional clarity on Appropriations timeline by Friday



# Congressionally Directed Spending

- ▶ FY25 Federal Appropriations process will begin in February
- ▶ Project requests will likely be due to Congressional offices by late March
- ▶ We should be working to identify possible projects right now
  - ▶ Create a list of priorities
  - ▶ Rank projects based on analysis of eligible accounts/cost/support/other key attributes
  - ▶ Brief delegation staff



# FAA Authorization Bill

## Provision to Expand AIP Eligibility

- ▶ We have been working with Rep Kilmer's office on legislation to expand AIP eligibility to cover full length of the runway based on the airport's emergency response role in the region
- ▶ Kilmer introduced a stand-alone bill called the *Resilient Airports Act*, which was included in the House-passed FAA Authorization Bill
- ▶ Senators Brian Schatz (D-HI) and Ted Budd (R-NC) are advocating for similar legislation in the Senate

# Legislature - Outlook

- ▶ 2024 Legislature:
  - ▶ House - 58 (Dem)-40 (Rep)
    - ▶ New Rep. Leadership
  - ▶ Senate - 29 (Dem)-20 (Rep)
    - ▶ Ways and Means Committee
    - ▶ 6 Dems Running for Higher Office
- ▶ 60 Day Supplemental Budget Session
- ▶ Prominent Issues:
  - ▶ Climate Commitment Act
  - ▶ Public Safety
  - ▶ Artificial Intelligence
  - ▶ Employment Law - Prevailing Wage, Public Works, Apprenticeship
  - ▶ Recycling



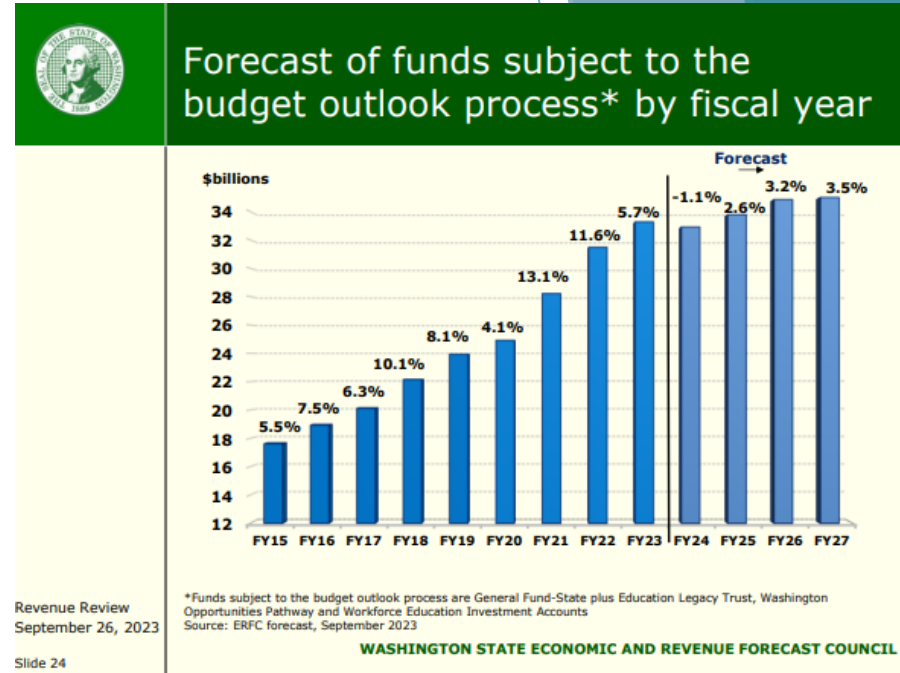
# Initiatives to the Legislature

- ▶ No. 2124 - Opt-out of State Long-Term Care Insurance
- ▶ No. 2117 - Carbon Tax Credit Trading
- ▶ No. 2113 - Vehicular Pursuits by Peace Officers
- ▶ No. 2111 - Prohibits Income Tax
- ▶ No. 2109 - Repeals Capital Gains Tax
- ▶ No. 2081 - Parental Rights for Children's Public School Education & Health Care



# Operating & Capital Budgets

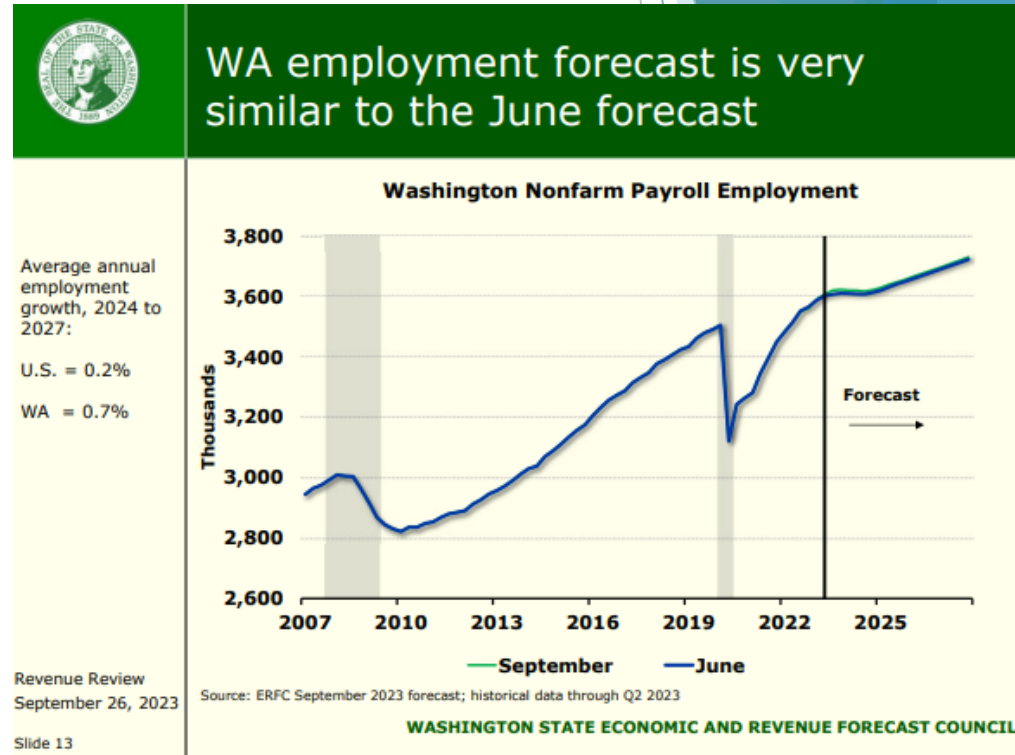
- ▶ 2023-2025 Operating = \$69.8 billion
  - ▶ ~8% Increase over previous budget
- ▶ Operating Revenue Forecasts:
  - ▶ Forecast revenues up \$663 million
- ▶ Capital Budget:
  - ▶ ~\$9 billion two-year budget
  - ▶ Used federal relief funds and left only \$95 million in bond capacity for 2024





# Operating and Capital Budget Priorities

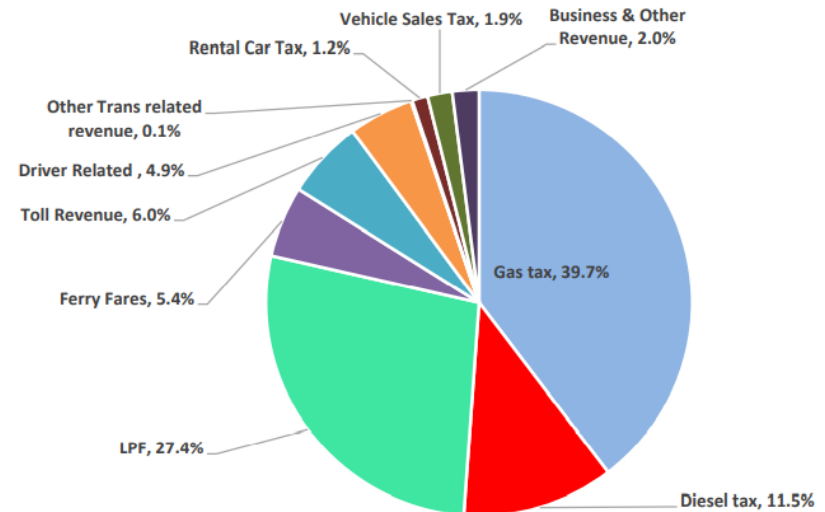
- ▶ **Near Full Employment**
  - ▶ Job market will remain tight
  - ▶ 3.2% unemployment Rate
  
- ▶ **Legislative Budget Pressures**
  - ▶ Education
  - ▶ Housing
  - ▶ Homeless
  - ▶ Public Safety
  - ▶ Mental Health



## Transportation Budget

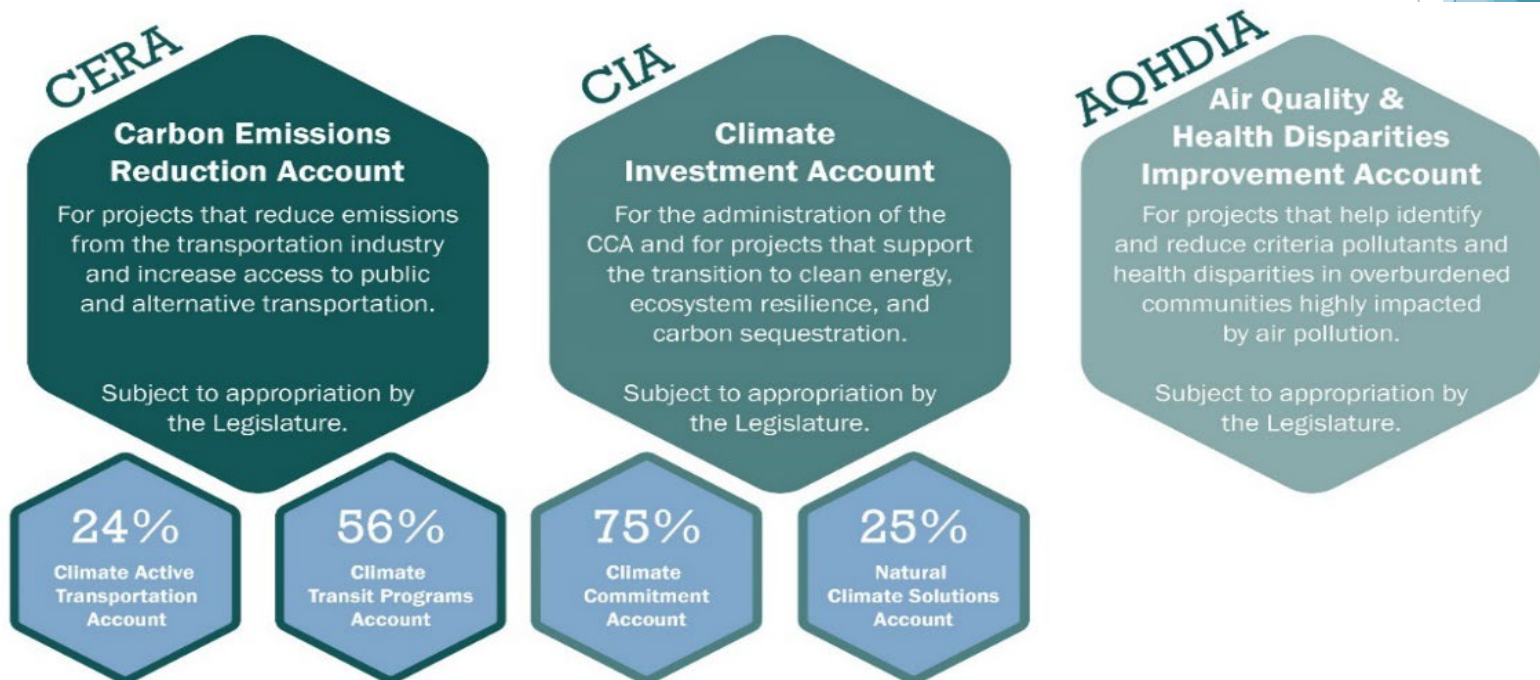
- ▶ Transportation budget increased from \$11 billion to \$13 billion in 2023-25
  - ▶ Increase funded via the Move Ahead program adopted in 2022
- ▶ Mixed, possibly decreasing, forecast
- ▶ Climate Commitment Act Revenues
  
- ▶ Budget Challenges:
  - ▶ Project Cost Escalation
  - ▶ Backlog of Maintenance Projects

Figure 2: Revenue By Source 2021-23 Biennium (\$6.72 billion)



## Climate Commitment Act (CCA) - Carbon Auctions

- ▶ Allowance Emission Auctions (Carbon) Authorized in 2021
  - ▶ First Auction - May 2023
  - ▶ DOE forecasted and Legislature budgeted for \$1.7 billion in revenues
  - ▶ **After 3 auctions, revenues projected ~\$4-4.5 billion**
- ▶ Distribution of Carbon Auction Revenues
  - ▶ Transportation = set amounts through 2037 then 50%
  - ▶ Climate Investment Account - Amounts remaining after transportation



## 24<sup>th</sup> District Legislators

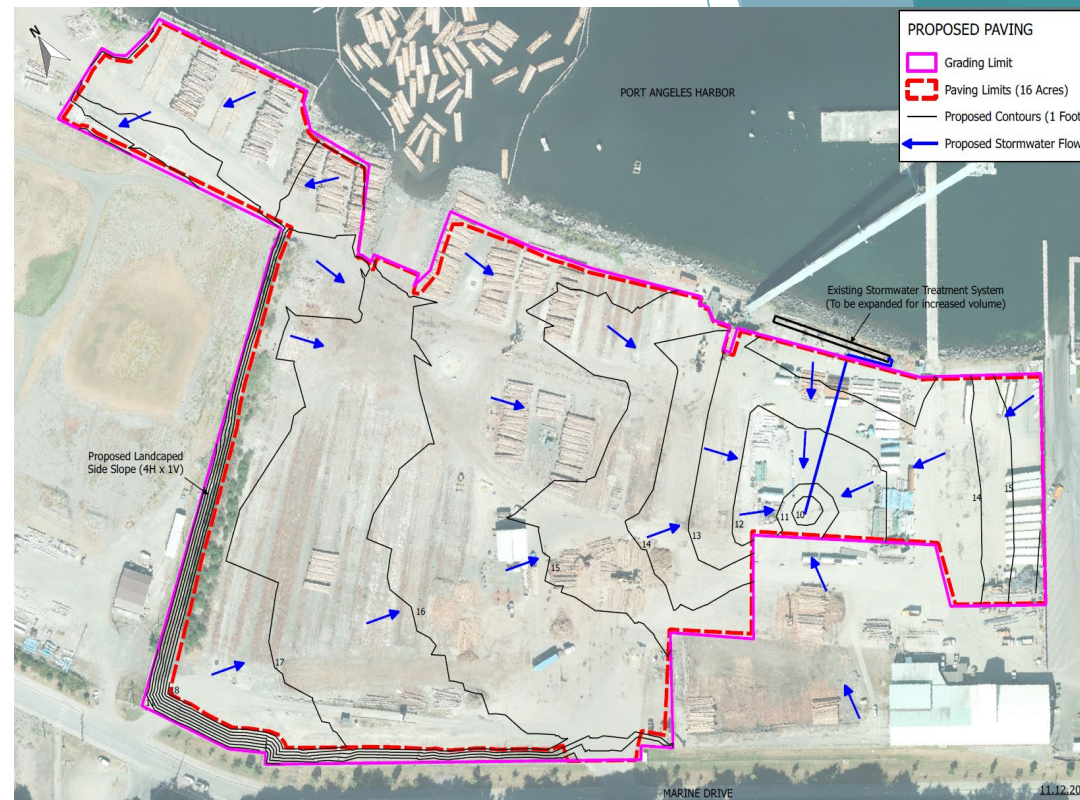


- ▶ Good understanding of the Port's challenges and opportunities
- ▶ Demonstrated support for Port priorities
- ▶ Well Positioned:
  - ▶ Chairman, House Capital Budget
  - ▶ Chairman, Senate Agriculture, Water, and Natural Resources
  - ▶ Chairman, Rural Development, Agriculture and Natural Resources Committee



## 2024 Priorities: Stormwater

- Support efforts to resolve outstanding issues with stakeholders and DOE
- Support implementation of any agreements.
- Protect allocation of MTCA funds to the stormwater financial assistance program
- Monitor for any efforts to modify or eliminate the \$855,000 in the capital budget.



# 2024 Priorities: Fairchild International Airport

- ▶ Support orderly transition from leaded AVGAS to lead free AVGAS:
- ▶ Monitor for any WSDOT proposals to integrate emergency preparedness into planning and funding proposals.
- ▶ Support the Port's efforts to reintroduce commercial air service to Port Angeles (if needed).



## 2024 Priorities: Timber and Wood Products

- ▶ **Maintain a unified forest products industry position on the benefits of wood products and sustainable forest management for carbon sequestration and storage**
- ▶ **Support use of carbon auction revenues to accelerate afforestation, reforestation, and silviculture investments.**
- ▶ **Defend against expanding the use of carbon auction revenues for trust land transfers and/or purchase of DNR timber and lands.**
- ▶ **Defend against use of carbon auction revenues to force longer rotations or deferred management practices.**





## 2024 Priorities

- ▶ **Support Funding of Key Grant and Programs:**
  - ▶ CERB, CARB, Port Electrification, Remedial Action Grants
  - ▶ Derelict Vessels
- ▶ **Question: Raising the Limit Factor for Property Taxes:**
  - ▶ HB 1670 - Changes the 101 percent revenue growth limit for local property taxes to 100 percent plus population changes and inflation, with a capped limit of 103 percent.





## WPPA Emerging 2024 Priorities

- ▶ Aviation Fuel Tax Diversion
- ▶ Transition from Leaded AVGAS
- ▶ Support for Broadband and Tax Equity for Publicly Owned Broadband
- ▶ Port Electrification & Alternative Fuels
- ▶ Remedial Action Grants - support full funding and restoration of the \$50 million diversion
- ▶ Prevailing Wage - consistency for multi-year long term projects
- ▶ Apprenticeship - clarify requirements for subcontractors on public works projects
- ▶ Expansion of Public Works Projects
- ▶ Leasehold Excise Tax - Clarify ambiguities with the Leasehold Excise Tax created by recent DOR rulemaking (if needed)



## NOLA Emerging 2024 Priorities

- ▶ Authorize Limited Areas of More Intensive Rural Development (LAMIRD) for Housing
- ▶ Sustainability of Rural Hospitals
- ▶ Data and support for state programs and policies that can assist rural communities
  - ▶ House Bill 1398, Sharing Economic Development Information
- ▶ Housing



**NORTH OLYMPIC  
LEGISLATIVE ALLIANCE**

# Stakeholders - Leverage Relationships at State and Federal Level

# afrc



NORTH OLYMPIC  
LEGISLATIVE ALLIANCE



# Questions and Feedback

**Bruce Beckett**  
**bbeckett@thebeckettgroup.org**  
**360-480-5258**

**Ray Bucheger**  
**Ray@FederalRelations.com**  
**202-236-5101**



**SPECIAL COMMISSION MEETING**  
**Tuesday, November 7, 2023, at 9:00 am**  
**338 West First Street, Port Angeles, WA 98362**  
**MINUTES**

The Regular Commission Meeting will be available to the public in person and remotely. For instructions on how to connect to the meeting remotely, please visit <https://portofpa.com/about-us/agenda-center/>

Connie Beauvais, Commissioner	Chris Hartman, Dir. of Engineering
Steve Burke, Commissioner	Caleb McMahon, Dir. of Econ. Development
Paul Jarkiewicz, Executive Director	Braedi Joutsen, Clerk to the Board
John Nutter, Dir. of Finance & Admin	Jesse Waknitz, Environmental Manager

*\*Colleen McAleer, Commissioner – excused absence*

**I. CALL TO ORDER / PLEDGE OF ALLEGIANCE (0:00-2:03)**

Comm. Beauvais called the meeting to order at 9:00 am.

**II. EARLY PUBLIC COMMENT SESSION (TOTAL SESSION UP TO 20 MINUTES) (2:04-2:33)**

None.

**III. WORK SESSION**

No items

**IV. APPROVAL OF CONSENT AGENDA (2:34-4:09)**

A. Special Commission Meeting Minutes, October 24, 2023

B. Vouchers in the amount of \$2,037,733.47

- Motion to approve the consent agenda as presented: Comm. Burke
- 2<sup>nd</sup>: Comm. Beauvais
- Vote: 2-0

**V. COMPLETION OF RECORDS (4:10-6:36)**

A. Monthly Delegation of Authority Report

- Presentation: Paul Jarkiewicz
- Discussion
- No Action

**VI. PLANNING AND CAPITAL PROJECTS**

No items

**VII. LOG YARD**

No items

**VIII. MARINE TRADES AND MARINE TERMINALS**

No items

**IX. PROPERTY**

No items

**X. MARINAS**

No items

**XI. AIRPORTS**

No items

**XII. OTHER BUSINESS (6:37-1:06:32)**



- A. 2024 Budget, Tax Levy, and Comprehensive Scheme Public Hearing
- Presentation on Budget & Tax Levy: John Nutter, Paul Jarkiewicz
  - Discussion
  - No Action
  - **Public Hearing Opened: 9:30 am**  
*\*Public hearing will remain open and accepting any and all comments from the public until the November 14<sup>th</sup> meeting.*
  - **Public Comment:**
    - Lee Whetham, Port Angeles, WA – had difficulty hearing staff speak during presentation.
  - Presentation on Comp Scheme: Jesse Waknitz
  - Discussion
  - No Action
  
  - Motion to introduce Resolution 23-1287, a Resolution of the Port Commission of the Port of Port Angeles Authorizing a Property Tax Levy: Comm. Burke
  - 2<sup>nd</sup> Comm. Beauvais
  - Vote: 2-0
  
  - Motion to introduce Resolution 23-1288, a Resolution Adopting Final Budget for 2024: Comm. Burke
  - 2<sup>nd</sup> Comm. Beauvais
  - Vote: 2-0
  
  - Motion to introduce Resolution 23-1289, a Resolution of the Port Commission of the Port of Port Angeles, a Municipal Corporation, Amending the Port of Port Angeles Comprehensive Scheme of Harbor Improvements to Update References to Current Port Budget: Comm. Burke
  - 2<sup>nd</sup> Comm. Beauvais
  - Vote: 2-0
- B. Resolution 23-1286 – Abandoned Vessels
- Presentation: John Nutter
  - Discussion
  - Motion to Adopt Resolution 23-1286, a Resolution Directing Sale of Abandoned Vessels: Comm. Beauvais
  - 2<sup>nd</sup> Comm. Burke
  - Vote: 2-0
- C. Letter of Support – Peninsula College DOL Grant Application
- Presentation: Paul Jarkiewicz
  - Discussion
  - Consensus from the Commission was to proceed with the letter as modified.

### **XIII. COMMISSIONER REPORTS**

### **XIV. PUBLIC COMMENT SESSION (TOTAL SESSION UP TO 20 MINUTES) (1:06:33-1:10:21)**

Cyndi Cross, Port Angeles, WA – spoke to the land trust program that can conserve lands.

### **XV. FUTURE AGENDA**

### **XVI. NEXT MEETINGS (1:10:22-1:10:40)**

A. November 14, 2023 – Regular Commission Meeting - Close Public Hearing

B. December 12, 2023 – Special Commission Meeting – At FIA Meeting Room

### **XVII. UPCOMING EVENTS (1:10:41-1:11:35)**



- A. Carbon Friendly Forestry Conference – November 1/8/15, 2023 – Virtual
- B. Pacific Marine Expo – November 8-10, 2023 – Seattle, WA
- C. North Olympic Peninsula Energy Futures Event - November 9, 2023 – Blyn, WA
- D. International Workboat Show- November 29-December 1 - New Orleans, LA
- E. WPPA Annual Meeting – December 6-8, 2023 – Vancouver, WA

**BROWN BAG LUNCH AND OPEN DISCUSSION WITH THE COMMISSION** *(TIME PERMITTING)*

**XVIII. EXECUTIVE SESSION (1:11:36-1:13:20)**

The Board may recess into Executive Session for those purposes authorized under Chapter 42.30 RCW, The Open Public Meetings Act.

- Comm. Beauvais advised that the Commission would convene an executive session; the anticipated length of the executive session is 60 minutes. The Commission is not expected to take action in public sessions following the executive session.
- Discussion: Two (2) items concerning the legal risk of a proposed action that the agency has identified when public discussion of the legal risks is likely to result in an adverse legal or financial consequence to the Port. Discussing such matters in executive session is appropriate pursuant to RCW 42.30.110(1)(i). Two (2) items concerning real estate sale, purchase, or lease if a likelihood that disclosure would increase the price. Discussing such matters in executive session is appropriate pursuant to RCW 42.30.110(1)(b).
- Start Time: 10:15 am
- Recess: 3 minutes
- Extended: 33 minutes
- End Time: 11:48 a.m.

Public Session of Commission Meeting Reconvened: 11:48 am. Commissioner Beauvais noted to action as a result of the executive session.

**XIX. ADJOURN (1:13:21-1:13:27)**

Comm. Beauvais adjourned the meeting at 11:48 am.

PORT OF PORT ANGELES  
BOARD OF COMMISSIONERS

\_\_\_\_\_  
Connie Beauvais, President

\_\_\_\_\_  
Steven Burke, Secretary



**PORT OF PORT ANGELES  
GENERAL FUND – LETTER OF TRANSMITTAL  
VOUCHER APPROVAL**

We, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due, and unpaid obligation against the Port of Port Angeles, and that we are authorized to authenticate and certify to said claim.

**SUMMARY TRANSMITTAL November 1, 2023 – November 9, 2023**

**Accounts Payable**

	Begin Check #	End Check #		
<b>For General Expenses and Construction</b>				
Accts Payable Checks (computer)	417695	417717	\$	65,878.27
VOIDED/ZERO PAYABLE CHECKS	417695, 417696		\$	-
Accts Payable ACH	002029	002073	\$	52,401.98
Wire Transfer – Excise Tax				
Wire Transfer - Leasehold Tax				
<b>Total General Expenses and Construction</b>			<b>\$</b>	<b>118,280.25</b>
<b>Payroll</b>				
Employee Payroll – Draws Checks			\$	-
Voided Payroll Check			\$	-
Voided Checks ==Stub Overrun==				
Employee Payroll Checks PPD (Direct Dep)				
Voided direct deposit chks			\$	-
Wire Transfer – (Payroll Taxes, Retirement, Deferred Comp, L&I, OASI, PMFL)			\$	122,022.71
<b>Total Payroll</b>			<b>\$</b>	<b>122,022.71</b>
<b>Total General Exp &amp; Payroll</b>			<b>\$</b>	<b>240,302.96</b>

Date: November 14, 2023

\_\_\_\_\_  
Port Representative

\_\_\_\_\_  
Port Representative

\_\_\_\_\_  
Commissioner, Steven D. Burke

\_\_\_\_\_  
Commissioner, Connie Beauvais

\_\_\_\_\_  
Commissioner, Colleen McAleer





## **2024 BUDGET**

**Final as of 11/14/2023**



## **2024 BUDGET**

**Final as of 11/14/2023**

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## Port of Port Angeles

### 2024 Budget

<u>Operations</u>	<u>Log Yard &amp; Marine Term</u>	<u>PABH &amp; JWM Marinas</u>	<u>Marine Trades &amp; Rental Prop</u>	<u>FIA &amp; Sekiu Airports</u>	<u>Total</u>
Revenues	3,920,750	4,065,819	2,719,680	490,074	11,196,323
Direct Expenses	(2,538,279)	(2,087,303)	(1,098,388)	(588,628)	(6,312,598)
Overhead Support	(1,293,078)	(895,197)	(790,236)	(286,225)	(3,264,736)
<b>Net Margin</b>	<b>89,393</b>	<b>1,083,318</b>	<b>831,056</b>	<b>(384,778)</b>	<b>1,618,989</b>
Less Depreciation	(936,558)	(519,608)	(653,428)	(964,907)	(3,074,501)
Op Surplus (Deficit)	(847,165)	563,710	177,629	(1,349,685)	(1,455,511)
<b>Non-Operating Items</b>					
Property Tax Revenue					1,774,387
Capital Grant Income					7,776,200
Timber/Other Tax Revenue					140,000
Interest Expense					(43,426)
Interest Earnings					850,000
Net other Non-Op Items					(351,000)
<b>Total Non-Operating</b>					<b>10,146,161</b>
<b>Total Net Surplus</b>					<b>8,690,650</b>

### Cash Flow / Fund Analysis

	<u>General Fund</u>	<u>Capital Fund</u>	<u>Total Port Funds</u>
Beginning Balance	4,788,667	14,999,489	19,788,155
Plus Cash Flow from Operations	1,618,989	-	1,618,989
Net Non-Op Cash flow	639,000	-	639,000
Plus Capital Grant Revenue	-	7,776,200	7,776,200
Plus Property Tax Revenue	-	1,774,387	1,774,387
Plus Loan Proceeds	-	-	-
Less Debt Service Payments	-	(459,396)	(459,396)
Less Capital Expenditures	-	(14,196,200)	(14,196,200)
Transfer excess of 1/2-yr op expenses	(2,155,156)	2,155,156	-
Projected Ending Balance	4,891,500	12,049,636	16,941,136

## **COMMISSIONER COLLEEN M. MCALEER (District 1)**



Commissioner McAleer represents District 1 (east) and has served as a Port Commissioner since January 2014.

In Colleen's full-time capacity, she serves as the Executive Director of the Clallam County Economic Development Council. Prior to her current position, her full-time role was serving as the President of the Washington Business Alliance, a statewide business organization focused on advocating for more effective government using a business lens. As President, she led a team of professional experts to manage the business non-profit, its communications, government affairs and organizational development with members and partner organizations.

Prior to her position at the Business Alliance, Colleen served on the Port of Port Angeles staff where she served initially as the Port's Marketing and Property Manager and then later as the Director of Business Development. During this time, she became deeply familiar with the operations of the Port and the business opportunities that exist for Clallam County. With state and community partners, Colleen spearheaded what became the Composites Recycling Technology Center. This brought Clallam County into the state and national spotlight as a proactive community partner supporting advanced composite technologies and innovative manufacturing processes.

Colleen and her family arrived in Sequim in 2002. For nine years she was a successful small business owner, offering business and commercial real estate brokerage services in Clallam County.

Community and State involvement: Colleen has served on multiple boards including Peninsula College Foundation and the Sequim Design Review Board. Today she serves on boards for the following statewide organizations: Washington State's US Global Leadership Coalition and the Seattle Sports Commission.

### **Education & Military Service:**

After graduating from Florida Institute of Technology on a full scholarship, Colleen served as an US Army Aviator and a Military Intelligence Officer for ten years. She flew both helicopters and fixed wing aircraft while stationed in Europe, Asia and North America. Colleen is a decorated combat veteran. She deployed to the Middle-East as a platoon leader during Desert Storm.

Colleen and her husband, David Gilles, live in Sequim and are very proud of their four adult sons.

## **COMMISSIONER STEVEN D. BURKE (District 2)**



Commissioner Burke represents District 2 (central) and has served as a Port Commissioner since March 2016. Commissioner Steve Burke is currently the Executive Director of the Shore Metro Park District. As an Executive Director of a junior taxing district, Steve has experience in the public sector and has received several awards for establishing new financial management practices as well as receiving several Distinguished Budget Awards. Steve has also been a private business owner and has had extensive knowledge in both marketing and manufacturing new product lines.

Commissioner Burke has also served in the public sector by being elected in 2014 to serve on the Clallam County Charter Commission for a one-year term in 2015. Steve is currently serving on the Port Angeles Regional Chamber of Commerce Board of Directors. He has also served as a Board member of the Clallam Economic Development Council.

Commissioner Burke grew up in San Diego and moved to Port Angeles to raise his family in 2001. He raises Galloway cattle. He went to college at the University of Northern Colorado and graduated with a BA in Political Science and Public Administration.

### **COMMISSIONER CONNIE L. BEAUVAIS (District 3)**



Commissioner Beauvais represents District 3 (west) and has served as a Port Commissioner since January 2016. Connie is currently the manager and state-certified operator at the Crescent Water Association where she oversees the business and operations of the water system. She has extensive professional experience in both the public and private sectors, having owned and operated three successful businesses and worked for four private businesses, three school districts, a university and the federal government.

Connie's community responsibilities have included eight years as a Clallam County Planning Commissioner and serving on the Clallam County Charter Review Commission, the Crescent Community Advisory Council, and the Government Affairs Committee of the Port Angeles Business Association.

She has also served on the Clallam Economic Development Council as an Agriculture Representative and on the Crescent Water Association Board of Trustees.

Originally from California, Connie spent 12 years on the Aleutian Island of Adak, Alaska and now lives in Joyce.

### **EXECUTIVE DIRECTOR PAUL JARKIEWICZ**



The Port of Port Angeles Commissioners selected Paul Jarkiewicz to lead the Port as its Executive Director in July of 2023. Paul previously served as Interim Executive Director and, prior to that, as the Ports Director of Operations.

Paul brings extensive maritime and port operations experience to the Port, is recognized as a positive influencer throughout his career, and brings a vast knowledge of personal development, industry processes, and strategic solutions to the role.

Paul holds a Master of Business Administration (MBA) degree in Shipping and Logistics from Middlesex University in London, England, several certifications from Harvard Business School, Boston, MA., and sailed as a Master Mariner early in his career. He is active in the community through various service organizations. He looks forward to leading the Port team in furthering the Port's mission of bringing people, resources, and industry together to foster economic prosperity and living wage jobs.

Originally from Maine, Paul has traveled extensively throughout his earlier career, living abroad for many years before relocating to Port Angeles, which he now calls home. He thoroughly enjoys all that life has to offer on the Olympic Peninsula.

**BOARD OF PORT COMMISSIONERS**

**CONNIE L. BEAUVAIS, PRESIDENT**

*Term Expires 2023*

**COLLEEN M. MCALEER, VICE PRESIDENT**

*Term Expires 2025*

**STEVEN D. BURKE, SECRETARY**

*Term Expires 2025*

**PORT MANAGEMENT STAFF**

Executive Director .....PAUL JARKIEWICZ  
Director of Finance & Administration.....JOHN B. NUTTER  
Director of Engineering.....CHRIS R. HARTMAN  
Director of Economic Development .....CALEB MCMAHON  
Director of Operations .....VACANT  
IT Director .....STEVEN ROSE  
Environmental Manager ..... JESSE W. WAKNITZ  
Airport Manager..... JON PICKER  
Marina Manager.....VACANT  
Manager of Finance & Accounting.....JENNIFER BAKER  
Real Estate & Marketing Manager.....CHERIE GOTTSCHALK  
Human Resource Administrator/Clerk of the Board ..... BRAEDI JOUTSEN  
Grants and Contracts Manager ..... KATHERINE FRAIZER

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# **SECTION I**

## **INTRODUCTION**

# 2024 BUDGET MESSAGE

## 2024 BUDGET OVERVIEW

On behalf of the Port of Port Angeles Port Commissioners and Team, I am pleased to present the 2024 Budget.

The Annual Budget is an important planning tool for the Port Team, including preparation of the Operating, Non-Operating, and Capital Improvement Project budgets.

- The **Operating Budget** estimates revenues and expenses for the coming year based upon projections on specific business lines and activities performed by the Port. All expenses for the day-to-day operation of the Port come from operating revenues only.
- The **Non-Operating Budget** estimates revenues from tax receipts, interest earnings, environmental fees, and State and Federal grants and are used only for expenses related to Capital Improvement Projects. This includes preventive and corrective maintenance of existing facilities and development for new investments.
- The **Capital Improvement Project (CIP) Budget** provides a 5-year forecast for strategic projects planned for the nearer term. These are projects such as the Marine Trades Center, Intermodal Handling & Transfer Facility, and Runway Improvements at Fairchild International Airport. The companion to this budget is a longer-term lookahead at projects in planning years 6 through 20. This allows the Port to prepare for anticipated expenses that are some years in the future but require us to plan funding for those projects through grants, taking on debt, or increasing our levy rate.

In 2023, the Port decided to maintain a minimum \$10mm Capital Improvement Fund balance during our CIP campaigns. This prepares the Port for large, capital-intensive projects that need to be undertaken in the near future, such as floating dock replacements at Port Angeles Boat Haven, John Wayne Marina, and the upcoming project at the Intermodal Handling & Transfer Facility.

## 5-Year Strategic Plan

The Port's 5-Year Strategic Plan is the guide developed every five years with the Port Commissioners and Team, which we update annually to ensure we stay in touch and on track with the Port District's needs. For 2024, we will be focusing on these components of our five-year plan:

- **Market and invest in strategic infrastructure to foster prosperity wage jobs**
  - Expand maritime commerce by developing the Marine Trades industrial park and additional acres of industrial-zoned waterfront properties.
  - Develop two sites of Port-owned land industrial airport property that deliver a positive Return on Investment (ROI).
- **Assure Sound Financial and Economic Return on Port Assets**
  - Annually generate positive earnings that contribute to economic growth
  - Develop a strategy to increase the Port's ability to self-perform
- **Enhance Stakeholder Engagement and Outreach Efforts**
  - Foster partnerships with other agencies in furtherance of workforce and economic development.

## **2024 Economic Outlook**

We anticipate that economic growth will continue to face headwinds as 2023 ends, and growth will eventually stall in early 2024. In translating economic data, the Port expects to see Gross Domestic Product (GDP) finish the year at about 2.0% and then fall to 0.8% in 2024 as inflation persists and interest rates stay higher for longer. It will take well into 2024 for us to reach a 2.0% inflation rate, which is the Federal Reserve's target. This will likely lead to a short but shallow recession, slowing cargo operations at the Port. We have reflected this in our revenue forecast for the Port's Marine Terminal and Log Yard, and you will note this in our projections. The Port continues to broaden our cargo offering and capability diligently, and we predict that we will see a substantial rebound of economic activity later in 2024. Any remnants of volatility related to the pandemic should diminish, and economic growth should rebound, with expectations that interest rates will return to more stable and lower rates.

We will continue to be ready to meet your needs, drive the economy forward, and be good stewards of your assets and your Port.

## **The 2024 Budget**

We are on track to finish 2023 with significant improvements to our revenues, and we want to ensure we maintain the momentum going into 2024. As a Team, we decided to stretch our goals, and although we are conscious of the challenges that most of 2024 will provide, we need to be ready as the economy rebounds. We will be investing in the Port Team in the coming year, ensuring that we have the requisite knowledge and skills to take on the maintenance, construction, and services needed for the Port to maintain its plant, people, and product/service line going forward. We have and will continue to make significant investments to provide the Community with the levels of service and support expected.

Operating Revenues for 2024 are forecasted to be \$11.196mm. This is an increase of 10% over the 2023 budgeted revenues (\$10.153mm) and 4.7% over the projected final revenues (\$10,686mm) for the year. The Port Team has worked diligently to improve year-on-year revenues, and now we need to capitalize on those efforts and the resultant momentum. Critical areas of improved performance for the year were noted in Commercial Leases, Marina Occupancy, Log Yard volume, and increased activity at our Marine Terminals.

Operating Expenses will increase in 2024 as we take on needed maintenance on Port facilities and add new Team Members to support that mission. We plan to take a more critical look at the work in front of us, and if it's more cost-effective, the Port's Facilities Maintenance and Public Works Team will self-perform that work. This is a departure from conventional strategies, but the Port has had great success in delivering greater cost-efficiencies in the last few projects 'self-performed' in-house. As good stewards, we must drive the best value for every dollar spent. Our forecast is \$9.577mm in expenses for the year, as opposed to a projected spend of \$8.695mm in 2023. The year-on-year increase is attributable to inflation, additional supplies for maintenance, cost of goods sold, the additional Team Members, and providing a cost-of-living increase for the Team.

The 2024 Non-Operating Budget is anticipated to deliver \$1.775mm in property tax receipts. Debt Service will utilize \$459,396, and \$1.315mm will be deposited into the Port's Capital Improvement Fund (CIF). The CIF is used to either match Federal and State Grants awarded to the Port of Port Angeles or fund capital-intensive maintenance projects, such as the life extension of Terminals 1 and 3, and new construction projects, such as the transformation of the old Pen-Ply/K-Ply mill site into the future Marine Trades Center.

The Port's Outstanding Debt at the end of 2023 will be \$2.068mm, and we anticipate that this will further decrease in 2024 to a principal outstanding amount of \$1.652mm. Since 2020, we have

successfully retired three (3) loans and continue to improve our capacity for future projects. The Port has several extensive maintenance and construction projects in the coming years that we will continue to prepare for, with this being the key driver for this year's Levy recommendation.

We want to thank all of you for the opportunity to continue to be of service to our community. We will continue to broaden our outreach efforts, keep you informed of our projects and initiatives, and continue to stoke the fires in the economic engine of Clallam County.

*Fair Winds and Following Seas -*

*Paul Jarkiewicz  
Executive Director  
Port of Port Angeles  
November 14, 2023*

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# 5-YEAR STRATEGIC PLAN

## 5-YEAR STRATEGIC PLAN

### Port Mission

- *“We bring people, resources, and industry together to foster economic prosperity and living wage jobs.”*

### Port Vision

- *“A Prosperous Clallam County.”*

## **Port Goals and the Strategy to Achieve Them**

### **1. Market and invest in strategic infrastructure to foster prosperity and living wage jobs.**

- Expand maritime commerce opportunities through the development of the Marine Trades Center and additional industrially zoned waterfront properties.
- Promote innovative value-added wood products manufacturing while working to achieve a reliable and sustainable timber harvest.
- Identify and evaluate strategically located industrial property for future development and acquire as approved.
- Establish and maintain sustainable air service at Fairchild International Airport. Secure TSA service if available.
- Develop two sites of Port-owned land industrial airport property that deliver a positive Return on Investment (ROI).
- Develop/lease vacant industrial Port properties focusing on the industrial park at FIA.

### **2. Assure sound financial and economic return on Port assets.**

- Annually generate positive earnings that contribute to economic growth.
- Actively market available Port properties to move toward 90% occupancy of Port-owned buildings.
- Preserve and create asset value through strategic investments.
- Develop strategies to reduce operating and capital expenses.
- Leverage Port resources to attract public and private investment.
- Acquire strategically located industrial property for future development.

### **3. Improve environmental stewardship.**

- Continue clean-up of the Port’s upland contaminated sites.
- Demonstrate leadership in the western Port Angeles harbor clean-up.

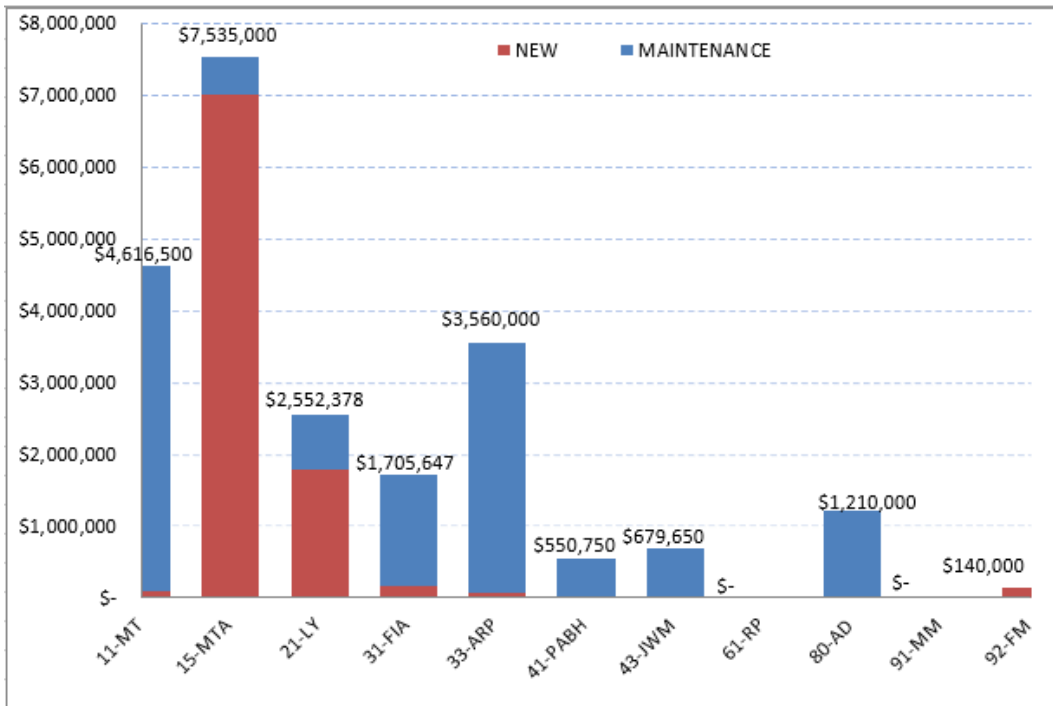


- Ensure Port properties are maintained and improved to ensure compliance with Department of Ecology stormwater permits.

**4. Enhance stakeholder engagement and outreach efforts.**

- Develop partnerships with other agencies in furtherance of workforce and economic development.
- Engage citizens in Port activities and efforts.

**2024 - 2028 CAPITAL IMPROVEMENT PLAN BY DEPARTMENT**



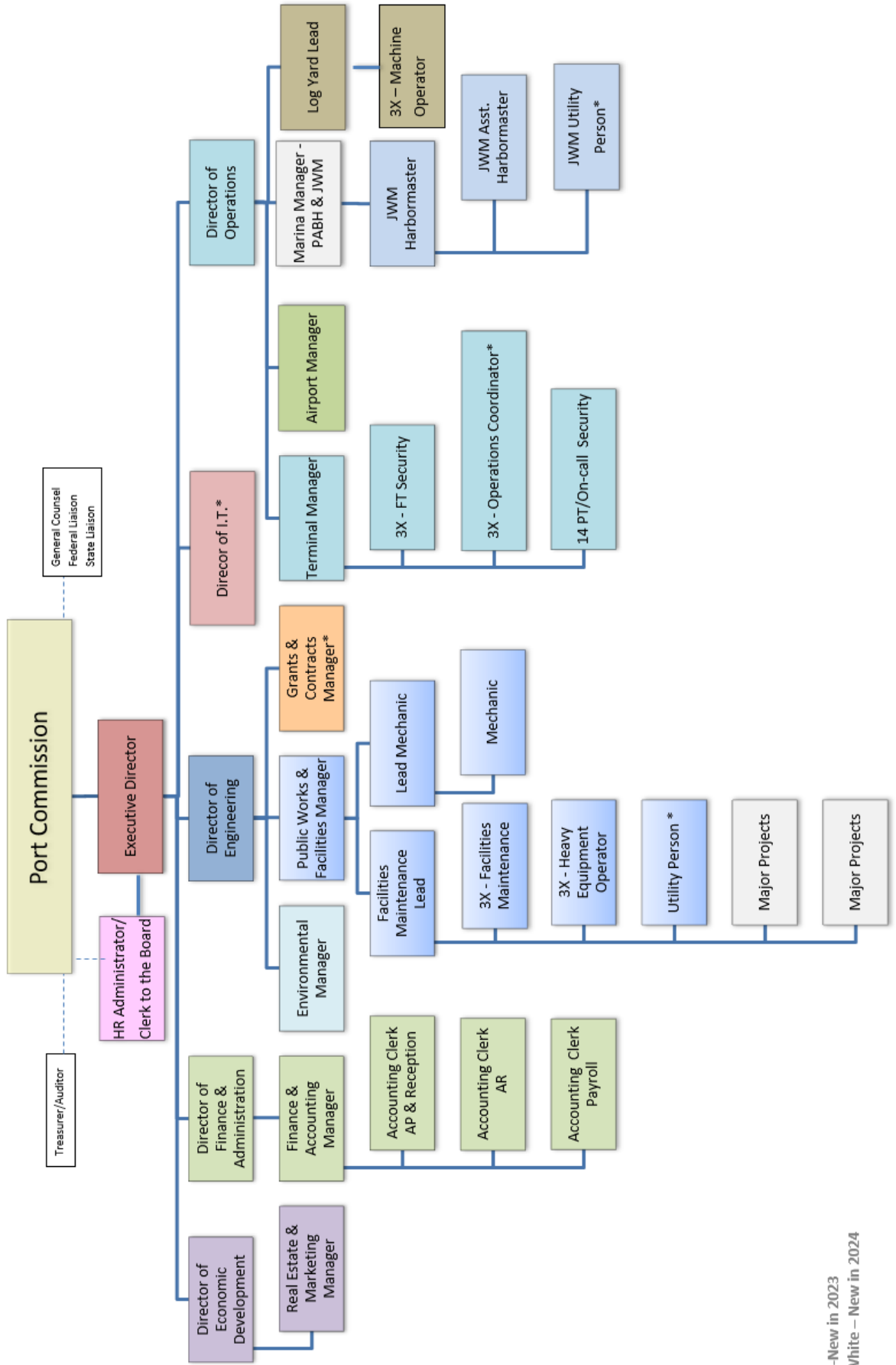
Dept.	New	Maintenance	Total
11-MT	\$ 105,000	\$ 4,511,500	\$ 4,616,500
15-MTA	\$ 7,010,000	\$ 525,000	\$ 7,535,000
21-LY	\$ 1,774,378	\$ 778,000	\$ 2,552,378
31-FIA	\$ 175,534	\$ 1,530,113	\$ 1,705,647
33-ARP	\$ 60,000	\$ 3,500,000	\$ 3,560,000
41-PABH	\$ 30,750	\$ 520,000	\$ 550,750
43-JWM	\$ 4,400	\$ 675,250	\$ 679,650
61-RP	\$ -	\$ -	\$ -
80-AD	\$ 10,000	\$ 1,200,000	\$ 1,210,000
91-MM	\$ -	\$ -	\$ -
92-FM	\$ 140,000	\$ -	\$ 140,000
<b>TOTAL =</b>	<b>\$ 9,310,062</b>	<b>\$ 13,239,863</b>	<b>\$ 22,549,925</b>

The four main priority categories for capital projects in the 5-year plan include:

1. Regulatory Required Projects
2. Committed Projects:
  - a. Port agreed to complete within a lease or other agreement.
  - b. Port has accepted grant funding and committed the matching funds.
3. Critical Maintenance Projects
4. Strategic Investment Projects (prioritized in the following manner):
  - a. Job Creation and Retention
  - b. Return on Investment
  - c. Environmental Benefit
  - d. Preventative Maintenance

## **SECTION II**

### **PERSONNEL SUMMARY**



\*-New in 2023  
White – New in 2024

# PORT OF PORT ANGELES PERSONNEL SUMMARY

## All Departments - Actual & Budgeted Employees

		2016	2017	2018	2019	2020	2021	2022	2023	2023	2024	2024 -2023
Department		Actual FTEs	Actual FTEs	Actual FTEs	Actual FTEs	Actual FTEs	Actual FTEs	Actual FTEs	Budget FTEs	Projected FTEs	Budget FTEs	Budget Change In FTEs
<b>MT</b>	Marine Terminal <i>(Includes PT &amp; FT Security)</i>	5.30	6.15	5.90	5.78	5.43	6.26	7.45	5.20	7.06	7.25	2.05
<b>MTA</b>	Marine Trades Area <i>(Formerly Boat Yard &amp; Travel Lift Pier)</i>	0.94	0.85	1.30	1.44	0.91	1.01	1.04	0.95	0.84	0.85	(0.10)
<b>LY</b>	Log Yard	6.59	7.87	7.94	4.96	4.63	4.81	5.94	3.65	4.83	4.70	1.05
<b>FIA</b>	William R. Fairchild Int'l Airport	2.38	2.99	2.15	2.96	1.68	2.06	2.20	1.20	1.58	1.15	(0.05)
<b>ARP</b>	Airport Rental Properties	1.41	0.63	1.40	1.03	1.21	1.66	1.84	1.30	1.49	1.20	(0.10)
<b>SEK</b>	Sekiu Airport	0.03	0.05	0.05	0.03	0.09	0.08	0.14	0.05	0.06	0.05	-
<b>PABH</b>	Port Angeles Boat Haven	0.74	0.81	0.82	1.30	1.09	1.28	1.64	1.20	1.43	1.55	0.35
<b>JWM</b>	John Wayne Marina <i>(Includes PT &amp; FT Security)</i>	3.89	4.47	4.55	4.29	4.40	4.81	2.12	4.85	4.29	5.40	0.55
<b>RP</b>	Rental Properties	0.72	1.84	0.60	0.61	0.54	0.51	0.52	0.45	0.52	0.45	-
<b>A&amp;G</b>	Administration & General <i>(Includes PT &amp; FT Security)</i>	10.26	8.39	9.32	10.80	9.63	10.92	9.34	8.31	10.33	11.65	3.35
<b>BD</b>	Business (Economic) Development	0.73	0.24	0.45	0.45	1.05	1.43	1.42	1.15	1.10	1.15	-
<b>MM</b>	Mechanical Maintenance	2.13	2.27	2.24	2.21	2.45	2.34	1.47	2.25	2.16	2.30	0.05
<b>FM</b>	Facilities Maintenance	7.96	6.92	8.81	8.33	8.45	7.46	8.30	9.75	7.66	11.80	2.05
<b>NOP</b>	Non-Operating	0.13	0.12	0.35	0.33	0.38	0.36	0.36	0.29	0.03	0.15	(0.14)
<b>Total</b>		<b>43.21</b>	<b>43.60</b>	<b>45.88</b>	<b>44.52</b>	<b>41.94</b>	<b>44.99</b>	<b>43.78</b>	<b>40.59</b>	<b>43.38</b>	<b>49.65</b>	<b>9.06</b>

### Significant changes from 2023 Budget to 2024 Budget:

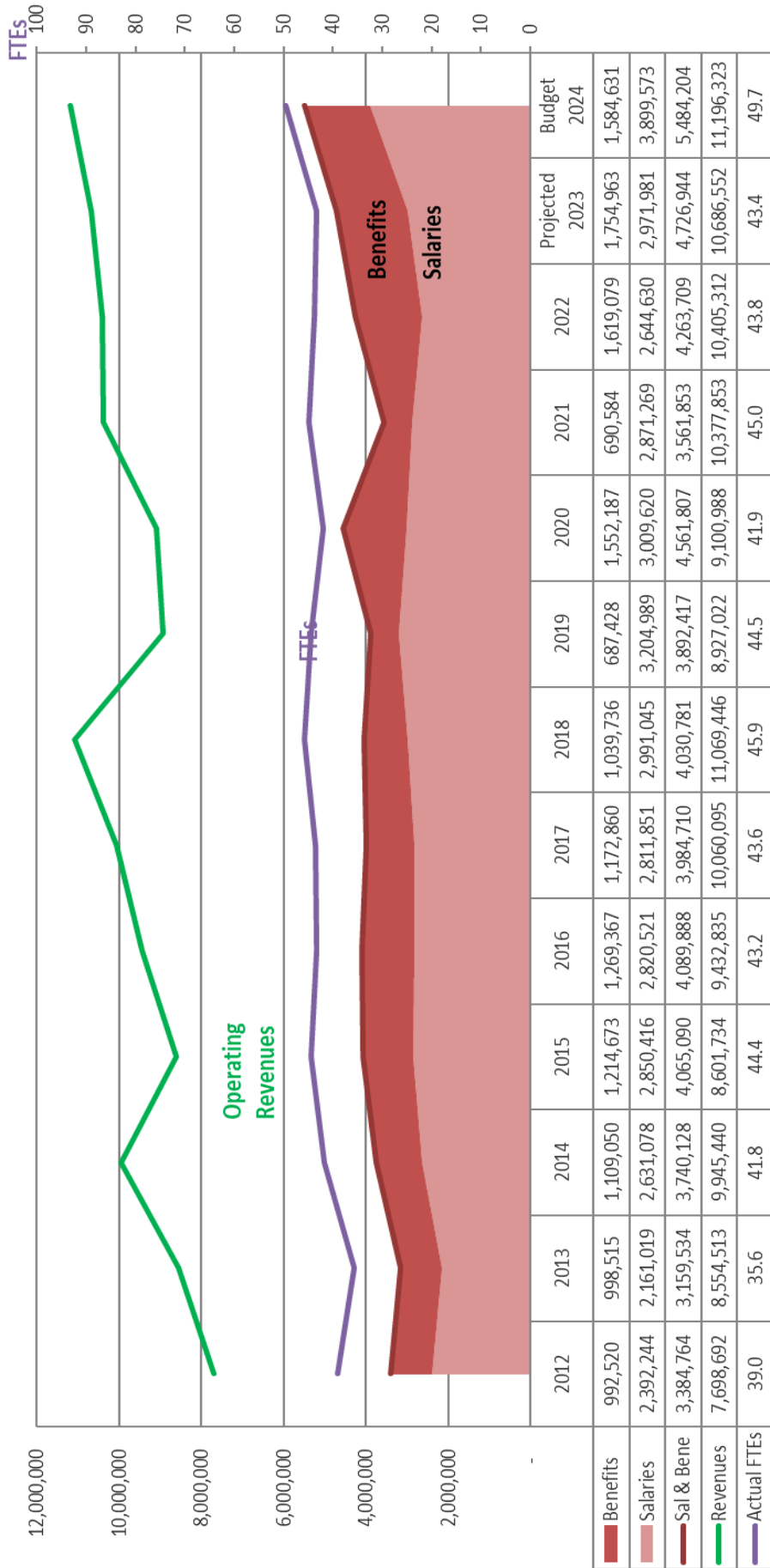
<b>MT</b>	2 new positions created
<b>MTA</b>	N/A
<b>LY</b>	N/A
<b>FIA</b>	N/A
<b>ARP</b>	N/A
<b>SEK</b>	N/A
<b>PABH</b>	N/A
<b>JWM</b>	N/A
<b>RP</b>	N/A
<b>A&amp;G</b>	Hired for new positions IT Director and Grants & Contracts Manager. Hired an additional security position
<b>BD</b>	N/A
<b>MM</b>	N/A
<b>FM</b>	Projected to hire 2 new employees
<b>NOP</b>	N/A

FTEs = Full time equivalent

FT = Full Time

PT = Part Time

## 2012 thru 2024 Operating Activity Salaries & Benefits Trend



**SECTION III**

**BUDGET OVERVIEW**

**&**

**FUND BALANCE**



# PORT OPERATING AREAS



## PORT OPERATING AREAS PORT ANGELES WATERFRONT

- 11-MARINE TERMINAL
- 15-MARINE TRADES AREA
- 21-LOG YARD
- 41-PORT ANGELES BOATHAVEN
- 61-RENTAL PROPERTY
- 91-MECH SHOP

**DATE:**  
10/25/2023

**SCALE**  
1" = 1400'

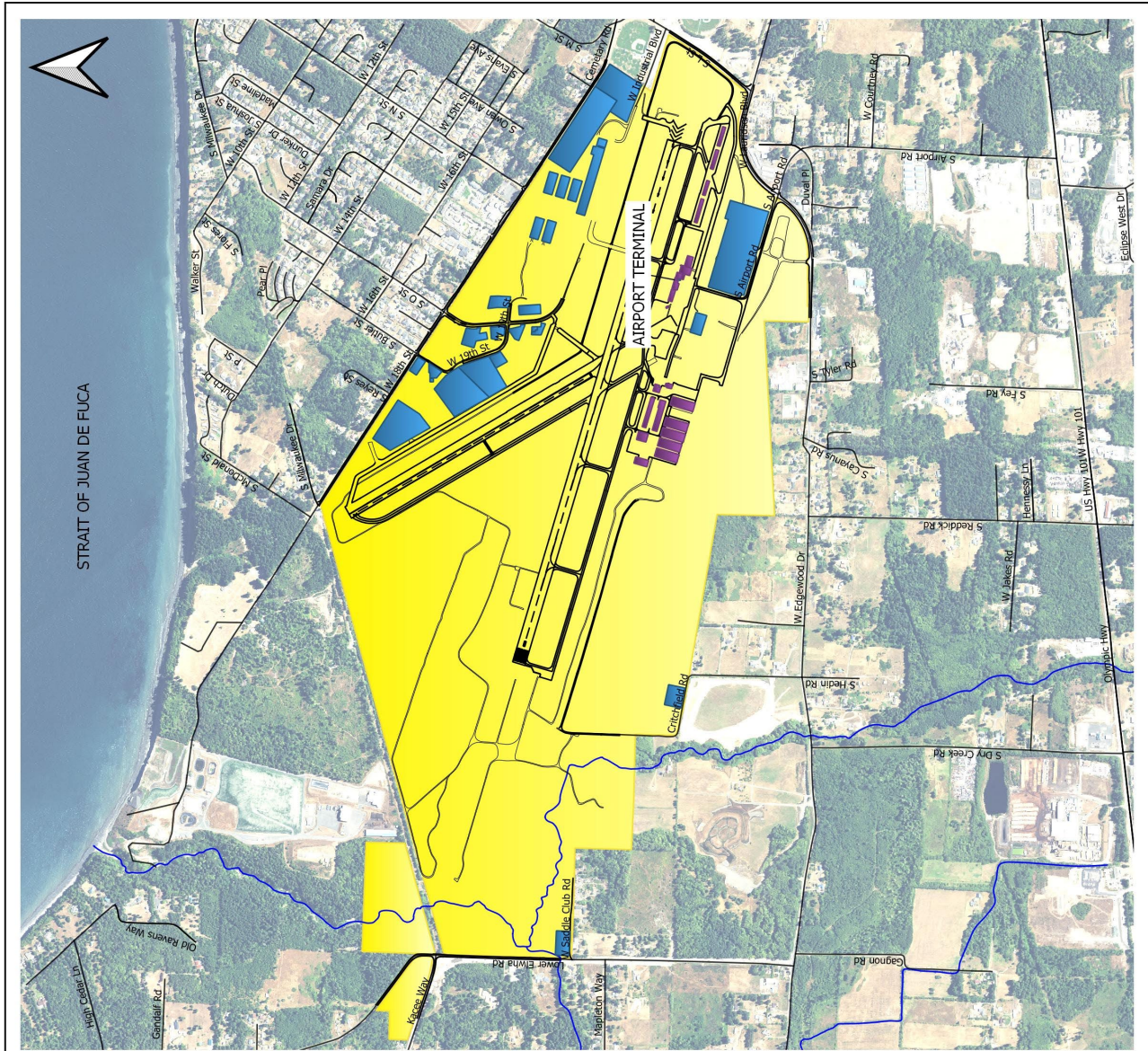
**OPERATION AREA**  
PORT ANGELES WATERFRONT

**SHEET:**  
1 OF 4





# PORT OPERATING AREAS – continued



**PORT OPERATING AREAS**  
**WILLIAM R. FAIRCHILD**  
**INTL AIRPORT (CLM)**

- 31-AIRPORT (CLM)
- 31-RENTAL-AERONAUTICAL
- 33-RENTAL-NON-AERONAUTICAL

**DATE:**  
10/25/2023

**SCALE**  
1" = 1600'

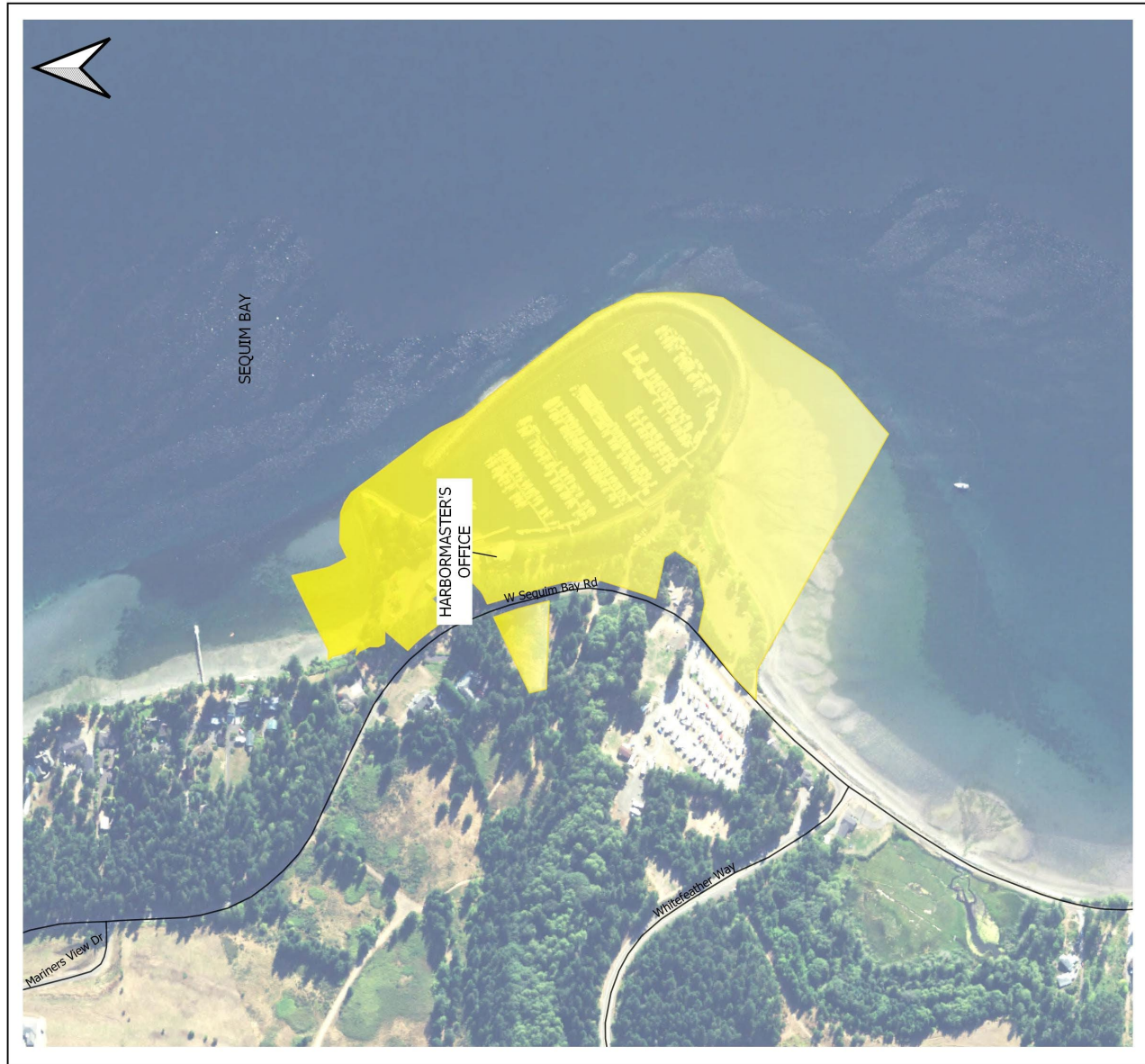
**OPERATION AREA**  
WILLIAM R FAIRCHILD INTL AIRPORT (CLM)



**SHEET**  
2 OF 4





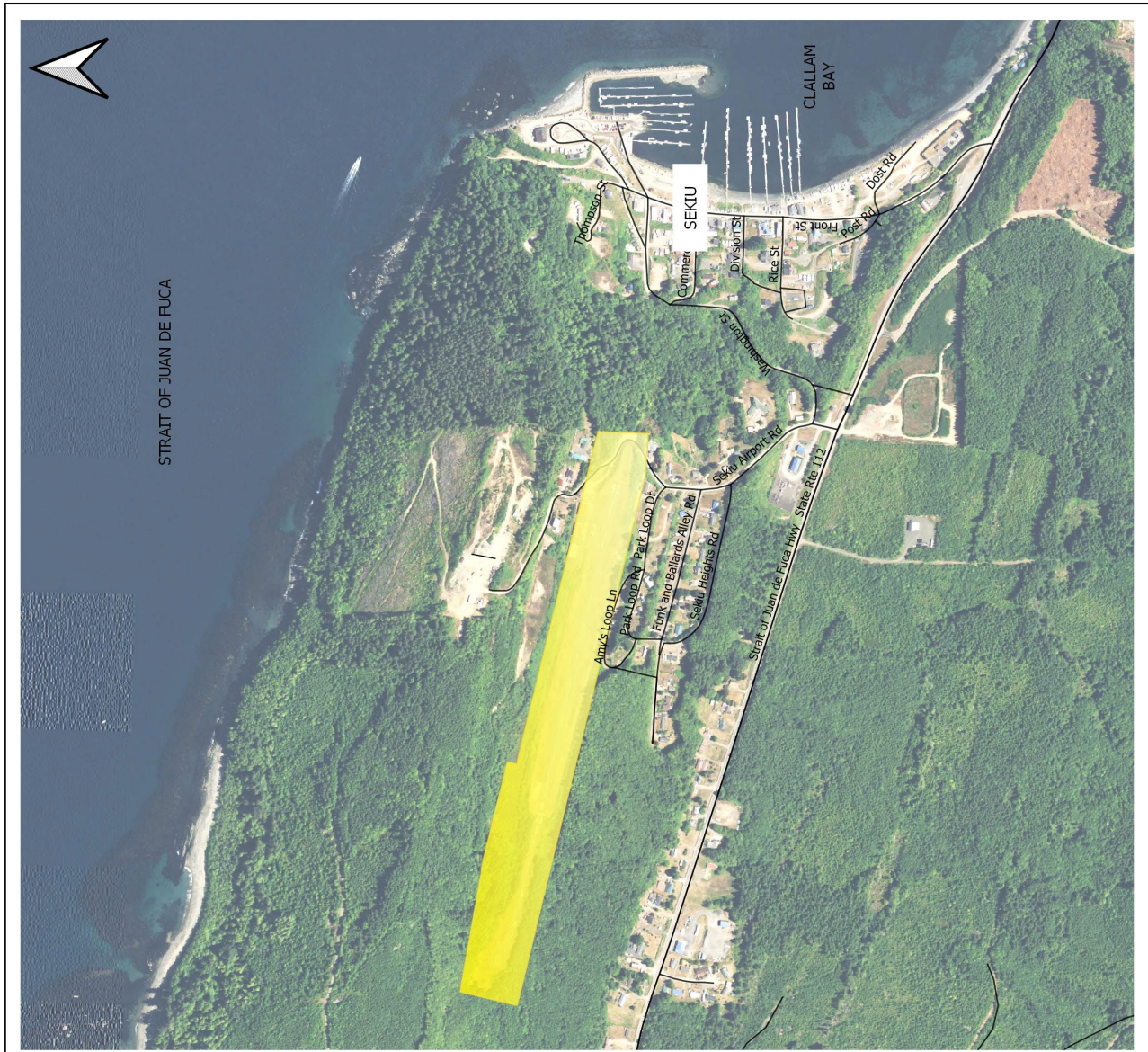
# PORT OPERATING AREAS – continued



<p><b>PORT OPERATING AREAS</b>  <b>JOHN WAYNE MARINA (JWM)</b></p> <p> 43-JOHN WAYNE MARINA</p>	<p><b>DATE:</b> 10/25/2023</p>	<p><b>SCALE</b> 1" = 500'</p>	<p><b>OPERATION AREA</b> JOHN WAYNE MARINA (JWM)</p>	<p><b>SHEET</b> 3 OF 4</p>	
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# PORT OPERATING AREAS – continued



## PORT OPERATING AREAS

SEKIU AIRPORT (11S)

 32-SEKIU AIRPORT

**DATE:**  
10/25/2023

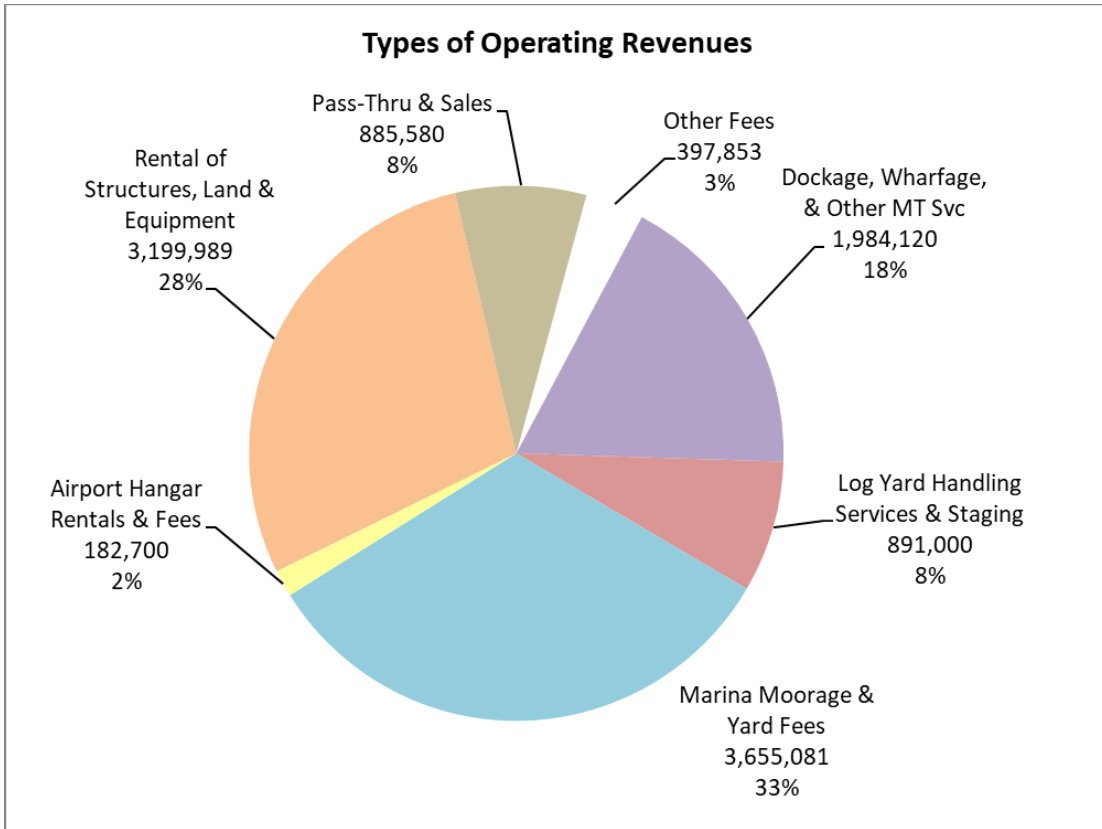
**SCALE**  
1" = 900'

**OPERATION AREA**  
SEKIU AIRPORT (11S)

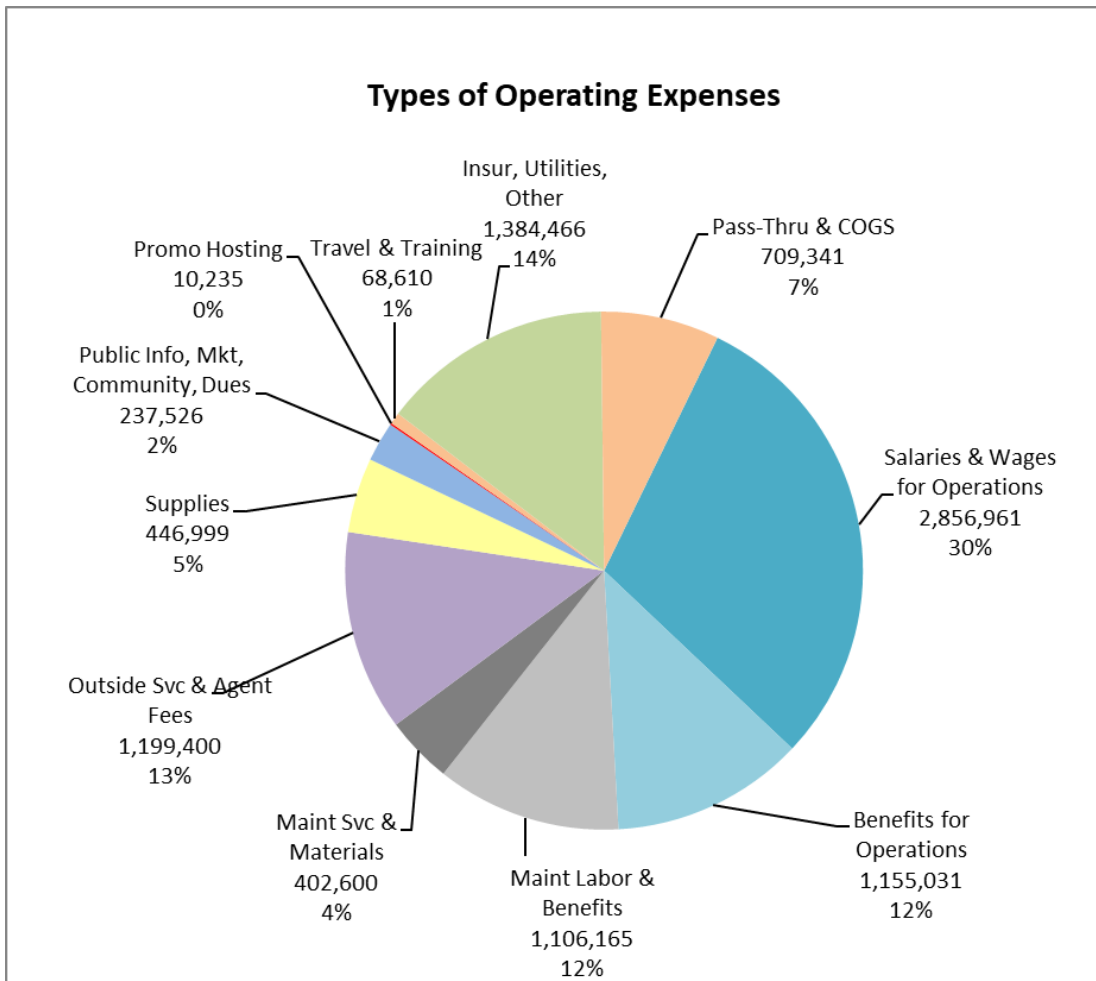
**SHEET**  
4 OF 4



## 2024 - WHERE DOES THE MONEY COME FROM?



## 2024 - WHERE DOES THE MONEY GO?



**Port of Port Angeles  
Summary by Type of Revenues & Expenses  
2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	1,121,886	1,193,422	1,170,426	950,000	949,000	880,000	(1,000)	(69,000)
WHARFAGE	410,985	631,514	519,803	489,056	439,060	554,120	(49,996)	115,060
SERVICE & FACILITIES	249,399	391,478	322,669	290,000	270,000	330,000	(20,000)	60,000
LOADING & UNLOADING	0	0	0	0	0	0	0	0
MT HANDLING	234,655	241,326	15,279	10,000	0	0	(10,000)	0
LABOR SERVICES	215,475	314,486	304,314	295,000	210,000	220,000	(85,000)	10,000
LOG YARD STAGING	31,891	46,501	45,968	45,000	48,046	46,000	3,046	(2,046)
LOG YARD LAND SERVICES	350,956	440,602	690,189	485,000	800,000	750,000	315,000	(50,000)
LOG YARD WATER SERVICES	68,715	23,539	69,299	95,000	105,000	95,000	10,000	(10,000)
MOORAGE	2,402,035	2,574,618	2,735,213	3,050,955	2,973,532	3,172,759	(77,423)	199,227
MARINA & YARD FEES	327,633	350,869	398,627	436,290	467,642	482,322	31,352	14,680
LANDING/PARKING FEES	7,295	9,454	12,545	9,100	12,466	13,100	3,366	634
HANGAR/TIE DOWN	127,083	139,967	151,818	164,212	161,520	169,600	(2,692)	8,080
STORAGE	0	0	0	0	0	0	0	0
OTHER USER FEES	286,922	294,853	180,899	100,280	353,435	361,253	253,155	7,818
EQUIPMENT RENTAL	268,431	333,547	316,958	306,084	311,195	289,273	5,111	(21,922)
LAND LEASE/RENT	597,006	707,193	662,546	671,130	727,721	757,381	56,591	29,660
STRUCTURE LEASE/RENT	1,561,523	1,637,093	1,758,916	1,724,181	1,937,700	2,030,947	213,519	93,247
USE AGMT AND OTHER RENT	76,905	117,707	107,277	108,291	121,041	122,388	12,750	1,347
UTILITY PASS THRU & PRODUCT SALES	755,203	918,329	929,364	897,926	759,487	885,580	(138,439)	126,093
MISC & INTERDEPT REVENUE	6,991	11,353	13,201	26,313	39,707	36,600	13,394	(3,107)
<b>TOTAL OPERATING REVENUES</b>	<b>9,100,988</b>	<b>10,377,853</b>	<b>10,405,312</b>	<b>10,153,818</b>	<b>10,686,552</b>	<b>11,196,323</b>	<b>532,734</b>	<b>509,771</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	3,493,102	2,214,431	2,401,276	3,237,862	3,471,909	4,011,992	234,047	540,083
SUPPLIES	242,308	305,826	380,122	356,384	452,952	446,999	96,568	(5,953)
OUTSIDE SERVICES	2,098,767	2,011,425	1,060,855	1,066,929	1,105,542	1,199,400	38,613	93,858
PUBLIC INFORMATION	124,939	132,439	155,889	125,795	138,400	130,170	12,605	(8,230)
MARKETING	20,716	6,820	13,220	23,005	17,950	58,505	(5,055)	40,555
COMMUNITY RELATIONS	0	332	0	2,500	6,000	8,800	3,500	2,800
ADS, DUES & PUBLICATIONS	43,309	42,792	32,423	33,542	34,366	40,051	824	5,685
TRAVEL MEETINGS	13,023	14,701	15,258	29,410	32,792	37,210	3,382	4,418
TRAINING/TRAVEL	12,129	27,580	16,103	25,100	27,495	31,400	2,395	3,905
PROMOTIONAL HOSTING	1,167	2,068	1,126	9,500	7,009	10,235	(2,491)	3,226
RENT, UTILITIES, INSURANCE, TAXES	1,188,764	1,256,668	1,283,436	1,307,984	1,281,152	1,315,578	(26,832)	34,427
UTILITY (Pass Thru) & COST OF GOODS SOLD	601,171	699,122	672,181	720,988	555,722	709,341	(165,266)	153,619
OTHER EXPENSES (Misc & Interdept)	153,911	140,200	97,293	66,304	71,469	68,888	5,165	(2,581)
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	915,320	917,225	952,798	940,166	1,068,535	1,106,165	128,369	37,629
MAINTENANCE (Materials & Services)	475,666	329,406	451,418	345,550	423,707	402,600	78,157	(21,107)
<b>TOTAL DIRECT EXPENSES</b>	<b>9,384,292</b>	<b>8,101,033</b>	<b>7,533,398</b>	<b>8,291,017</b>	<b>8,695,000</b>	<b>9,577,334</b>	<b>403,983</b>	<b>882,334</b>
ALLOCATED EXPENSES - ADMIN & MAINT	0	0	10	0	0	(0)	0	(0)
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>(283,304)</b>	<b>2,276,820</b>	<b>2,871,904</b>	<b>1,862,801</b>	<b>1,991,552</b>	<b>1,618,989</b>	<b>128,751</b>	<b>(372,563)</b>
ALLOCATED DEPRECIATION	0	0	0	0	0	(0)	0	(0)
DEPRECIATION	2,681,169	2,729,045	2,735,993	2,791,572	2,724,003	3,074,501	(67,569)	350,498
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>(2,964,473)</b>	<b>(452,226)</b>	<b>135,910</b>	<b>(928,771)</b>	<b>(732,451)</b>	<b>(1,455,511)</b>	<b>196,320</b>	<b>(723,060)</b>
<b>NON-OP (GENERAL)</b>								
NON-OP REV (General)	527,553	263,591	308,731	649,500	987,054	1,202,000	337,554	214,946
NON-OP EXP (General)	346,336	156,481	2,759,303	658,000	114,800	563,000	(543,200)	448,200
<b>NON-OP (General) SURPLUS (DEFICIT)</b>	<b>181,217</b>	<b>107,110</b>	<b>(2,450,572)</b>	<b>(8,500)</b>	<b>872,254</b>	<b>639,000</b>	<b>880,754</b>	<b>(233,254)</b>
<b>NON-OP (CAPITAL)</b>								
NON-OP REV (Capital)	1,990,277	2,271,529	2,583,163	9,129,950	8,959,916	9,550,587	(170,034)	590,671
NON-OP EXP (Capital)	262,128	57,773	55,329	126,175	59,557	43,426	(66,618)	(16,131)
<b>NON-OP (Capital) SURPLUS (DEFICIT)</b>	<b>1,728,149</b>	<b>2,213,756</b>	<b>2,527,834</b>	<b>9,003,775</b>	<b>8,900,359</b>	<b>9,507,161</b>	<b>(103,416)</b>	<b>606,802</b>
<b>NET NON-OP SURPLUS (DEFICIT)</b>	<b>1,909,366</b>	<b>2,320,865</b>	<b>77,262</b>	<b>8,995,275</b>	<b>9,772,613</b>	<b>10,146,161</b>	<b>777,338</b>	<b>373,548</b>
<b>TOTAL NET SURPLUS (DEFICIT)</b>	<b>(1,055,107)</b>	<b>1,868,639</b>	<b>213,171</b>	<b>8,066,504</b>	<b>9,040,162</b>	<b>8,690,650</b>	<b>973,658</b>	<b>(349,512)</b>



## CASH BASED FUND BALANCE

(Approximates Cash Flow)

Projected 2023	DESIGNATED FUNDING	GENERAL FUND	CAPITAL IMPR.	G.O. DEBT SERVICE	TOTAL FUNDS
<b>CASH BALANCE, JANUARY 1, 2023</b>					
Operating Cash		2,704,863			
Investment Fund Balance		2,252,185	12,933,870	0	
<b>Beginning Balance</b>		<b>4,957,048</b>	<b>12,933,870</b>	<b>0</b>	<b>17,890,918</b>
<b>PROJECTED GENERAL FUND ENDING BALANCE</b>					
Operating Revenues		10,686,552			
Operating Expenses before Depreciation		(8,695,000)			
<b>Operating Surplus (Deficit) before Depreciation</b>		<b>1,991,552</b>			<b>1,991,552</b>
Beginning General Fund Balance + Op Surplus (Deficit)		6,948,600			
<b>Net Non-Operating General Surplus (Deficit)</b>		<b>872,254</b>			<b>872,254</b>
Projected General Fund Ending Balance		7,820,854			
<b>GENERAL FUND TARGET FUND BALANCE</b>					
Next Year Operating Expense Budget		4,788,667			
<b>Projected Ending Balance over (under) Target Balance</b>		<b>3,032,187</b>			
<b>TRANSFER EXCESS GENERAL FUNDS TO CAPITAL FUND</b>		<b>(3,032,187)</b>	<b>3,032,187</b>		<b>0</b>
Capital Fund is "approximately" reimbursing General Fund for:					
Community Partner Program	25,000				
New Bond Issue/Loan Proceeds				0	
General Property Tax Levy				1,688,362	
Less: Debt Service (Principal & Interest)				(459,484)	
<b>Excess Property Tax Levy</b>				<b>1,228,878</b>	<b>1,228,878</b>
<b>TRANSFER EXCESS TAX LEVY TO CAPITAL FUND</b>			<b>1,228,878</b>	<b>(1,228,878)</b>	<b>0</b>
Capital Grants			7,271,554		7,271,554
Less: Capital Project Expenses (before grant funding)			(9,467,000)		(9,467,000)
<b>CASH BALANCE, DECEMBER 31, 2023</b>		<b>4,788,667</b>	<b>14,999,489</b>	<b>0</b>	<b>19,788,155</b>
<b>Budget 2024</b>					
	DESIGNATED FUNDING	GENERAL FUND	CAPITAL IMPR.	G.O. DEBT SERVICE	TOTAL FUNDS
<b>CASH BALANCE, JANUARY 1, 2024</b>		<b>4,788,667</b>	<b>14,999,489</b>	<b>0</b>	<b>19,788,155</b>
<b>PROJECTED GENERAL FUND ENDING BALANCE</b>					
Operating Revenues		11,196,323			
Operating Expenses before Depreciation		(9,577,334)			
<b>Operating Surplus (Deficit) before Depreciation</b>		<b>1,618,989</b>			<b>1,618,989</b>
Beginning General Fund Balance + Op Surplus (Deficit)		6,407,656			
<b>Net Non-Operating General Surplus (Deficit)</b>		<b>639,000</b>			<b>639,000</b>
Projected General Fund Ending Balance		7,046,656			
<b>GENERAL FUND TARGET FUND BALANCE</b>					
6 Months of Next Year Operating Budget (budget year plus 2%)		4,884,000			
Self insurance reserve for uninsurance		7,500			
<b>Projected Ending Balance over (under) Target Balance</b>		<b>2,155,156</b>			
<b>TRANSFER EXCESS GENERAL FUNDS TO CAPITAL FUND</b>		<b>(2,155,156)</b>	<b>2,155,156</b>		<b>0</b>
Capital Fund support for Economic Development					
- Community Partner Program	25,000				
New Bond Issue/Loan Proceeds				0	
General Property Tax Levy				1,774,387	
Less: Debt Service (Principal & Interest)				(459,396)	
<b>Excess Property Tax Levy</b>				<b>1,314,991</b>	<b>1,314,991</b>
<b>TRANSFER EXCESS TAX LEVY TO CAPITAL FUND</b>			<b>1,314,991</b>	<b>(1,314,991)</b>	<b>0</b>
Capital Grants			7,776,200		7,776,200
Less: Capital Project Expenses			(14,196,200)		(14,196,200)
<b>CASH BALANCE, DECEMBER 31, 2024</b>		<b>4,891,500</b>	<b>12,049,636</b>	<b>0</b>	<b>16,941,136</b>

## 5 Year Projected Fund Balance

### 5-YEAR PROJECTED CASH BASED FUND BALANCE & EXPLANATION OF RESERVES

(Approximates Cash Flow)

	2024	2025	2026	2027	2028
<b>GENERAL FUND</b>					
Beginning Fund Balance	4,788,667	4,891,500	4,989,180	5,088,814	5,190,440
Op Surplus/(Deficit) (before Depreciation)	1,618,989	1,750,000	1,750,000	1,750,000	1,750,000
Net Non-Operating Surplus (before grant funds)	639,000	250,000	250,000	250,000	250,000
Non-Operating Unidentified Grants	-	-	-	-	-
Projected Ending Fund Balance	7,046,656	6,891,500	6,989,180	7,088,814	7,190,440
<b>TRANSFER EXCESS TO CAPITAL FUND</b>	(2,155,156)	(1,902,320)	(1,900,366)	(1,898,374)	(1,896,341)
<b>Estimated Ending Fund Balance</b>	<b>4,891,500</b>	<b>4,989,180</b>	<b>5,088,814</b>	<b>5,190,440</b>	<b>5,294,099</b>
<b>Explanation of Reserves</b>					
General Reserve for Adverse Conditions & to obtain strong bond rating					
Res 19-1203: 6 Mos Next Yr Op Budget (2% increase)	4,884,000	4,981,680	5,081,314	5,182,940	5,286,599
Self-insurance reserves for unemployment	7,500	7,500	7,500	7,500	7,500
<b>Target Reserve Balance</b>	<b>4,891,500</b>	<b>4,989,180</b>	<b>5,088,814</b>	<b>5,190,440</b>	<b>5,294,099</b>
<b>Estimated Over (Under) Target</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

	2024	2025	2026	2027	2028
<b>CAPITAL IMPROVEMENT FUND</b>					
Beginning Fund Balance	14,999,489	12,049,636	7,278,803	7,069,929	8,631,476
Transfer from General Fund	2,155,156	1,902,320	1,900,366	1,898,374	1,896,341
Transfer from Debt Service Fund	1,314,991	1,348,460	1,732,072	1,750,173	1,768,454
Capital Grants for Committed Projects	7,776,200	7,714,626	12,436,812	806,000	570,000
Unidentified Capital Grants	-	-	-	-	-
Funds Available for Capital Projects	26,245,836	23,015,042	23,348,053	11,524,476	12,866,271
Capital Projects per 5 Yr Capital Plan	(14,196,200)	(15,736,239)	(16,278,124)	(2,893,000)	(2,750,000)
<b>Estimated Ending Fund Balance</b>	<b>12,049,636</b>	<b>7,278,803</b>	<b>7,069,929</b>	<b>8,631,476</b>	<b>10,116,271</b>
Environmental Liability GASB49	68,375	122,000	66,500	66,500	9,500
Environmental Projects (non-capital) Reserves	50,000	50,000	50,000	50,000	50,000
Emergency Repair or Unfortunate Event	500,000	500,000	500,000	500,000	500,000
Job Creation Opportunity	500,000	500,000	500,000	500,000	500,000
<b>Target Capital Reserves</b>	<b>1,118,375</b>	<b>1,172,000</b>	<b>1,116,500</b>	<b>1,116,500</b>	<b>1,059,500</b>
<b>Estimated Over (Under) Target</b>	<b>10,931,261</b>	<b>6,106,803</b>	<b>5,953,429</b>	<b>7,514,976</b>	<b>9,056,771</b>

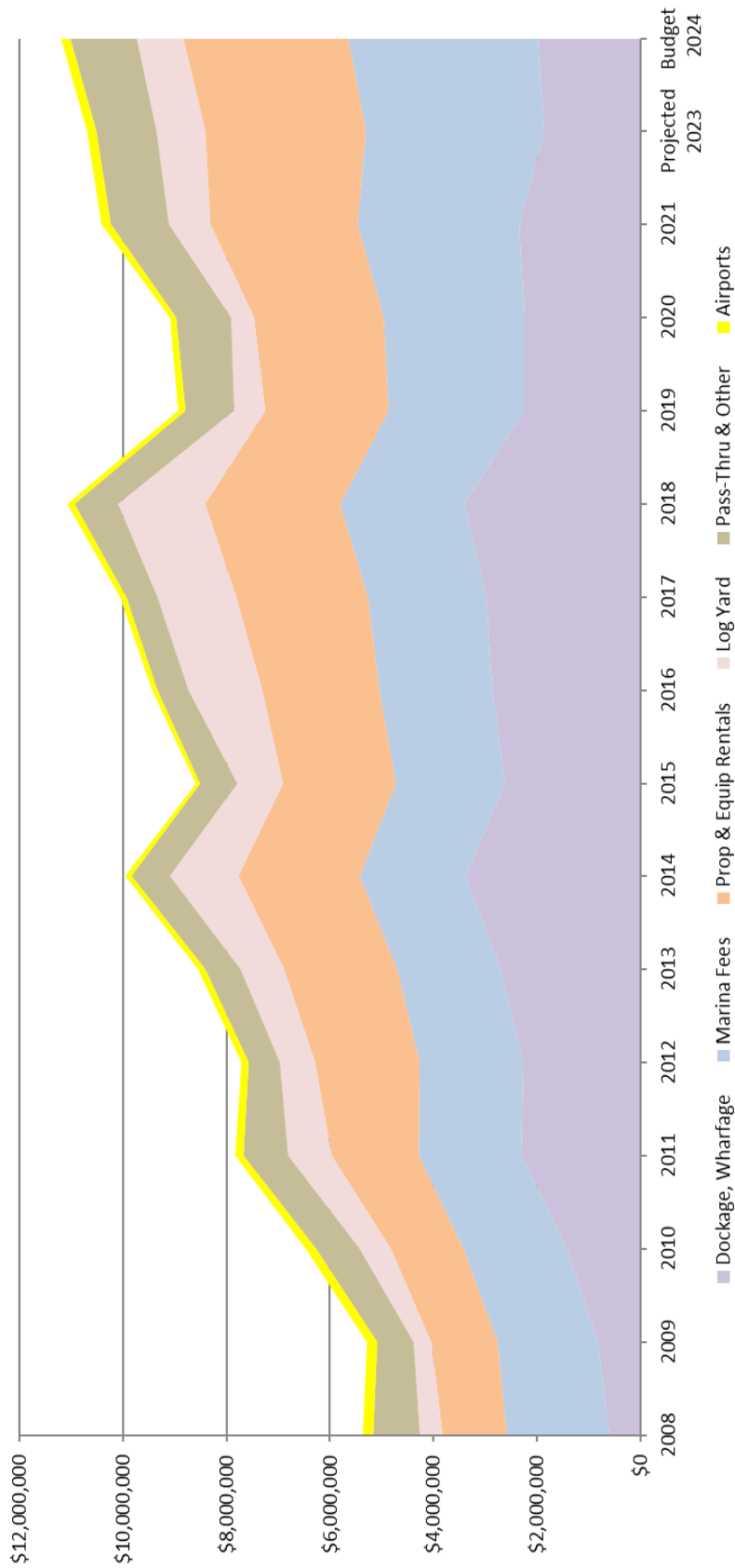
*This does not fully include Harbor Area cleanup plan since it cannot be reasonably estimated at this time.*

*General Caveat: Adjustments will be made based on Commission priorities and planned engineering studies.*

	2024	2025	2026	2027	2028
<b>DEBT SERVICE FUND</b>					
Beginning Fund Balance	-	-	-	-	-
Property Tax Levy: 1% in 2025-2028	1,774,387	1,792,131	1,810,052	1,828,153	1,846,434
Increase new Construction + Refunds	included above	15,000	15,000	15,000	15,000
Less: Debt Service	(459,396)	(458,671)	(92,980)	(92,980)	(92,980)
Projected Ending Fund Balance	1,314,991	1,348,460	1,732,072	1,750,173	1,768,454
<b>TRANSFER EXCESS TO CAPITAL FUND</b>	(1,314,991)	(1,348,460)	(1,732,072)	(1,750,173)	(1,768,454)
<b>Estimated Ending Fund Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
New Debt using "Excess" Prop Tax (30 yr at 5.0%)	\$ 20,380,000	\$ 20,900,000	\$ 26,840,000	\$ 27,120,000	\$ 27,400,000



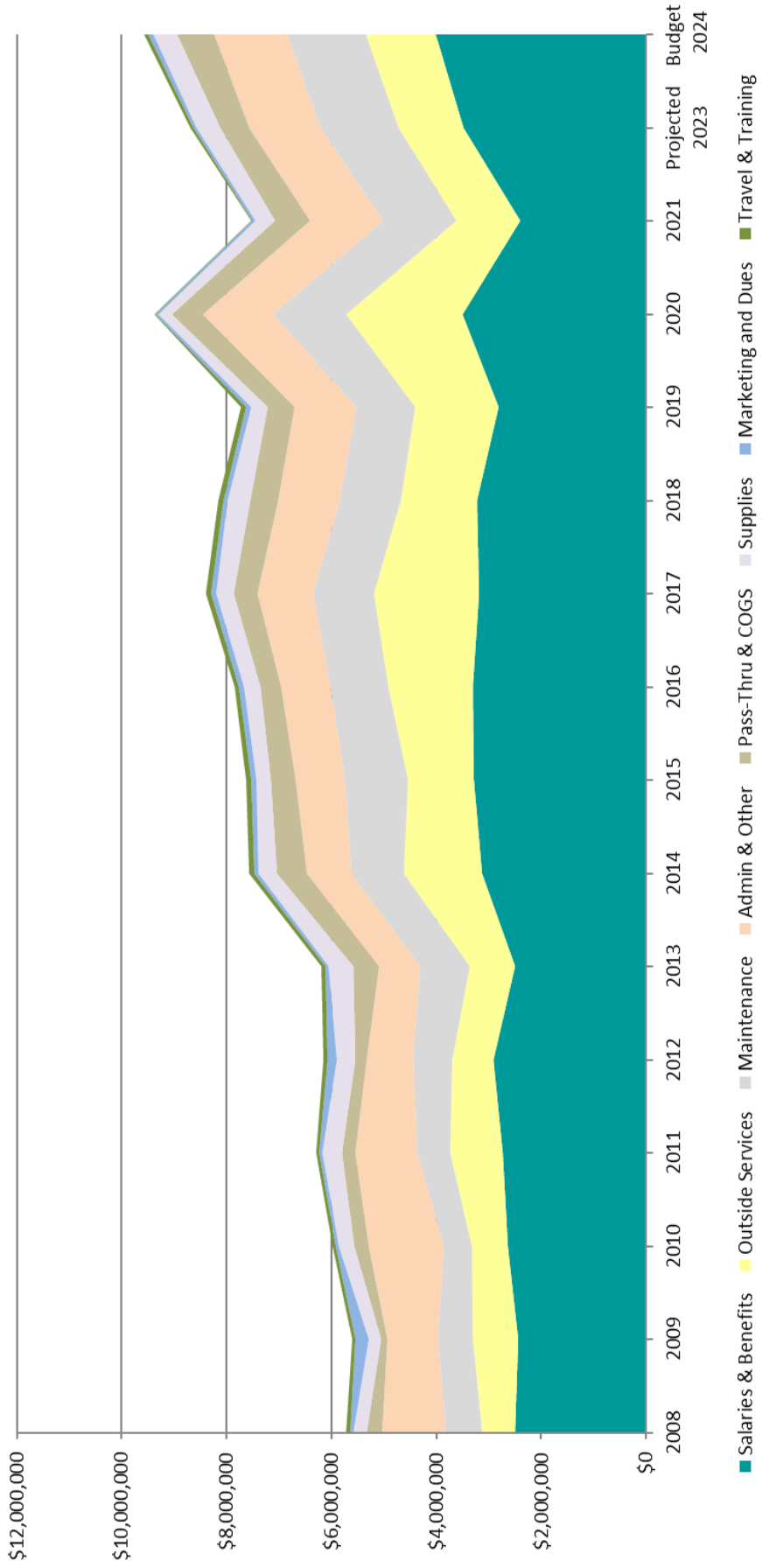
### Revenue Trend - by Revenue Type



## Revenue Type - Descriptions

- Dockage: Charges assessed against an ocean-going vessel for berthing at a wharf, piling structure, pier, bulkhead, etc., or for mooring to a vessel so berthed. (Marine Terminals)
- Equipment Rental: Fees received for equipment rental (with or without an operator) such as Log Yard and Marine Terminal loading equipment, Boat Yard travel lift and hydro wash, PABH hoist for loading/unloading items on/off boats.
- Hangar/Tie down: Rental of hangar space for inside aircraft storage or outside tie down space.
- Labor Services: For Marine Terminal, this is the security fee assessed against the vessel (or at the Port's discretion, against cargo), for providing security at the terminal working area as mandated by security regulations.
- Land Lease/Rent: Revenue from leasing land.
- Landing/Parking Fees: Fees charged for commercial aircraft to land and vehicle parking fees.
- Log Yard Land Services: Fees for sorting, grading, and decking logs.
- Log Yard Staging: Charges for temporary holding of logs (land or aquatic staging) prior to loading.
- Log Yard Water Services: Fees for dewatering logs (remove logs from the water), rafting (attach logs together in a raft for transport), round booming (create a floating structure to temporarily contain logs) and vessel tending (move log round booms to a ship for loading off water).
- Marina & Yard Fees: Marina fees include live-aboard fees, dock boxes, shower fees, boat ramp fees, commercial use fees, etc. Yard Fees are for use of working space and for boat storage.
- Misc & Inter-Dept Revenue: Miscellaneous includes late fees and non-typical fees. Inter-department is a transfer of revenue to the Airport from Rental Properties for the use of airport land.
- Moorage: Charges for use of a boat slip by either recreational boats or commercial vessels.
- MT Handling: Charges against the vessel for the use of longshore labor for physically moving cargo to/from ship's tackle to/from the first point of rest on the terminal facility. (Marine Terminals)
- Other User Fees: Fees for temporary use or access to Port facilities, such as access to provide fueling, and charges for the Port to provide minor services.
- Passenger Facility Charges: Per passenger fee charged to all departing commercial customers.
- Service & Facilities: Charges against a vessel for terminal working areas in the delivery or receipt of cargo (loading logs from the terminal or water) and for cargo documentation services.
- Storage: Fees for log storage over 60 days. Also, marine terminal warehouse storage.
- Structure Lease/Rent: Revenue from leasing buildings or other structures.
- Use Agmt and Other Rent: Revenue for the use of Port facilities over a period of time based on an agreement (use of travel lift pier, use of terminal for crane services, etc.).
- Utility Pass Thru & Product Sales: Revenue for re-billing the cost of providing utilities (electric, water, etc.) when separate meters for direct bill are not available. Product sales include: Marina fuel, access cards, and laundry supplies; Log Yard banding supplies.
- Wharf: A structure built so that cargo may be loaded on or unloaded from vessels
- Wharfage: Charges assessed against cargo for use of the wharf based on the weight and measure of the cargo (logs, fish, etc.) that is loaded or unloaded over, onto, or under wharves or between vessels when berthed. (Marine Terminals, Marinas and Boat Launch Ramps)

## Operating Expense Trend - by Expense Type



## Expense Type - Descriptions

- Ads, Dues & Publications: Costs for professional dues, publications, and newspaper ads for public notifications.
- Benefits: Related benefits associated with Port employees.
- Community Relations: Support to assist the college, schools, business associations, and other organizations in work force training and economic development. Includes ads, sponsorships, partnerships, materials, etc.
- Maintenance Charge-Out & Reimbursement: Includes charges to operating departments for labor performed by Facilities Maintenance and Mechanic Maintenance personnel. The charge-out amount was established to recover wages and benefits and accurately reflect departmental costs.
- Maintenance Labor & Benefits: Related to maintaining building, facilities, and equipment.
- Maintenance (Materials & Services): Materials purchased by the Facilities Maintenance and Mechanic Maintenance when performing work for operating departments as well as outside services performed for specific departments.
- Marketing: Market research, positioning, and other outreach efforts that are program specific. Includes design of materials, printing of brochures, banners, etc.
- Non-Maintenance Charge-Out & Reimbursement: Distributed Salaries & Benefits of Non-Maintenance staff based on the percentage of time worked in each department. The “home department” receives the reimbursement (offset) of the amount charged for services.
- Other Expenses (Misc & Inter-dept): Reflects interdepartmental transfers, such as a transfer from Rental Properties to Fairchild International Airport for use of airport land. It also includes the use of equipment owned by the airport and used by facilities maintenance.
- Outside Services: Payments made for personal services contracts, including legal services, consulting, auditing, marketing, and weather, etc.
- Promotional Hosting: Reflects expenditures made in developing Port business and retention of current customers in conformity with RCW, Chapter 53.36.130.
- Public Relations: General outreach efforts to the public and customers.
- Rent, Utilities, Insurance, Taxes: Rent is for harbor area leases, utilities for Port operations (not pass-thru utilities to customers, insurance covers liability and property, as well as specialty insurance specific to operations, and taxes include B&O excise taxes and leasehold taxes.
- Salaries & Wages: Wages & salaries associated with the operations of the departments, including administration and business development. Maintenance labor for maintaining infrastructure and equipment is identified separately.
- Supplies: Cost of office supplies, fuel, safety supplies and small tools.
- Training/Travel: Registration costs for training plus associated travel.
- Travel Meetings: Travel costs associated with professional meetings regarding Port business to include mileage, airfare expenditures, hotel and meal reimbursements.
- Utility (Pass-Thru) & Cost of Goods Sold: The metering of some facilities does not allow for utilities to be in the customer’s name as well as other circumstances. The Port re-bills the customer for amounts the Port pays on behalf of the customer. Cost of Goods Sold includes fuel, banding material for log activity, and products sold at the marinas.

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## **SECTION IV**

# **OPERATING BUDGET**

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## 2023 PROJECTED YEAR END - ASSUMPTIONS All Departments

The following assumptions apply to all Departments unless the Department includes a specific assumption in their Projected Year-End Operations narrative.

### Revenues - 2023 Projected

1. Rates, fees, and applicable leases were increased by CPI, except as specifically identified. This is consistent with the 2023 budget assumptions.
2. Marine Terminal revenues are projected to be below budget by approximately \$100K in part due to a reduction in log ship cargo volume. Q4 cargo volume for logs is projected to approx. 5.8 million, bringing total volume for 2023 to approximately 27 million (disbursed across 5 log ships). Wood chip export volume is projected to be back near traditional averages with approximately 14 total barges for 2023, up from the 6 barges in 2022. Chip handling fees were amended significantly early in 2023 to better capture chip pile management and mob/demb costs.
3. Marine Terminal revenues for dockage is projected to be close to budget as a result of having an approximate 6-month topside side repair project on Terminal 1S. This helped offset two deployments of Cable Innovator. We understand the Cable Innovator is currently standing by to be possibly dispatched to another lengthy assignment later in the year. 3 TORM tanker re-flagging projects, potentially totaling approximately 42 additional tanker days will contribute to 2023 revenues.
4. Marine Trades revenues will be higher than budget due to higher than planned activity levels in the boatyard, haul-out facility, haul-out pier, and washdown pad.
5. Airport revenues have remained consistent in 2023 due to hangar occupancy remaining at or near 100%. DASH Air Shuttle is projected to commence in late 2023. AIP 42 was executed in 2023 and should be complete by November 2023.
6. Lease revenue, across all departments, is projected to be slightly higher than budgeted. This is due to rental rate increases and higher occupancy.
7. Airport Rental Property revenue is projected to be over budget. This is due to rental rate increases and multiple new tenants.
8. Log Yard revenue is projected to be over budget due to higher than planned activity levels.
9. Marina moorage revenues at PABH and JWM have remained consistent due to higher occupancy. Revenue increases are primarily due to normal rate increases.



## 2023 PROJECTED YEAR END - ASSUMPTIONS All Departments - continued

### Expenses – 2023 Projected

1. Marine Terminal expenses are projected to be below budget by approximately \$250K due to the lower volume of cargo being exported across Terminal 3 resulting in lower costs to operate the terminal. In addition, the Port is no longer acting as stevedores, reducing longshore labor costs outside of some residual carryover benefits for previous employment.
2. Marine Trades expenses are under budget across a variety of categories; notably lower than budgeted in Facilities Maintenance, Mechanical Maintenance charge-out expenses, and general salary charged to the department.
3. Log Yard expenses, in total, are expected to be over budget by year-end. The primary unplanned cost drivers have been equipment maintenance and the cost of diesel fuel. Log Yard revenues are expected to be over budget due to an increase in barge traffic and tows.
4. Airport expenses are projected to be on budget.
5. Airport Rental Property expenses are projected to be over budget. There is an increase in maintenance and outside services due to higher occupancy.
6. Marina expenses are on track with budget projections.
7. Mechanical Maintenance (MM) expenses are projected to be slightly over budget. Mostly due to increased petroleum prices and machinery breakdowns. Facilities Maintenance (FM) is projected to be on track with the projected budget.
8. Administration expenses are projected to be 3% over budget by approximately \$75K mainly due to salaries and benefits which have increased with the addition of internal IT support and a Grants and Contracts Manager position.
9. Business Development expenses are projected to be right at budget. There was an increase of funds earmarked to travel meetings, public information for 2023. The outside services budget is set to come in \$20,000 under budget.
10. Insurance Renewals - all Port - occur twice a year with property insurance renewing in July of each year and liability insurance renewing in October of each year. The property insurance premium increased by \$28k in July 2022 due to rate increases in the property insurance market. The property insurance renewal in October 2022 increased at a rate of 8.6% which affected the 2023 expenses.
11. Non-Operating Significantly above budget due to higher interest earnings, limited environmental legal issue in the current year, and lower interest expense on outstanding debt.

## 2024 BUDGET - ASSUMPTIONS All Departments

### General

1. CPI: August 2023 CPI West–Size Class B/C–All Urban Consumer (CPI-U) was 3.7% with an 4.9% average over the first 6 months of 2023.
2. Inflation: General Inflation outlook is currently at 3.33% per Washington State Office of Financial Management.
3. The Commission can adopt one of these or another as the benchmark rate for annual rate increases.

### Revenues – 2024 Budget

1. In general, rates, fees and applicable leases will increase by the rate factor set by the Commission with additional adjustments made based on market factors.
2. Marine Terminal tariff rates will be reevaluated based on the August 2023 CPI in combination with a tariff increase of approx. 6%, which takes into consideration the lower rate implementation of 5% for 2023. The tariff rate adjustments include Dockage, Vessel Repair Dockage, Equipment Rental, Wharfage, Service and Facilities Charges, Passenger Fees, Security and Environmental Fees.
3. Marine Terminal activity includes revenue and associated expenditures based on an initial estimate of 32 mmbf of log exports (6 vessels), approx. 30 days of top side repair dockage, and 14 chip barges (approx. 80,000 tons). Two potential cruise vessels are expected in late spring/summer of 2024.
4. Marine Trades revenue for use of the Travel-Lift Pier and Wash-Down will increase in accordance with the published rates for 2024. Travel-Lift Pier fees are calculated based on the overall length of the vessel.
5. Marine Trades most fees at the Marine Trades Area will be increased by not less than the rate factor set by the Commission. Most Boat Yard and MTC charges are based on the overall length of the vessel.
6. Log Yard - Land Services revenue is anticipated to be lower than EOY 2023. Further, barging operations are expected to decrease due to the market slowdown. There is a forecasted increase volume in Q3/Q4 of 2024.
7. Log Yard - Water Services include revenue from rafting, round booming and dewatering of log volume via raft or barge. Log volumes and associated revenues are expected to be below 2023 levels due to lack of interest in “salty” wood from log yard customers due to difficulties dealing with salt impregnated hog fuel from the debarking/milling process, and due to a market slow down.
8. Log Yard - equipment rental includes revenue for loading equipment used at the marine terminal for cargo operations. Equipment Rental revenue is based on a volume of 32 mmbf loaded at terminal 3. Equipment rental revenue is expected to equal or be slightly lower than 2023.
9. Log Yard rates for log handling services are projected to be increased by a minimum of 3.7% in the initial budget to keep pace with the CPI.
10. Marina moorage rates will increase as determined by the Commissioners. Expected increase to be CPI (3.7%) plus 3% for slips under 50 feet and CPI + 4% (capped at 7%) for slips 50 feet and above.

## **2024 BUDGET – ASSUMPTIONS**

### **All Departments (continued)**

11. FIA and Airport Rental Property revenues will see an increase in existing rents based on contractual CPI driven increases along with increased occupancy.
12. Lease Rentals revenue is projected to be \$10k higher than 2023.
13. Property Tax Revenues the Port will continue to use property tax revenues for new capital projects and debt service for prior capital projects.

### **Expenses – 2024 Budget**

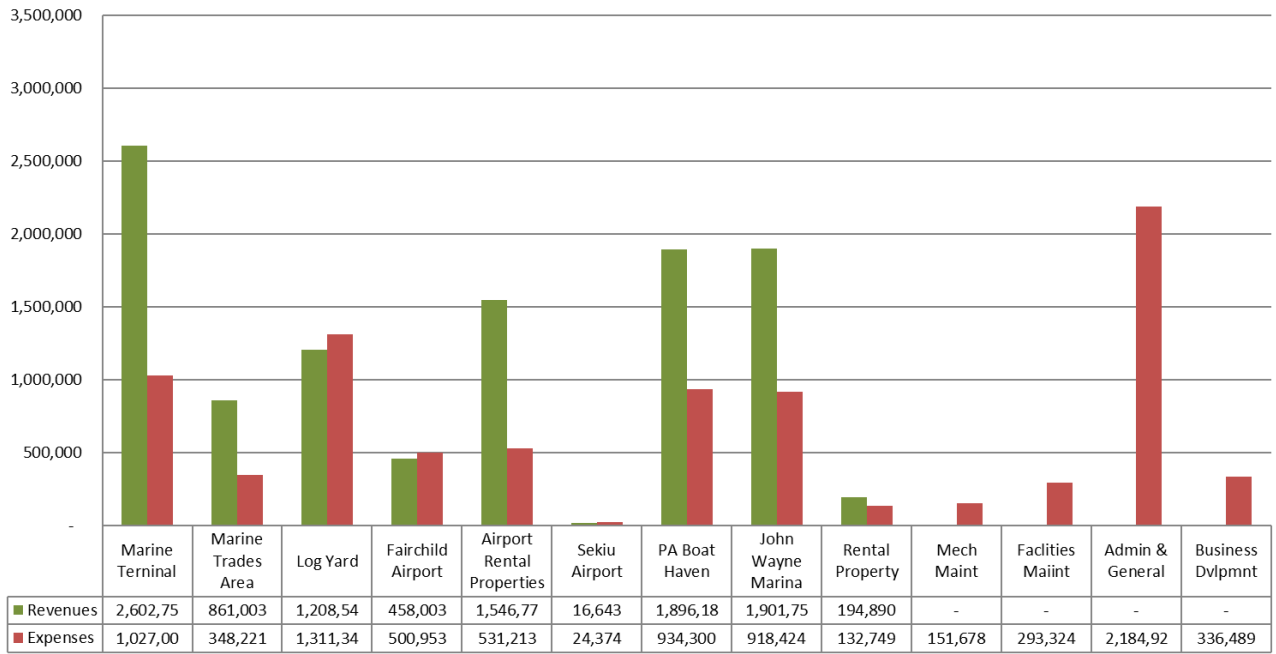
1. Salaries & Wages the August 2023 CPI West-Size Class B/C-All Urban Consumer (CPI-U) is 3.7%. Traditionally, the August CPI-U has generally been used to determine salary and wage increases. The 2023 projected and 2024 operating budget present challenging financial times. During such challenging financial times in the past, the Port Commission would not finalize the salary and wage increases until near the end of the budget development process. The Commission may approve none, partial or a full CPI increase. The CPI in the draft budget will assume a 3.7% increase subject to Commission approval. The proposed merit pool for non-represented staff will remain at \$15k, unchanged from last year. Represented staff will receive pay step increases per the applicable collective bargaining agreement, which is approximately \$5,423 (step increases are at 2.5% spread over multiple years).
2. Health Insurance Premiums will go down for monthly premiums during January 1, 2024, to June 30, 2024. Premiums for July 1, 2024, to December 31, 2024, are projected to remain stable with no increase.
3. Paid Family Leave In 2019, the State of Washington implemented RCW 50A.04 which created a state Paid Family Medical Leave (PFML) plan. Unpaid FMLA has been an employee benefit dictated by federal regulations for a number of years. However, the new state plan is for Paid FMLA. Employees and employers began contributing to the Paid Family Leave plan beginning January 1, 2019. As of January 1, 2020, eligible employees will be able to utilize this benefit. The employer premium is approximately \$5,400 or 27% of the total premium, with the remainder of the premium paid by the employee.
4. Washington Labor and Industries Rates the Port's Labor and Industries rates are expected to increase slightly in 2024.
5. Legal Services on environmental legacy issues will continue for litigation/negotiations with third parties.
6. Outside Services include all services contracted by the Port including legal services, environmental consulting and various services associated with normal Port operations. All services are currently under review by staff.

**2024 BUDGET – ASSUMPTIONS**  
**All Departments (continued)**

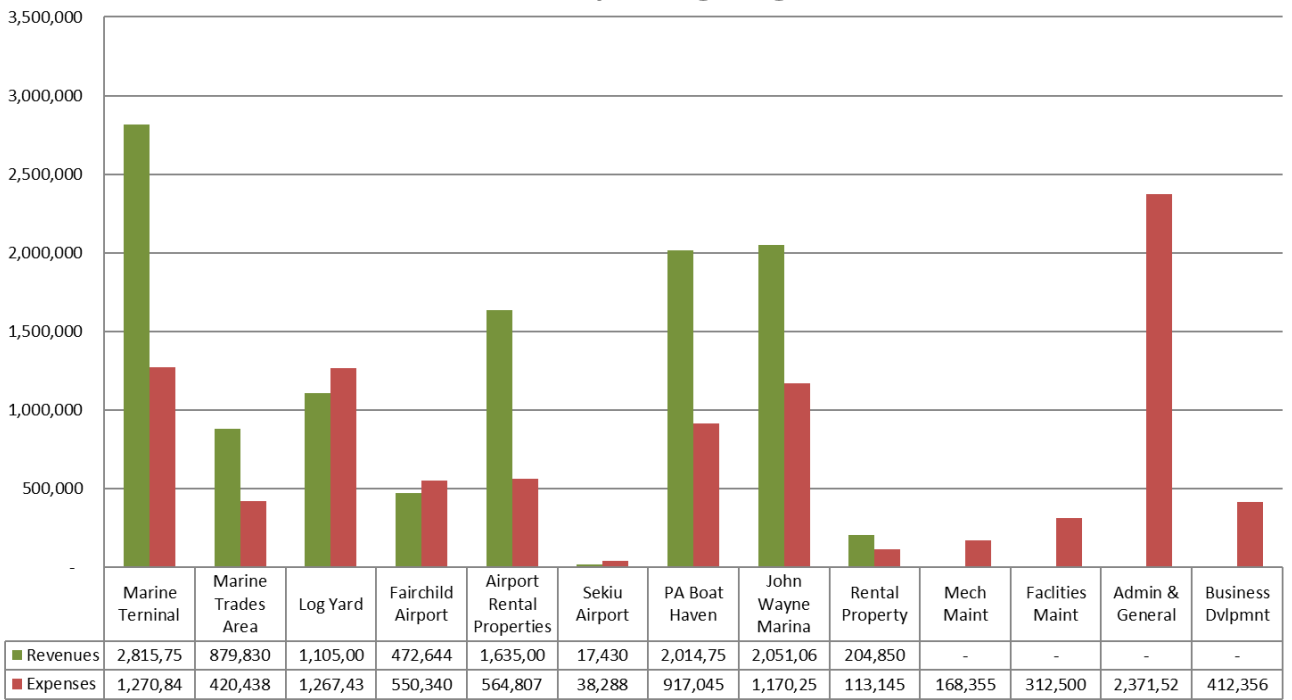
7. Insurance Renewals - All Port - occur twice a year with property insurance renewing in July of each year and liability insurance renewing in October of each year. Over the past few years, the insurance rates have been increasing at a rate of approximately 20% per year. To mitigate the cost increases staff continues to work with our insurance broker to adjust deductibles and coverage while maintaining appropriate insurance of Port assets. This active management approach will continue into 2024. The July 2023 property insurance policy renewed at \$442K which was \$25K (5%) below the previous year. This decrease was the result of extensive negotiations and selection of a new carrier.
- a. Property insurance is distributed to the departments based on the value of the land, improvements, and buildings.
  - b. Liability insurance is distributed based on the pro rata share of operating expenses.
  - c. Other insurance is charged to the departments using an appropriate base (i.e., auto insurance is allocated by vehicle use; airport liability is charged to Airport; skiff (owned small vessel) insurance is charged to Log Yard).
8. Washington State Audit Washington State Auditor's Office Annual Report Audit will be approximately \$40k. A Single Federal Audit is expected to be needed due to the receipt of more than \$750k Federal grant funds. This will result in an additional audit fee of approximately \$10K.
9. Operating Contingency the 2024 budget does not currently contain an operating contingency.

*\*\*Continue to the next page*

### 2023 Projected Operating Activity



### 2024 Operating Budget



**Port of Port Angeles  
Summary by Department  
2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b><u>OPERATING REVENUES</u></b>								
11 MARINE TERMINAL	2,974,359	3,572,883	2,989,919	2,600,000	2,602,757	2,815,750	2,757	212,993
15 MARINE TRADES AREA	602,040	769,838	778,212	793,000	861,003	879,830	68,003	18,827
21 LOG YARD	698,893	809,401	1,068,956	860,000	1,208,546	1,105,000	348,546	(103,546)
31 FAIRCHILD INTERNATIONAL AIRPORT	365,768	465,361	433,869	413,312	458,003	472,644	44,691	14,641
33 AIRPORT RENTAL PROPERTIES	1,292,971	1,389,530	1,397,664	1,380,688	1,546,776	1,635,000	166,088	88,224
32 SEKIU AIRPORT	14,726	14,194	15,782	16,630	16,643	17,430	13	787
41 PA BOAT HAVEN	1,564,474	1,656,064	1,747,878	1,953,579	1,896,183	2,014,754	(57,396)	118,571
43 JOHN WAYNE MARINA	1,490,605	1,622,428	1,827,097	2,000,317	1,901,751	2,051,065	(98,566)	149,314
61 RENTAL PROPERTY	97,153	78,153	145,935	136,291	194,890	204,850	58,599	9,960
91 MECHANICAL MAINTENANCE	0	0	0	0	0	0	0	0
92 FACILITIES MAINTENANCE	0	0	0	0	0	0	0	0
80 ADMINISTRATION & GENERAL	0	0	0	0	0	0	0	0
81 BUSINESS (Economic) DEVELOPMENT	0	0	0	0	0	0	0	0
<b>TOTAL OPERATING REVENUES</b>	<b>9,100,988</b>	<b>10,377,853</b>	<b>10,405,312</b>	<b>10,153,817</b>	<b>10,686,552</b>	<b>11,196,323</b>	<b>532,735</b>	<b>509,771</b>
<b><u>OPERATING EXPENSES</u></b>								
11 MARINE TERMINAL	2,127,840	2,128,202	960,049	995,498	1,027,004	1,270,846	31,506	243,842
15 MARINE TRADES AREA	442,298	362,345	366,465	415,151	348,221	420,438	(66,930)	72,217
21 LOG YARD	992,726	1,060,941	1,100,266	1,048,840	1,311,348	1,267,433	262,508	(43,915)
31 FAIRCHILD INTERNATIONAL AIRPORT	643,018	666,322	615,965	606,558	500,953	550,340	(105,605)	49,387
33 AIRPORT RENTAL PROPERTIES	408,820	508,928	417,500	465,471	531,213	564,807	65,742	33,594
32 SEKIU AIRPORT	30,704	30,113	39,307	30,156	24,374	38,288	(5,782)	13,914
41 PA BOAT HAVEN	769,623	762,445	929,786	785,350	934,300	917,045	148,951	(17,255)
43 JOHN WAYNE MARINA	850,719	972,365	1,007,213	1,061,634	918,424	1,170,258	(143,210)	251,834
61 RENTAL PROPERTY	118,395	102,572	110,585	92,582	132,749	113,145	40,167	(19,604)
91 MECHANICAL MAINTENANCE	146,069	132,945	164,703	143,193	151,678	168,355	8,485	16,677
92 FACILITIES MAINTENANCE	321,151	247,361	316,266	285,584	293,324	312,500	7,740	19,176
80 ADMINISTRATION & GENERAL	2,226,879	781,641	1,104,591	2,021,137	2,184,922	2,371,525	163,785	186,603
81 BUSINESS (Economic) DEVELOPMENT	306,051	344,855	400,705	339,866	336,489	412,356	(3,377)	75,867
<b>TOTAL DIRECT EXPENSES</b>	<b>9,384,292</b>	<b>8,101,035</b>	<b>7,533,400</b>	<b>8,291,017</b>	<b>8,695,000</b>	<b>9,577,334</b>	<b>403,983</b>	<b>882,334</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAIN</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>0</b>	<b>(0)</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>(283,304)</b>	<b>2,276,818</b>	<b>2,871,912</b>	<b>1,862,800</b>	<b>1,991,552</b>	<b>1,618,989</b>	<b>128,752</b>	<b>(372,563)</b>
<b>ALLOCATED DEPRECIATION</b>	-	-	-	0	0	0	(0)	0
<b>DEPRECIATION EXPENSE</b>	2,681,169	2,729,045	2,735,993	2,791,572	2,724,003	3,074,501	(67,569)	350,498
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>(2,964,473)</b>	<b>(452,227)</b>	<b>135,919</b>	<b>(928,771)</b>	<b>(732,451)</b>	<b>(1,455,511)</b>	<b>196,320</b>	<b>(723,060)</b>
<b><u>NON-OP (GENERAL)</u></b>								
NON-OP REV (General)	527,553	263,591	308,731	649,500	987,054	1,202,000	337,554	214,946
NON-OP EXP (General)	346,336	156,481	2,759,303	658,000	114,800	563,000	(543,200)	448,200
<b>NON-OP (General) SURPLUS (DEFICIT)</b>	<b>181,217</b>	<b>107,110</b>	<b>(2,450,572)</b>	<b>(8,500)</b>	<b>872,254</b>	<b>639,000</b>	<b>880,754</b>	<b>(233,254)</b>
<b><u>NON-OP (CAPITAL)</u></b>								
NON-OP REV (Capital)	1,990,277	2,271,529	2,583,163	9,129,950	8,959,916	9,550,587	(170,034)	590,671
NON-OP EXP (Capital)	262,128	57,773	55,329	126,175	59,557	43,426	(66,618)	(16,131)
<b>NON-OP (Capital) SURPLUS (DEFICIT)</b>	<b>1,728,149</b>	<b>2,213,756</b>	<b>2,527,834</b>	<b>9,003,775</b>	<b>8,900,359</b>	<b>9,507,161</b>	<b>(103,416)</b>	<b>606,802</b>
<b>NET NON-OP SURPLUS (DEFICIT)</b>	<b>1,909,366</b>	<b>2,320,866</b>	<b>77,262</b>	<b>8,995,275</b>	<b>9,772,613</b>	<b>10,146,161</b>	<b>777,338</b>	<b>373,548</b>
<b>TOTAL NET SURPLUS (DEFICIT)</b>	<b>(1,055,107)</b>	<b>1,868,639</b>	<b>213,181</b>	<b>8,066,504</b>	<b>9,040,162</b>	<b>8,690,650</b>	<b>973,658</b>	<b>(349,512)</b>

## MARINE TERMINAL (MT 11)

The Port of Port Angeles operates and maintains 2 deep water operating terminals and related equipment that support marine cargo operations, topside vessel repair and lay berth. Additionally, the MT department leases to private companies an industrial building, warehouse, office space and two piers. The objectives of the marine terminal department are:

- To operate the marine terminals in a manner that will provide an excess of revenues over expenses.
- To provide services, industrial waterfront facilities and a dedicated workforce for the efficient handling and loading of marine cargo, topside vessel repair and lay berth.
- Reinvest in the marine terminals to ensure that the Port's maritime infrastructure continues to support maritime jobs while obtaining a competitive return on the public investment.

## 2023 PROJECTED

### Revenue Assumptions

1. Dockage, Wharfage and Service and Facilities will be less than budget with projected end year cargo volumes of 27 mmbf of raw logs and approximately 72K tons of wood chips in approximately 14 chip barges, which is below the budgeted 32 million board feet and 32 chip barges/80K tons respectively. Chip handling rates were amended in early 2023.
2. Vessel Repair Dockage revenue will be close to budget as a result an approximate a 6-month and shorter 3-month topside repair projects on T1 South in combination approximately 25 tanker days, 15 large ATB days and approximately 8 days of smaller compared to the budgeted 40 days.
3. Labor Services associated revenues will be less than budget due to decrease primarily in timber cargo.
4. Tariff rates were held constant with no increase on July 1, 2023.

### Expense Assumptions

1. Utility and Cost of Goods Sold less than budget due to decrease electrical use for long term lay berth vessels (corresponding revenue recognized in Utility Pass Thru and Product Sales).
2. Overall Marine Terminal expenses are less than budget primarily due to decreases in reduced log ship traffic.
3. The Port is no longer acting as stevedores, reducing longshore labor costs outside of some residual carryover benefits for previous employment.

## 2024 BUDGET

### Revenue Assumptions

1. Projected cargo activity and associated revenue in 2024 is based on 6 cargo vessel calls (32 million board feet) and 80,000 metric tons of chips.
2. 30 days for large tanker top-side repair with smaller vessel repair projects inclusive.
3. Two cruise ships are expected in late spring/summer 2024.
4. Marine Terminal tariff rates will be adjusted based on the applicable CPI rate, estimated to be approximately 6% for Dockage, Wharfage, Service and Facilities Charges, Equipment Rental, Stormwater Fee Passenger Fee, security, and fuel Handling Fee. Tariff rates will be reviewed again in July 2024.

### Expense Assumptions

1. Overall direct expenses are increasing from previous years due in part to the projected staff increases, outside services, rent/utilities, and maintenance.
2. MT expenses include setup and removal of cargo loading equipment as well as cleaning and maintenance of equipment, docks, grounds, and buildings.

**Port of Port Angeles**  
**MARINE TERMINAL (MT - DEPT 11)**  
**2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	1,121,886	1,193,422	1,170,426	950,000	949,000	880,000	(1,000)	(69,000)
WHARFAGE	409,173	628,955	515,786	485,000	435,000	550,000	(50,000)	115,000
SERVICE & FACILITIES	249,399	391,479	322,670	290,000	270,000	330,000	(20,000)	60,000
MT HANDLING	234,655	241,326	15,279	10,000	0	0	(10,000)	0
LABOR SERVICES	215,475	314,486	304,314	295,000	210,000	220,000	(85,000)	10,000
LOG YARD STAGING	0	0	0		0		0	0
LOG YARD LAND SERVICES	0	0	0		0		0	0
LOG YARD WATER SERVICES	0	0	0		0		0	0
MOORAGE	0	0	0		0		0	0
MARINA & YARD FEES	0	0	0		0		0	0
LANDING/PARKING FEES	0	0	0		0		0	0
HANGAR/TIE DOWN	0	0	0		0		0	0
OTHER USER FEES	237,194	234,679	101,346	25,000	261,547	280,000	236,547	18,453
EQUIPMENT RENTAL	30,236	26,161	6,579	20,000	7,500	7,250	(12,500)	(250)
LAND LEASE/RENT	57,035	43,284	41,004	50,000	38,210	40,000	(11,790)	1,790
STRUCTURE LEASE/RENT	229,961	218,751	231,355	230,000	255,000	265,000	25,000	10,000
USE AGMT AND OTHER RENT	0	0	0	0	0	0	0	0
UTILITY PASS THRU & PRODUCT SALES	199,638	298,075	283,984	250,000	175,000	242,000	(75,000)	67,000
MISC & INTERDEPT REVENUE	(10,293)	(17,736)	(2,824)	(5,000)	1,500	1,500	6,500	0
<b>TOTAL OPERATING REVENUES</b>	<b>2,974,359</b>	<b>3,572,883</b>	<b>2,989,919</b>	<b>2,600,000</b>	<b>2,602,757</b>	<b>2,815,750</b>	<b>2,757</b>	<b>212,993</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	328,663	395,214	356,150	340,863	398,666	529,848	57,803	131,182
SUPPLIES	13,005	10,031	5,809	10,000	6,800	10,000	(3,200)	3,200
OUTSIDE SERVICES	1,191,840	1,075,728	46,770	33,000	32,150	53,400	(850)	21,250
PUBLIC INFORMATION	0	0	303	250	250	250	0	0
MARKETING	0	0	0	0	0	0	0	0
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	2,119	2,261	875	1,777	1,777	1,800	0	23
TRAVEL MEETINGS	160	90	38	3,000	750	3,000	(2,250)	2,250
TRAVEL/TRAINING	234	2,191	0	1,600	1,550	2,800	(50)	1,250
PROMOTIONAL HOSTING	101	275	44	500	200	1,000	(300)	800
RENT, UTILITIES, INSURANCE, TAXES	227,458	265,314	241,779	243,508	284,355	303,508	40,847	19,153
UTILITY (Pass Thru) & COST OF GOODS SOLD	137,150	186,675	179,882	200,000	131,250	181,500	(68,750)	50,250
OTHER EXPENSES (Misc & Interdept)	15,326	36,015	988	1,000	1,000	1,000	0	0
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	158,179	118,964	101,997	130,000	155,239	158,240	25,239	3,001
MAINTENANCE (Materials & Services)	53,605	35,444	25,414	30,000	13,017	24,500	(16,983)	11,483
<b>TOTAL DIRECT EXPENSES</b>	<b>2,127,840</b>	<b>2,128,202</b>	<b>960,049</b>	<b>995,498</b>	<b>1,027,004</b>	<b>1,270,846</b>	<b>31,506</b>	<b>243,842</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAIN</b>	<b>1,024,543</b>	<b>491,414</b>	<b>310,358</b>	<b>441,528</b>	<b>487,204</b>	<b>603,047</b>	<b>45,676</b>	<b>115,843</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>(178,024)</b>	<b>953,266</b>	<b>1,719,512</b>	<b>1,162,974</b>	<b>1,088,549</b>	<b>941,857</b>	<b>(74,425)</b>	<b>(146,692)</b>
<b>ALLOCATED DEPRECIATION</b>	<b>26,200</b>	<b>26,152</b>	<b>12,675</b>	<b>14,008</b>	<b>15,242</b>	<b>17,430</b>	<b>1,234</b>	<b>2,188</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>631,475</b>	<b>640,991</b>	<b>642,331</b>	<b>653,985</b>	<b>638,767</b>	<b>650,644</b>	<b>(15,218)</b>	<b>11,877</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>(835,699)</b>	<b>286,123</b>	<b>1,064,506</b>	<b>494,981</b>	<b>434,540</b>	<b>273,782</b>	<b>(60,441)</b>	<b>(160,758)</b>



## MARINE TRADES AREA (MTA 15)

The Marine Trades Area (MTA) department's primary focus is to promote economic opportunity and growth in the vessel repair and manufacturing sector of our local economy. Port waterfront facilities that are dedicated to marine trades include the Port Angeles Boat Yard and the 18-acre Marine Trades Center. Services offered include vessel haul-out capability up to 500 metric tons, upland boat storage, wash-down facilities and a skilled dedicated workforce. The objectives of Marine Trades Area are to:

- Provide quality haul-out service for maintenance and dry storage of commercial, government and recreational boats.
- Provide repair facilities and infrastructure for tenants of the Port Angeles Boat Haven.
- Obtain a competitive return on the public investment in these facilities which include two Travel Lift Piers, a 70 Ton Trave-Lift, two wash-down facilities and a full-service boat yard.
- Support maritime commerce and associated jobs through development of the 18-acre Marine Trades Center (MTC).

## 2023 PROJECTED

### Revenue Assumptions

1. Equipment Rental, which includes Travel-Lift & Hydro-wash, activities are higher than budget due to an increase in activity at the Port Angeles Boat Yard (PABY).
2. Lease Revenues will be higher than budget due to higher than planned activity levels and near continuous use of the boat yard work buildings.

### Expense Assumptions

1. Expenses lower than budget primarily due to staffing changes which resulted in less staff time being allocation to the Marine Trades Area.

## 2024 BUDGET

### Revenue Assumptions

1. MTA rates and fees will generally increase by the West Coast CPI factor for the month of August, which is 3.7%.
2. Equipment Rental includes revenue for use of the boatyard travel lift and boatyard hydro-wash.
3. Use Agreement and Other Rent includes fees for the use of the Travel Lift Pier and Wash Facility. Budget anticipates 250 operations (haul out and launches using the Port's Travel Lift Pier). Approximately 90% of haul-outs also utilize the wash facility.

### Expense Assumptions

1. Budget includes marketing expenses associated with participation at the Pacific Marine Expo in Seattle. Efforts to market the Port's available waterfront industrial properties may also include attendance at the International Work Boat Show in New Orleans, LA. (travel expenses are budgeted in the Business Development Department).
2. MTA expenses include agent fees, labor and materials required for equipment maintenance, wastewater & stormwater treatment facility operations, maintenance of grounds and buildings and waste disposal.

**Port of Port Angeles**  
**MARINE TRADES AREA (MTA - DEPT 15)**  
**2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	0	0	0	0	0	0	0	0
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	0	0	0	0	0	0	0	0
LOG YARD LAND SERVICES	0	0	0	0	0	0	0	0
LOG YARD WATER SERVICES	0	0	0	0	0	0	0	0
MOORAGE	0	0	0	0	0	0	0	0
MARINA & YARD FEES	204,318	219,051	253,113	243,000	269,730	277,822	26,730	8,092
LANDING/PARKING FEES	0	0	0	0	0	0	0	0
HANGAR/TIE DOWN	0	0	0	0	0	0	0	0
OTHER USER FEES	5,366	4,570	5,814	8,000	4,712	4,853	(3,288)	141
EQUIPMENT RENTAL	126,074	139,122	133,376	145,000	162,400	165,648	17,400	3,248
LAND LEASE/RENT	109,354	206,994	182,718	190,000	188,511	192,281	(1,489)	3,770
STRUCTURE LEASE/RENT	92,882	103,697	112,024	115,000	121,900	124,338	6,900	2,438
USE AGMT AND OTHER RENT	64,984	96,124	90,987	91,500	113,750	114,888	22,250	1,138
UTILITY PASS THRU & PRODUCT SALES	1,102	590	340	500	0	0	(500)	0
MISC & INTERDEPT REVENUE	(2,039)	(310)	(161)	0	0	0	0	0
<b>TOTAL OPERATING REVENUES</b>	<b>602,040</b>	<b>769,838</b>	<b>778,212</b>	<b>793,000</b>	<b>861,003</b>	<b>879,830</b>	<b>68,003</b>	<b>18,827</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	67,675	93,055	64,613	115,187	70,263	107,148	(44,924)	36,885
SUPPLIES	5,133	7,865	3,918	7,000	4,859	6,000	(2,141)	1,141
OUTSIDE SERVICES	148,990	101,748	143,282	100,000	82,314	100,000	(17,686)	17,686
PUBLIC INFORMATION	375	0	0	500	0	500	(500)	500
MARKETING	2,349	0	0	3,000	0	3,000	(3,000)	3,000
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	500	1,600	941	2,000	1,007	4,025	(993)	3,018
TRAVEL MEETINGS	0	0	42	1,000	67	1,000	(933)	933
TRAVEL/TRAINING	0	0	0	1,000	584	1,000	(416)	416
PROMOTIONAL HOSTING	0	223	0	1,000	0	1,000	(1,000)	1,000
RENT, UTILITIES, INSURANCE, TAXES	53,756	55,908	63,584	74,000	64,326	68,000	(9,674)	3,674
UTILITY (Pass Thru) & COST OF GOODS SOLD	0	0	0	0	0	0	0	0
OTHER EXPENSES (Misc & Interdept)	1,433	4,096	1,326	2,000	2,964	3,000	964	36
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	90,738	73,981	64,527	73,464	89,861	92,765	16,397	2,904
MAINTENANCE (Materials & Services)	71,350	23,871	24,232	35,000	31,976	33,000	(3,024)	1,024
<b>TOTAL DIRECT EXPENSES</b>	<b>442,298</b>	<b>362,345</b>	<b>366,465</b>	<b>415,151</b>	<b>348,221</b>	<b>420,438</b>	<b>(66,930)</b>	<b>72,217</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>204,798</b>	<b>99,953</b>	<b>144,965</b>	<b>237,380</b>	<b>189,399</b>	<b>232,749</b>	<b>(47,981)</b>	<b>43,350</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>(45,056)</b>	<b>307,540</b>	<b>266,782</b>	<b>140,469</b>	<b>323,383</b>	<b>226,643</b>	<b>182,914</b>	<b>(96,740)</b>
<b>ALLOCATED DEPRECIATION</b>	<b>5,227</b>	<b>5,300</b>	<b>5,961</b>	<b>7,531</b>	<b>5,925</b>	<b>6,727</b>	<b>(1,606)</b>	<b>802</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>152,672</b>	<b>159,967</b>	<b>163,343</b>	<b>166,322</b>	<b>163,343</b>	<b>166,380</b>	<b>(2,979)</b>	<b>3,037</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>(202,955)</b>	<b>142,273</b>	<b>97,478</b>	<b>(33,384)</b>	<b>154,115</b>	<b>53,536</b>	<b>187,499</b>	<b>(100,579)</b>

## LOG YARD (LY 21)

The Log Yard provides facilities for the efficient movement of logs from land to water. Land services include the sorting, decking, and staging of loads for both vessels and container trucking. Water services also include the rafting of logs transported via water to a variety of locations within the Puget Sound region and dewatering of inbound volume from Canada via raft. Water services also include round boom and x-water loading (the loading onto vessels from the water). The objectives are:

- To provide log handling facilities and services that are responsive to forest industry needs.
- To operate in a manner to cover the cost of Log Yard operations.
- To obtain a fair return on the public investment in these facilities.
- To manage access to critical waterfront infrastructure to serve the economic interest of the Port district.

### 2023 PROJECTED

#### Revenue Assumptions

1. Log Yard Staging is expected to be slightly higher than the 2023 Budget.
2. Log Yard Land Services are over budget due to increased LY domestic handling volume.
3. Log Yard Water Service revenues are above budget due to domestic handling associated with rafting, round booming and dewatering.
4. Equipment rental is expected to be on track with 2023 Budget.

#### Expenditure Assumptions

1. Maintenance Materials & Labor are higher than budget due to increased usage of log handling equipment and facilities.
2. Cost of Goods Sold is on track with 2023 budget.
3. Utilities are lower due to decreased sanitation and debris removal.

### 2024 BUDGET

#### Revenue Assumptions

1. Log Yard rates for log handling services (and fees) will increase at a minimum by the West Cost CPI factor for the month of August, which is 3.7% on January 1.
2. Log Yard Land Services revenue is budgeted to decrease from projected EOY 2023. 2024 budget is still significantly higher than previous years, but it is unknown if the Log Yard will see the same level of elevated activity as 2023.
3. Demand for domestic barging is expected to remain the same, or possibly decrease in the coming years due to the logistics related to wood being in the salt water.
4. Log Yard Water Services include revenue from rafting, round booming and dewatering of log volume originating from Canada (via raft) or Oregon (barge). Log volumes and associated revenues expected to stay the same or decrease from EOY 2023 due to domestic raft and barge activity.
5. Equipment Rental rate from loading equipment used at the marine terminal for on-dock cargo operations will be adjusted at a minimum by 3.7% with revenue based on 32 mmbf of log cargo volume.

#### Expenditure Assumptions

1. Log Yard handling is performed with 4 FTE and supported by 1 FTE from FM when operations require. FM & MM personnel will continue to support LY workforce as needed.
2. Log Yard expenses include labor and materials required for equipment maintenance, stormwater treatment facility operations, grounds maintenance and woody debris collection and disposal.

**Port of Port Angeles  
LOG YARD (LY - DEPT 21)  
2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	0	0	0	0	0	0	0	0
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	31,891	46,501	45,968	45,000	48,046	46,000	3,046	(2,046)
LOG YARD LAND SERVICES	350,956	440,602	690,189	485,000	800,000	750,000	315,000	(50,000)
LOG YARD WATER SERVICES	68,715	23,539	69,299	95,000	105,000	95,000	10,000	(10,000)
MOORAGE	0	0	0	0	0	0	0	0
MARINA & YARD FEES	0	0	0	0	0	0	0	0
LANDING/PARKING FEES	0	0	0	0	0	0	0	0
HANGAR/TIE DOWN	0	0	0	0	0	0	0	0
OTHER USER FEES	23,343	33,275	51,016	45,000	66,000	50,000	21,000	(16,000)
EQUIPMENT RENTAL	92,288	152,107	160,286	125,000	125,000	100,000	0	(25,000)
LAND LEASE/RENT	48,091	46,588	10	0	0	0	0	0
STRUCTURE LEASE/RENT	45,328	46,949	52,071	50,000	49,500	49,000	(500)	(500)
USE AGMT AND OTHER RENT	0	0	0	0	0	0	0	0
UTILITY PASS THRU & PRODUCT SALES	40,009	24,557	11,168	15,000	15,000	15,000	0	0
MISC & INTERDEPT REVENUE	(1,728)	(4,717)	(11,051)	0	0	0	0	0
<b>TOTAL OPERATING REVENUES</b>	<b>698,893</b>	<b>809,401</b>	<b>1,068,956</b>	<b>860,000</b>	<b>1,208,546</b>	<b>1,105,000</b>	<b>348,546</b>	<b>(103,546)</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	435,434	466,590	507,756	438,840	602,923	598,632	164,083	(4,291)
SUPPLIES	82,901	115,195	168,288	150,000	232,685	211,500	82,685	(21,185)
OUTSIDE SERVICES	37,656	50,820	43,065	50,000	36,200	60,000	(13,800)	23,800
PUBLIC INFORMATION	0	0	0	0	0	0	0	0
MARKETING	0	0	1,000	1,000	0	1,000	(1,000)	1,000
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	0	0	0	0	0	0	0	0
TRAVEL MEETINGS	13	17	1,239	1,000	0	1,300	(1,000)	1,300
TRAVEL/TRAINING	(900)	988	1,236	1,000	1,161	1,300	161	139
PROMOTIONAL HOSTING	0	35	32	2,000	35	2,035	(1,965)	2,000
RENT, UTILITIES, INSURANCE, TAXES	90,146	106,362	94,976	119,000	59,972	81,500	(59,028)	21,528
UTILITY (Pass Thru) & COST OF GOODS SOLD	42,814	19,788	12,240	20,000	19,960	20,960	(40)	1,000
OTHER EXPENSES (Misc & Interdept)	4,179	34,619	1,560	1,000	1,000	1,000	0	0
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	114,173	158,642	141,032	150,000	186,115	138,206	36,115	(47,909)
MAINTENANCE (Materials & Services)	186,311	107,885	127,842	115,000	171,297	150,000	56,297	(21,297)
<b>TOTAL DIRECT EXPENSES</b>	<b>992,726</b>	<b>1,060,941</b>	<b>1,100,266</b>	<b>1,048,840</b>	<b>1,311,348</b>	<b>1,267,433</b>	<b>262,508</b>	<b>(43,915)</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>494,340</b>	<b>264,504</b>	<b>426,732</b>	<b>571,040</b>	<b>702,391</b>	<b>690,031</b>	<b>131,351</b>	<b>(12,361)</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>(788,173)</b>	<b>(516,044)</b>	<b>(458,042)</b>	<b>(759,880)</b>	<b>(805,193)</b>	<b>(852,464)</b>	<b>(45,313)</b>	<b>(47,271)</b>
<b>ALLOCATED DEPRECIATION</b>	<b>12,696</b>	<b>14,206</b>	<b>17,701</b>	<b>18,117</b>	<b>21,974</b>	<b>19,944</b>	<b>3,857</b>	<b>(2,029)</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>359,475</b>	<b>348,215</b>	<b>318,452</b>	<b>324,261</b>	<b>244,002</b>	<b>248,539</b>	<b>(80,259)</b>	<b>4,537</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>(1,160,344)</b>	<b>(878,465)</b>	<b>(794,195)</b>	<b>(1,102,258)</b>	<b>(1,071,169)</b>	<b>(1,120,947)</b>	<b>31,089</b>	<b>(49,778)</b>

## FAIRCHILD INTERNATIONAL AIRPORT (FIA 31)

The airport provides aviation support facilities for general, commercial, corporate, medical evacuation and military aviation activities. The objectives of FIA are:

- To provide safe and efficient support to aviation activities.
- To provide support facilities for economic activity generated by aviation.
- To generate sufficient aviation receipts to cover expenditures of providing aviation facilities for the convenience of the Port District constituency.
- To provide aviation facilities and support for emergency response activities.
- To engage in and seek out aviation related planning and development opportunities.

### 2023 PROJECTED

#### Revenue Assumptions

1. Airport rates were increased by 10% over 2022 rates. All 2023 rates were Commission approved. This was consistent with past practices for rate increases: AUG CPI plus 1 to 1.5%.
2. Commercial passenger service was suspended in November 2014. The new airline service is projected to begin service in late 2023.

#### Expense Assumptions

1. Overall decrease in operating expenses due to reduction in outside services and professional dues.

### 2024 BUDGET

#### Revenue Assumptions

1. Rates and fees are normally increased by CPI plus 1%. All rates are established and approved by the Commission.
2. It is anticipated that Dash Air Shuttle will begin service in November 2023. There is a projected minor revenue increase based upon expected fuel flowage charges.

#### Expense Assumptions

1. Overall decrease in operating expenses due to reduction in outside services and professional dues.

**Port of Port Angeles**  
**FAIRCHILD INTL AIRPORT (FIA - DEPT 31)**  
**2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	0	0	0	0	0	0	0	0
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	0	0	0	0	0	0	0	0
LOG YARD LAND SERVICES	0	0	0	0	0	0	0	0
LOG YARD WATER SERVICES	0	0	0	0	0	0	0	0
MOORAGE	0	0	0	0	0	0	0	0
MARINA & YARD FEES	0	0	0	0	0	0	0	0
LANDING/PARKING FEES	7,295	9,454	12,545	9,100	11,826	12,500	2,726	674
HANGAR/TIE DOWN	112,957	125,690	136,635	148,212	145,520	152,800	(2,692)	7,280
OTHER USER FEES	8,599	10,773	10,910	13,000	8,000	13,000	(5,000)	5,000
EQUIPMENT RENTAL	0	0	0	0	0	0	0	0
LAND LEASE/RENT	49,404	50,105	63,540	52,000	87,500	91,000	35,500	3,500
STRUCTURE LEASE/RENT	141,092	142,590	147,737	145,000	153,000	153,144	8,000	144
USE AGMT AND OTHER RENT	0	0	0	0	0	0	0	0
UTILITY PASS THRU & PRODUCT SALES	20,875	29,776	29,557	26,000	30,157	30,200	4,157	43
MISC & INTERDEPT REVENUE	25,545	96,973	32,945	20,000	22,000	20,000	2,000	(2,000)
<b>TOTAL OPERATING REVENUES</b>	<b>365,768</b>	<b>465,361</b>	<b>433,869</b>	<b>413,312</b>	<b>458,003</b>	<b>472,644</b>	<b>44,691</b>	<b>14,641</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	193,176	166,715	163,965	115,504	102,756	112,338	(12,748)	9,582
SUPPLIES	7,169	7,481	10,268	10,000	10,719	10,750	719	31
OUTSIDE SERVICES	61,321	23,544	13,915	9,860	8,518	15,500	(1,342)	6,982
PUBLIC INFORMATION	1,703	752	2,306	2,420	2,000	2,420	(420)	420
MARKETING	703	476	1,160	550	550	550	0	0
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	2,599	872	2,435	150	2,828	2,972	2,678	144
TRAVEL MEETINGS	1,380	795	1,435	4,165	2,310	4,165	(1,855)	1,855
TRAVEL/TRAINING	0	894	0	1,500	342	2,500	(1,158)	2,158
PROMOTIONAL HOSTING	0	36	0	0	100	100	100	0
RENT, UTILITIES, INSURANCE, TAXES	170,576	200,159	154,563	205,435	115,534	114,750	(89,901)	(784)
UTILITY (Pass Thru) & COST OF GOODS SOLD	20,803	24,022	24,840	23,108	25,235	26,364	2,128	1,128
OTHER EXPENSES (Misc & Interdept)	11,715	3,258	1,976	0	27	0	27	(27)
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	140,685	198,040	194,228	195,866	200,115	223,431	4,249	23,316
MAINTENANCE (Materials & Services)	31,189	39,278	44,874	38,000	29,918	34,500	(8,082)	4,582
<b>TOTAL DIRECT EXPENSES</b>	<b>643,018</b>	<b>666,322</b>	<b>615,965</b>	<b>606,558</b>	<b>500,953</b>	<b>550,340</b>	<b>(105,605)</b>	<b>49,387</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>294,974</b>	<b>125,377</b>	<b>184,451</b>	<b>298,240</b>	<b>241,858</b>	<b>266,734</b>	<b>(56,382)</b>	<b>24,875</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>(572,224)</b>	<b>(326,338)</b>	<b>(366,547)</b>	<b>(491,486)</b>	<b>(284,808)</b>	<b>(344,429)</b>	<b>206,678</b>	<b>(59,621)</b>
<b>ALLOCATED DEPRECIATION</b>	<b>8,360</b>	<b>8,643</b>	<b>9,613</b>	<b>10,274</b>	<b>8,095</b>	<b>8,384</b>	<b>(2,179)</b>	<b>289</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>601,754</b>	<b>626,069</b>	<b>628,209</b>	<b>640,169</b>	<b>641,469</b>	<b>953,243</b>	<b>1,300</b>	<b>311,774</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>(1,182,338)</b>	<b>(961,050)</b>	<b>(1,004,369)</b>	<b>(1,141,929)</b>	<b>(934,372)</b>	<b>(1,306,057)</b>	<b>207,557</b>	<b>(371,685)</b>

## AIRPORT RENTAL PROPERTIES (ARP 33)

The Airport Rental Property business line provides a wide range of industrial and commercial properties that support economic activities in both the public and private sector. Examples of these properties included land and buildings leased by local and state government entities, a not-for-profit carbon fiber recycling technology center and various other private businesses.

Additional Port rental properties (outside of the airport boundary) fall within other lines of businesses.

The objectives of the Airport Rental Property activities are to:

- Provide land & facilities for a range of industrial activities.
- Maximize utilization of Port assets.
- Provide facilities for the creation of living wage jobs.

### 2023 PROJECTED

#### Revenue Assumptions

1. Airport Rental Properties-Structure revenues are higher due to CPI increases, new clientele and expansion of existing clientele.
2. Airport Rental Properties-Land lease revenues are higher due to CPI increases, new clientele and expansion of existing clientele.

#### Expense Assumptions

1. Maintenance of facilities is projected to be higher due to higher occupancy and normal repairs and preparing space for lease such as the 1010/1050 space.
2. Marketing and Outside services were slightly over budget due to strategic change.

### 2024 BUDGET

#### Revenue Assumptions

1. The 2024 budget is forecasted to see a slight increase due to CPI adjustment included in some leases and additional leases.

#### Expense Assumptions

1. Overall expenses should stay primarily unchanged due to forecasted maintenance.

**Port of Port Angeles**  
**AIRPORT RENTAL PROPERTIES (ARP - DEPT 33)**  
**2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	0	0	0	0	0	0	0	0
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	0	0	0	0	0	0	0	0
LOG YARD LAND SERVICES	0	0	0	0	0	0	0	0
LOG YARD WATER SERVICES	0	0	0	0	0	0	0	0
MOORAGE	0	0	0	0	0	0	0	0
MARINA & YARD FEES	0	0	0	0	0	0	0	0
LANDING/PARKING FEES	0	0	0	0	0	0	0	0
HANGAR/TIE DOWN	0	0	0	0	0	0	0	0
OTHER USER FEES	0	0	0	0	276	0	276	(276)
EQUIPMENT RENTAL	16,032	15,882	15,867	15,000	15,000	15,000	0	0
LAND LEASE/RENT	251,462	275,794	288,491	293,771	300,000	315,000	6,229	15,000
STRUCTURE LEASE/RENT	979,162	1,040,645	1,068,408	1,050,417	1,200,000	1,275,000	149,583	75,000
USE AGMT AND OTHER RENT	4,630	14,293	9,000	9,500	0	0	(9,500)	0
UTILITY PASS THRU & PRODUCT SALES	42,735	51,640	14,779	12,000	30,000	30,000	18,000	0
MISC & INTERDEPT REVENUE	(1,050)	(8,724)	1,119	0	1,500	0	1,500	(1,500)
<b>TOTAL OPERATING REVENUES</b>	<b>1,292,971</b>	<b>1,389,530</b>	<b>1,397,664</b>	<b>1,380,688</b>	<b>1,546,776</b>	<b>1,635,000</b>	<b>166,088</b>	<b>88,224</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	67,687	107,625	86,354	113,190	95,326	113,621	(17,865)	18,296
SUPPLIES	327	912	680	2,500	500	2,500	(2,000)	2,000
OUTSIDE SERVICES	28,415	57,192	27,397	37,000	56,425	68,000	19,425	11,575
PUBLIC INFORMATION	0	0	0	0	0	0	0	0
MARKETING	5,565	4,500	5,515	4,500	6,500	6,500	2,000	0
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	373	0	1,523	0	0	0	0	0
TRAVEL MEETINGS	0	0	0	1,000	1,000	1,000	0	0
TRAVEL/TRAINING	0	0	0	500	500	500	0	0
PROMOTIONAL HOSTING	0	0	0	1,000	1,000	1,000	0	0
RENT, UTILITIES, INSURANCE, TAXES	162,026	160,882	190,940	174,500	207,624	209,000	33,124	1,376
UTILITY (Pass Thru) & COST OF GOODS SOLD	39,199	59,635	2,234	12,000	2,467	8,000	(9,533)	5,533
OTHER EXPENSES (Misc & Interdept)	1,658	1,212	729	1,000	800	1,000	(200)	200
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	84,252	90,346	83,722	96,281	105,920	118,686	9,639	12,766
MAINTENANCE (Materials & Services)	19,318	26,624	18,406	22,000	53,152	35,000	31,152	(18,152)
<b>TOTAL DIRECT EXPENSES</b>	<b>408,820</b>	<b>508,928</b>	<b>417,500</b>	<b>465,471</b>	<b>531,213</b>	<b>564,807</b>	<b>65,742</b>	<b>33,594</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>247,477</b>	<b>160,019</b>	<b>201,872</b>	<b>408,232</b>	<b>458,210</b>	<b>496,125</b>	<b>49,978</b>	<b>37,915</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>636,674</b>	<b>720,583</b>	<b>778,292</b>	<b>506,985</b>	<b>557,353</b>	<b>574,068</b>	<b>50,368</b>	<b>16,716</b>
<b>ALLOCATED DEPRECIATION</b>	<b>4,968</b>	<b>6,054</b>	<b>6,759</b>	<b>7,985</b>	<b>8,997</b>	<b>8,909</b>	<b>1,012</b>	<b>(88)</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>442,696</b>	<b>446,215</b>	<b>443,042</b>	<b>451,122</b>	<b>447,298</b>	<b>455,615</b>	<b>(3,824)</b>	<b>8,317</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>189,008</b>	<b>268,314</b>	<b>328,491</b>	<b>47,878</b>	<b>101,058</b>	<b>109,544</b>	<b>53,180</b>	<b>8,486</b>



## SEKIU AIRPORT (SEK 32)

Provides a general aviation link for the Neah Bay, Clallam Bay and Sekiu areas.

The objectives of the Sekiu Airport are:

- Provide light aviation support for the west end of the Port district.
- To maximize revenue opportunities to help defray operating costs.
- Provide disaster and emergency management resources.

## 2023 PROJECTED

### Revenue Assumptions

1. Rates and fees will be collected as scheduled based on CPI.

### Expense Assumptions

1. Continue inter-local agreement with Clallam County Fire District #5 to assist with supervision and maintenance of the airport facilities.

## 2024 BUDGET

### Revenue Assumptions

1. Rates and fees increase by CPI.
2. Other revenues remain unchanged.

### Expense Assumptions

1. Continue inter-local agreement with Clallam County Fire District #5 to assist with supervision and maintenance of the airport facilities.

**Port of Port Angeles  
SEKIU (SEK - DEPT 32)  
2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	0	0	0	0	0	0	0	0
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	0	0	0	0	0	0	0	0
LOG YARD LAND SERVICES	0	0	0	0	0	0	0	0
LOG YARD WATER SERVICES	0	0	0	0	0	0	0	0
MOORAGE	0	0	0	0	0	0	0	0
MARINA & YARD FEES	0	0	0	0	0	0	0	0
LANDING/PARKING FEES	0	0	0	0	0	0	0	0
HANGAR/TIE DOWN	14,126	14,276	15,182	16,000	16,000	16,800	0	800
OTHER USER FEES	0	0	0	0	0	0	0	0
EQUIPMENT RENTAL	0	0	0	0	0	0	0	0
LAND LEASE/RENT	0	0	0	0	0	0	0	0
STRUCTURE LEASE/RENT	0	0	0	0	0	0	0	0
USE AGMT AND OTHER RENT	0	0	0	0	0	0	0	0
UTILITY PASS THRU & PRODUCT SALES	600	600	600	630	630	630	0	0
MISC & INTERDEPT REVENUE	0	(682)	0	0	13	0	13	(13)
<b>TOTAL OPERATING REVENUES</b>	<b>14,726</b>	<b>14,194</b>	<b>15,782</b>	<b>16,630</b>	<b>16,643</b>	<b>17,430</b>	<b>13</b>	<b>787</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	14,370	7,039	6,757	5,832	7,403	6,566	1,571	(837)
SUPPLIES	0	188	0	150	0	150	(150)	150
OUTSIDE SERVICES	3,600	3,800	3,600	3,780	3,780	3,780	0	0
PUBLIC INFORMATION	0	0	0	0	0	0	0	0
MARKETING	0	0	0	0	0	0	0	0
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	0	0	0	0	0	0	0	0
TRAVEL MEETINGS	140	0	155	245	0	245	(245)	245
TRAVEL/TRAINING	0	0	0	0	0	0	0	0
PROMOTIONAL HOSTING	0	0	0	0	0	0	0	0
RENT, UTILITIES, INSURANCE, TAXES	6,794	6,742	7,815	6,649	8,852	8,873	2,203	21
UTILITY (Pass Thru) & COST OF GOODS SOLD	0	0	0	0	0	0	0	0
OTHER EXPENSES (Misc & Interdept)	31	0	0	0	0	0	0	0
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	5,740	9,207	18,559	8,500	4,340	13,674	(4,160)	9,334
MAINTENANCE (Materials & Services)	29	3,137	2,421	5,000	0	5,000	(5,000)	5,000
<b>TOTAL DIRECT EXPENSES</b>	<b>30,704</b>	<b>30,113</b>	<b>39,307</b>	<b>30,156</b>	<b>24,374</b>	<b>38,288</b>	<b>(5,782)</b>	<b>13,914</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>14,562</b>	<b>5,849</b>	<b>12,274</b>	<b>15,415</b>	<b>12,392</b>	<b>19,491</b>	<b>(3,023)</b>	<b>7,099</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>(30,540)</b>	<b>(21,768)</b>	<b>(35,799)</b>	<b>(28,941)</b>	<b>(20,123)</b>	<b>(40,349)</b>	<b>8,818</b>	<b>(20,226)</b>
<b>ALLOCATED DEPRECIATION</b>	<b>413</b>	<b>404</b>	<b>640</b>	<b>531</b>	<b>415</b>	<b>613</b>	<b>(116)</b>	<b>198</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>3,690</b>	<b>2,618</b>	<b>2,618</b>	<b>2,666</b>	<b>2,618</b>	<b>2,667</b>	<b>(48)</b>	<b>49</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>(34,643)</b>	<b>(24,790)</b>	<b>(39,057)</b>	<b>(32,138)</b>	<b>(23,156)</b>	<b>(43,628)</b>	<b>8,982</b>	<b>(20,472)</b>

## PORT ANGELES BOAT HAVEN (PABH 41)

Provide moorage facilities for the commercial fishermen and the recreational boater.

The objectives of the PABH are:

- To provide moorage facilities for both commercial and private vessels.
- To enhance the amenities of the facility.
- To operate in a manner that will cover the cost of PABH operations.
- To obtain a competitive return on the public investment in these facilities.

### 2023 PROJECTED

#### Revenue Assumptions

1. Marina moorage rates were increased by 10% over 2022 rates. All 2023 rates were Commission approved. This was consistent with past practices for rate increases: AUG CPI plus 1 to 1.5%.
2. Other rates and fees to increase by CPI or market.

#### Expense Assumptions

1. PetroCard will continue as the Port's agent in 2024.
2. Expense increases were calculated based upon Aug 2023 CPI rate.

### 2024 BUDGET

#### Revenue Assumptions

1. Expected increase to be CPI (3.7%) plus 3% for slips under 50 feet and CPI + 4% (capped at 7%) for slips 50 feet and above.

#### Expense Assumptions

1. Outside service expenses will continue to rise in parallel to CPI increases.
2. Maintenance labor will continue to increase as dictated by market expenses.
3. PetroCard will continue as the Port's agent in 2024. Per the agent agreement, the base agent fee will increase by 8.3%.

**Port of Port Angeles**  
**PORT ANGELES BOAT HAVEN (PABH - DEPT 41)**  
**2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	1,660	1,709	3,739	3,836	3,840	3,900	4	60
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	0	0	0	0	0	0	0	0
LOG YARD LAND SERVICES	0	0	0	0	0	0	0	0
LOG YARD WATER SERVICES	0	0	0	0	0	0	0	0
MOORAGE	1,310,119	1,396,023	1,470,152	1,641,037	1,593,195	1,699,939	(47,842)	106,744
MARINA & YARD FEES	56,309	61,906	71,038	91,060	97,638	99,500	6,578	1,862
LANDING/PARKING FEES	0	0	0	0	40	0	40	(40)
HANGAR/TIE DOWN	0	0	0	0	0	0	0	0
OTHER USER FEES	12,422	10,711	9,803	9,280	10,400	10,900	1,120	500
EQUIPMENT RENTAL	3,800	275	850	1,084	770	850	(314)	80
LAND LEASE/RENT	12,125	11,919	12,579	13,459	12,600	13,200	(859)	600
STRUCTURE LEASE/RENT	18,647	40,694	46,243	40,764	33,300	34,965	(7,464)	1,665
USE AGMT AND OTHER RENT	0	0	0	0	0	0	0	0
UTILITY PASS THRU & PRODUCT SALES	146,169	132,824	129,618	146,796	135,800	142,500	(10,996)	6,700
MISC & INTERDEPT REVENUE	3,223	3	3,856	6,263	8,600	9,000	2,337	400
<b>TOTAL OPERATING REVENUES</b>	<b>1,564,474</b>	<b>1,656,064</b>	<b>1,747,878</b>	<b>1,953,579</b>	<b>1,896,183</b>	<b>2,014,754</b>	<b>(57,396)</b>	<b>118,571</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	96,671	86,646	85,812	113,182	113,517	159,714	335	46,197
SUPPLIES	7,939	5,277	6,850	5,015	8,563	9,000	3,548	437
OUTSIDE SERVICES	327,124	313,051	337,134	354,903	437,500	376,500	82,597	(61,000)
PUBLIC INFORMATION	1,343	0	303	2,625	750	1,000	(1,875)	250
MARKETING	0	224	305	480	0	480	(480)	480
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	712	1,354	1,735	263	504	750	242	246
TRAVEL MEETINGS	0	0	524	500	22	500	(478)	478
TRAVEL/TRAINING	128	766	501	0	1,618	800	1,618	(818)
PROMOTIONAL HOSTING	0	0	0	0	74	100	74	26
RENT, UTILITIES, INSURANCE, TAXES	137,647	146,457	153,642	134,954	137,818	138,455	2,864	637
UTILITY (Pass Thru) & COST OF GOODS SOLD	115,383	109,721	105,184	103,340	105,340	108,000	2,000	2,660
OTHER EXPENSES (Misc & Interdept)	5,412	4,116	29,733	4,888	4,888	4,888	0	0
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	53,824	66,825	104,122	44,500	96,575	89,658	52,075	(6,917)
MAINTENANCE (Materials & Services)	23,440	28,008	103,941	20,700	27,132	27,200	6,432	69
<b>TOTAL DIRECT EXPENSES</b>	<b>769,623</b>	<b>762,445</b>	<b>929,786</b>	<b>785,350</b>	<b>934,300</b>	<b>917,045</b>	<b>148,951</b>	<b>(17,255)</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>341,043</b>	<b>164,285</b>	<b>404,020</b>	<b>378,538</b>	<b>450,875</b>	<b>447,877</b>	<b>72,337</b>	<b>(2,998)</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>453,808</b>	<b>729,334</b>	<b>414,072</b>	<b>789,692</b>	<b>511,008</b>	<b>649,832</b>	<b>(278,684)</b>	<b>138,824</b>
<b>ALLOCATED DEPRECIATION</b>	<b>8,765</b>	<b>8,833</b>	<b>16,772</b>	<b>12,010</b>	<b>14,105</b>	<b>12,945</b>	<b>2,095</b>	<b>(1,160)</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>334,059</b>	<b>346,736</b>	<b>377,726</b>	<b>387,280</b>	<b>422,461</b>	<b>430,316</b>	<b>35,181</b>	<b>7,855</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>110,984</b>	<b>373,765</b>	<b>19,574</b>	<b>390,402</b>	<b>74,441</b>	<b>206,570</b>	<b>(315,960)</b>	<b>132,129</b>

## JOHN WAYNE MARINA (JWM 43)

Provide moorage facilities for the East end of the Port district for the recreational boater, for charter fishing activities, and commercial fishing vessels.

The objectives of the JWM are:

- To provide public waterfront facilities for area residents.
- To continue to explore new revenue opportunities and to generate an excess of receipts over expenditures to help fund Port activities and projects at the marina.
- To obtain a competitive return on the public investment in these facilities.

### 2023 PROJECTED

#### Revenue Assumptions

1. Marina moorage rates were increased by 10% over 2022 rates. All 2023 rates were Commission approved. This was consistent with past practices for rate increases: Aug CPI plus 1 to 1.5%.
2. Other rates and fees to increase by CPI or market.

#### Expense Assumptions

1. Expense increases were calculated based upon Aug 2023 CPI rate.
2. Forecasted maintenance labor increased in anticipation of significant maintenance and repair work on the deteriorating soffit and gutter system.

### 2024 BUDGET

#### Revenue Assumptions

1. Expected increase to be CPI (3.7%) plus 3% for slips under 50 feet and CPI + 4% (capped at 7%) for slips 50 feet and above.

#### Expense Assumptions

1. Outside services are expected to increase in 2024 due to needed maintenance work on the fuel distribution system. This expense was originally scheduled for 2023.
  1. Outside service expenses will continue to rise in parallel to CPI increases.
  2. Maintenance labor will continue to increase as dictated by market expenses.

**Port of Port Angeles  
JOHN WAYNE MARINA (JWM - DEPT 43)  
2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	152	850	278	220	220	220	0	0
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	0	0	0	0	0	0	0	0
LOG YARD LAND SERVICES	0	0	0	0	0	0	0	0
LOG YARD WATER SERVICES	0	0	0	0	0	0	0	0
MOORAGE	1,091,916	1,178,595	1,265,061	1,409,917	1,380,337	1,472,820	(29,580)	92,483
MARINA & YARD FEES	67,006	69,912	74,476	102,230	100,274	105,000	(1,956)	4,726
LANDING/PARKING FEES	0	0	0	0	600	600	600	0
HANGAR/TIE DOWN	0	0	0	0	0	0	0	0
OTHER USER FEES	0	125	450	0	0	0	0	0
EQUIPMENT RENTAL	0	0	0	0	525	525	525	0
LAND LEASE/RENT	869	890	949	900	900	900	0	0
STRUCTURE LEASE/RENT	34,160	30,330	41,747	40,000	45,000	45,000	5,000	0
USE AGMT AND OTHER RENT	0	0	0	0	0	0	0	0
UTILITY PASS THRU & PRODUCT SALES	303,355	378,926	454,327	442,000	367,900	420,000	(74,100)	52,100
MISC & INTERDEPT REVENUE	(6,853)	(37,200)	(10,191)	5,050	5,995	6,000	945	5
<b>TOTAL OPERATING REVENUES</b>	<b>1,490,605</b>	<b>1,622,428</b>	<b>1,827,097</b>	<b>2,000,317</b>	<b>1,901,751</b>	<b>2,051,065</b>	<b>(98,566)</b>	<b>149,314</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	401,641	413,672	370,366	429,901	385,794	497,822	(44,107)	112,028
SUPPLIES	12,236	11,640	13,460	11,920	17,844	18,800	5,924	956
OUTSIDE SERVICES	14,926	15,348	7,721	15,000	18,407	28,554	3,407	10,147
PUBLIC INFORMATION	787	1,000	697	0	400	1,000	400	600
MARKETING	0	224	305	475	0	475	(475)	475
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	537	510	924	263	0	0	(263)	0
TRAVEL MEETINGS	210	230	573	0	73	0	73	(73)
TRAVEL/TRAINING	128	766	501	0	1,698	1,800	1,698	102
PROMOTIONAL HOSTING	0	0	0	0	0	0	0	0
RENT, UTILITIES, INSURANCE, TAXES	92,454	100,049	97,670	105,929	107,834	108,842	1,905	1,008
UTILITY (Pass Thru) & COST OF GOODS SOLD	244,817	297,971	347,081	361,740	269,970	362,217	(91,770)	92,247
OTHER EXPENSES (Misc & Interdept)	30,729	47,838	37,487	36,606	36,600	37,500	(6)	900
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	34,894	58,975	75,041	62,800	46,481	74,748	(16,319)	28,267
MAINTENANCE (Materials & Services)	17,360	24,142	55,387	37,000	33,323	38,500	(3,677)	5,177
<b>TOTAL DIRECT EXPENSES</b>	<b>850,719</b>	<b>972,365</b>	<b>1,007,213</b>	<b>1,061,634</b>	<b>918,424</b>	<b>1,170,258</b>	<b>(143,210)</b>	<b>251,834</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>316,867</b>	<b>169,782</b>	<b>258,520</b>	<b>388,464</b>	<b>352,697</b>	<b>447,321</b>	<b>(35,767)</b>	<b>94,624</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>323,019</b>	<b>480,281</b>	<b>561,364</b>	<b>550,220</b>	<b>630,630</b>	<b>433,486</b>	<b>80,411</b>	<b>(197,144)</b>
<b>ALLOCATED DEPRECIATION</b>	<b>8,143</b>	<b>9,129</b>	<b>10,732</b>	<b>12,324</b>	<b>11,034</b>	<b>12,929</b>	<b>(1,290)</b>	<b>1,895</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>65,231</b>	<b>64,371</b>	<b>63,864</b>	<b>67,352</b>	<b>62,260</b>	<b>63,418</b>	<b>(5,092)</b>	<b>1,158</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>249,645</b>	<b>406,781</b>	<b>486,768</b>	<b>470,544</b>	<b>557,337</b>	<b>357,139</b>	<b>86,793</b>	<b>(200,197)</b>

## RENTAL PROPERTIES (RP 61)

The Rental Property business line consists of those properties that are not associated with other lines of business and provides a range of mostly industrial properties and a few commercial properties that support various economic activities in the private sector. Examples of these properties are land and buildings along the Port Angeles waterfront and Marine Drive.

Additional Rental Properties fall within other, specific lines of businesses (LOB).

The objectives of the Rental Property activity are to:

- Provide land & facilities for a range of industrial & commercial activities.
- Maximize utilization of Port assets.
- Provide facilities for the creation of living wage jobs.

## 2023 PROJECTED

### Expense Assumptions

1. 2023 structure lease revenue is projected to be higher than budgeted due to CPI increases, new tenants, and tenant expansion.
2. 2023 land lease revenue is CPI increases, new tenants, and tenant expansion.
3. 2023 expenses are higher due to higher maintenance and repair requirements.

## 2024 BUDGET

### Revenue Assumptions

1. A slight increase expected in current miscellaneous leases due to CPI. Department 61 – Rental Properties consists of the land & structure leases that are not easily categorized into the physical locations of other Port departments.

### Expense Assumptions

1. Maintenance and staff salary allocations budgeted conservatively for 2024 but are considerably higher.

**Port of Port Angeles**  
**RENTAL PROPERTIES (RP - DEPT 61)**  
**2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	0	0	0	0	0	0	0	0
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	0	0	0	0	0	0	0	0
LOG YARD LAND SERVICES	0	0	0	0	0	0	0	0
LOG YARD WATER SERVICES	0	0	0	0	0	0	0	0
MOORAGE	0	0	0	0	0	0	0	0
MARINA & YARD FEES	0	0	0	0	0	0	0	0
LANDING/PARKING FEES	0	0	0	0	0	0	0	0
HANGAR/TIE DOWN	0	0	0	0	0	0	0	0
OTHER USER FEES	0	720	1,560	0	2,500	2,500	2,500	0
EQUIPMENT RENTAL	0	0	0	0	0	0	0	0
LAND LEASE/RENT	68,666	71,618	73,254	71,000	100,000	105,000	29,000	5,000
STRUCTURE LEASE/RENT	20,291	13,438	59,332	53,000	80,000	84,500	27,000	4,500
USE AGMT AND OTHER RENT	7,291	7,291	7,291	7,291	7,291	7,500	0	209
UTILITY PASS THRU & PRODUCT SALES	720	1,340	4,990	5,000	5,000	5,250	0	250
MISC & INTERDEPT REVENUE	185	(16,254)	(492)	0	99	100	99	1
<b>TOTAL OPERATING REVENUES</b>	<b>97,153</b>	<b>78,153</b>	<b>145,935</b>	<b>136,291</b>	<b>194,890</b>	<b>204,850</b>	<b>58,599</b>	<b>9,960</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	52,496	46,827	32,932	36,948	42,030	35,762	5,082	(6,268)
SUPPLIES	109	79	0	0	0	0	0	0
OUTSIDE SERVICES	273	2,280	17,258	1,800	6,300	6,500	4,500	200
PUBLIC INFORMATION	0	0	0	0	0	0	0	0
MARKETING	4,600	0	0	0	0	0	0	0
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	140	140	90	0	0	0	0	0
TRAVEL MEETINGS	0	0	0	0	50	0	50	(50)
TRAVEL/TRAINING	0	0	0	0	0	0	0	0
PROMOTIONAL HOSTING	0	0	0	0	0	0	0	0
RENT, UTILITIES, INSURANCE, TAXES	36,068	38,831	39,955	30,534	37,250	42,250	6,716	5,000
UTILITY (Pass Thru) & COST OF GOODS SOLD	720	720	720	800	1,500	2,300	700	800
OTHER EXPENSES (Misc & Interdept)	3,210	0	1,021	500	0	1,000	(500)	1,000
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT MAINTENANCE (Materials & Services)	14,779	11,996	11,543	14,500	30,837	14,333	16,337	(16,504)
	6,000	1,699	7,066	7,500	14,782	11,000	7,282	(3,782)
<b>TOTAL DIRECT EXPENSES</b>	<b>118,395</b>	<b>102,572</b>	<b>110,585</b>	<b>92,582</b>	<b>132,749</b>	<b>113,145</b>	<b>40,167</b>	<b>(19,604)</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>61,545</b>	<b>25,617</b>	<b>43,075</b>	<b>50,942</b>	<b>71,387</b>	<b>61,362</b>	<b>20,445</b>	<b>(10,025)</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>(82,787)</b>	<b>(50,036)</b>	<b>(7,725)</b>	<b>(7,233)</b>	<b>(9,246)</b>	<b>30,343</b>	<b>(2,013)</b>	<b>39,589</b>
<b>ALLOCATED DEPRECIATION</b>	<b>1,582</b>	<b>1,378</b>	<b>1,788</b>	<b>1,616</b>	<b>2,233</b>	<b>1,774</b>	<b>617</b>	<b>(460)</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>13,763</b>	<b>13,767</b>	<b>13,767</b>	<b>14,018</b>	<b>13,766</b>	<b>14,022</b>	<b>(252)</b>	<b>256</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>(98,132)</b>	<b>(65,181)</b>	<b>(23,280)</b>	<b>(22,867)</b>	<b>(25,246)</b>	<b>14,547</b>	<b>(2,379)</b>	<b>39,793</b>



## MECHANICAL MAINTENANCE (MM 91)

The Port Mechanical Maintenance department is responsible for the maintenance and upkeep of the Port's equipment and vehicles. This equipment includes rolling stock and boom boats for log handling and cargo operations, maintenance related equipment, airport firefighting and snow removal equipment, marina and boatyard equipment and the Port's fleet of vehicles.

The Port maintains the following equipment:

- 6 - Log stackers
- 4 - Hydraulic grapple log loaders
- 1 - 980 Caterpillar wheel loader
- 2 - John Deere Gators
- 1 - John Deere Backhoe
- 3 - Boom boats
- 1 - Tymco Vacuum Sweeper
- 1 - Broce Broom
- 3 - Dump trucks including 2 10-yard and 1 5-yard
- 1 - John Deere Grader
- 1 - 2-ton flatbed truck
- 1 - Water truck
- 1- ARFF Fire trucks and firefighting equipment
- 7 - Forklifts
- 4 - Tractors
- 1 - New Holland Tractor Mower
- 1 - John Deere Tractor w/mower deck
- 1 - International Tractor w/brush hog mower
- 3 - riding mowers
- 3 - push mowers
- 1 - Scissor lift
- 1 - boom lift
- 19 Fleet vehicles (mostly pickup trucks)

## 2023 BUDGET

### Expense Assumptions

1. Increased labor dollars and replacement parts for mechanical repairs; especially in the Log Yard, where aging equipment failures are inevitable.
2. Mandatory mechanical overtime pay for on-call and unforeseen breakdowns.
3. Petroleum prices continue upward causing our "supplies" to go over budget.
4. Labor hours continue to climb during cargo loading operations.
5. Expenses overall are expected to be higher than the 2023 budget as inflation costs have increased over the last 6 months.

## 2024 BUDGET

### Expense Assumptions

1. Workload will to be accomplished with 2 FTE's.
2. Supplies purchased for MM are to replace aging equipment and improve safety & efficiency of daily tasks.
3. There are several projects slated for 2024 involving log yard equipment rebuilds. Specifically, stackers and one Letourneau. Total cost approximately \$39,000.

**Port of Port Angeles**  
**MECHANICAL MAINTENANCE (MM - DEPT 91)**  
**2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	0	0	0	0	0	0	0	0
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	0	0	0	0	0	0	0	0
LOG YARD LAND SERVICES	0	0	0	0	0	0	0	0
LOG YARD WATER SERVICES	0	0	0	0	0	0	0	0
MOORAGE	0	0	0	0	0	0	0	0
MARINA & YARD FEES	0	0	0	0	0	0	0	0
LANDING/PARKING FEES	0	0	0	0	0	0	0	0
HANGAR/TIE DOWN	0	0	0	0	0	0	0	0
OTHER USER FEES	0	0	0	0	0	0	0	0
EQUIPMENT RENTAL	0	0	0	0	0	0	0	0
LAND LEASE/RENT	0	0	0	0	0	0	0	0
STRUCTURE LEASE/RENT	0	0	0	0	0	0	0	0
USE AGMT AND OTHER RENT	0	0	0	0	0	0	0	0
UTILITY PASS THRU & PRODUCT SALES	0	0	0	0	0	0	0	0
MISC & INTERDEPT REVENUE	0	0	0	0	0	0	0	0
<b>TOTAL OPERATING REVENUES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	22,394	12,325	16,641	20,217	25,000	22,428	4,783	(2,572)
SUPPLIES	40,129	60,471	65,438	51,000	65,000	70,000	14,000	5,000
OUTSIDE SERVICES	5,273	9,283	8,698	4,700	11,500	7,800	6,800	(3,700)
PUBLIC INFORMATION	0	0	0	0	0	0	0	0
MARKETING	0	0	0	0	0	0	0	0
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	469	0	0	0	0	0	0	0
TRAVEL MEETINGS	0	0	0	0	0	0	0	0
TRAVEL/TRAINING	0	6,906	0	500	0	500	(500)	500
PROMOTIONAL HOSTING	0	0	0	0	0	0	0	0
RENT, UTILITIES, INSURANCE, TAXES	28,379	7,998	25,626	22,700	30,955	22,700	8,255	(8,255)
UTILITY (Pass Thru) & COST OF GOODS SOLD	0	0	0	0	0	0	0	0
OTHER EXPENSES (Misc & Interdept)	0	27	0	0	0	0	0	0
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	39,256	29,131	34,179	38,876	14,066	36,927	(24,810)	22,861
MAINTENANCE (Materials & Services)	10,169	6,804	14,121	5,200	5,157	8,000	(43)	2,843
<b>TOTAL DIRECT EXPENSES</b>	<b>146,069</b>	<b>132,945</b>	<b>164,703</b>	<b>143,193</b>	<b>151,678</b>	<b>168,355</b>	<b>8,485</b>	<b>16,677</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>(146,069)</b>	<b>(132,945)</b>	<b>(164,703)</b>	<b>(143,193)</b>	<b>(151,678)</b>	<b>(168,355)</b>	<b>(8,485)</b>	<b>(16,677)</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ALLOCATED DEPRECIATION</b>	<b>(15,658)</b>	<b>(16,005)</b>	<b>(16,005)</b>	<b>(16,297)</b>	<b>(13,447)</b>	<b>(13,697)</b>	<b>2,850</b>	<b>(250)</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>15,658</b>	<b>16,005</b>	<b>16,005</b>	<b>16,297</b>	<b>13,447</b>	<b>13,697</b>	<b>(2,850)</b>	<b>250</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: All expenses for centralized services (overhead departments) are allocated to the lines of business using the Modified Total Direct Cost (MTDC) model as specified by the US Office of Management & Budget – see Section VIII Supplemental Information, pages VIII-13 & VIII-14. The resulting total in the Net Surplus (Deficit) After Depreciation line is \$0 for all centralized services.

## FACILITIES MAINTENANCE (FM 92)

The Facilities Maintenance (FM) department provides for the maintenance and upkeep of numerous Port buildings and facilities including the Marine Terminals, William R. Fairchild International and Sekiu Airports, John Wayne Marina, Port Angeles Boat Haven, the Marine Trades Area, T1 & T3 Pier, PABH & JWM Boat Launch Ramps, the Port Log Yard and various rental properties. FM also provides maintenance and upkeep of the MTA Washdown Facility and all Port storm water filtration systems.

Primary services provided by the FM department include carpentry, electrical, plumbing, HVAC, fire safety, stormwater, material handling, equipment operations, grounds maintenance and a wide variety of capital improvement projects. The FM crew also provides a reservoir of labor that can be called upon by the Log Yard during busy periods including operation of boom boats, loading logs, watering, etc.

### 2023 PROJECTED

#### Expense Assumptions

1. Capital projects for the rest of the year include, but are not limited to, repair of the path for the travel lift in the PABY by replacing sunken asphalt with concrete runners.
2. FM activities through the end of year will include routine and seasonal maintenance, providing labor for the log yard over burden removal (there are still several hundred yards of material), crack sealing FIA asphalt, and sealcoating compromised areas. FM will also provide labor to the log yard an average of 3 days a week. Lay TPO roofing at FIA roof portions that are leaking. Assist with the chain replacement at the aquatic storage rental area.

### 2024 BUDGET

#### Expense Assumptions

1. Workload will be accomplished with 9 FTE's and potentially 2 new major project positions.
2. FM assistance with LY Operations continues regularly. FM Labor services are also utilized to assist with: LY dust control, bark/rock hauling, and over burden removal. Chip set up and tear down and associated pier clean up, after chip/log loading operations.
3. Maintenance expenses vary across departments, generally following trend, but punctuated with larger maintenance projects. These projects include landscaping at various Port owned rental properties, airport/main terminal and hanger areas, grounds keeping all properties, black top maintenance for airport and port owned parking lots. Expense increases as we encounter more homeless camp site clean-ups. There will also be increased material cost and manpower time for our 4 storm water treatment facilities.
4. FM has proposed the erection of a pole building on Butler St. that will serve as dry storage for our equipment stored there.
5. FM will be tackling several larger projects in which outside services could be justified. We will perform these construction projects with our in-house crew:
  - FIA terminal roof replacement
  - 800 total feet of gutter replacement throughout the port properties

**Port of Port Angeles**  
**FACILITIES MAINTENANCE (FM - DEPT 92)**  
**2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	0	0	0	0	0	0	0	0
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	0	0	0	0	0	0	0	0
LOG YARD LAND SERVICES	0	0	0	0	0	0	0	0
LOG YARD WATER SERVICES	0	0	0	0	0	0	0	0
MOORAGE	0	0	0	0	0	0	0	0
MARINA & YARD FEES	0	0	0	0	0	0	0	0
LANDING/PARKING FEES	0	0	0	0	0	0	0	0
HANGAR/TIE DOWN	0	0	0	0	0	0	0	0
OTHER USER FEES	0	0	0	0	0	0	0	0
EQUIPMENT RENTAL	0	0	0	0	0	0	0	0
LAND LEASE/RENT	0	0	0	0	0	0	0	0
STRUCTURE LEASE/RENT	0	0	0	0	0	0	0	0
USE AGMT AND OTHER RENT	0	0	0	0	0	0	0	0
UTILITY PASS THRU & PRODUCT SALES	0	0	0	0	0	0	0	0
MISC & INTERDEPT REVENUE	0	0	0	0	0	0	0	0
<b>TOTAL OPERATING REVENUES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	74,942	67,808	93,399	86,885	80,342	91,374	(6,543)	11,032
SUPPLIES	34,485	41,667	60,459	48,799	48,302	48,299	(497)	(3)
OUTSIDE SERVICES	5,284	6,266	5,743	5,886	2,218	6,886	(3,668)	4,668
PUBLIC INFORMATION	0	0	0	0	0	0	0	0
MARKETING	0	0	0	0	0	0	0	0
COMMUNITY RELATIONS	0	0	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	540	0	950	450	0	250	(450)	250
TRAVEL MEETINGS	6	91	0	0	20	0	20	(20)
TRAVEL/TRAINING	5,402	249	3,515	4,000	42	5,200	(3,958)	5,158
PROMOTIONAL HOSTING	82	0	0	0	0	0	0	0
RENT, UTILITIES, INSURANCE, TAXES	25,088	23,909	29,802	12,875	31,221	19,800	18,346	(11,421)
UTILITY (Pass Thru) & COST OF GOODS SOLD	0	0	0	0	0	0	0	0
OTHER EXPENSES (Misc & Interdept)	2,505	3,298	2,629	2,310	2,690	2,500	380	(190)
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	140,224	81,181	105,504	105,379	106,399	114,691	1,020	8,291
MAINTENANCE (Materials & Services)	32,593	22,892	14,265	19,000	22,090	23,500	3,090	1,410
<b>TOTAL DIRECT EXPENSES</b>	<b>321,151</b>	<b>247,361</b>	<b>316,266</b>	<b>285,584</b>	<b>293,324</b>	<b>312,500</b>	<b>7,740</b>	<b>19,176</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>(321,151)</b>	<b>(247,361)</b>	<b>(316,266)</b>	<b>(285,584)</b>	<b>(293,324)</b>	<b>(312,500)</b>	<b>(7,740)</b>	<b>(19,176)</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>0</b>
<b>ALLOCATED DEPRECIATION</b>	<b>(22,599)</b>	<b>(23,856)</b>	<b>(26,420)</b>	<b>(27,150)</b>	<b>(24,272)</b>	<b>(24,723)</b>	<b>2,878</b>	<b>(451)</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>22,599</b>	<b>23,856</b>	<b>26,420</b>	<b>27,150</b>	<b>24,272</b>	<b>24,723</b>	<b>(2,878)</b>	<b>451</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>0</b>

Note: All expenses for centralized services (overhead departments) are allocated to the lines of business using the Modified Total Direct Cost (MTDC) model as specified by the US Office of Management & Budget – see Section VIII Supplemental Information, pages VIII-13 & VIII-14. The resulting total in the Net Surplus (Deficit) After Depreciation line is \$0 for all centralized services.

## **ADMINISTRATIVE AND GENERAL (A&G 80)**

Administration includes the Commission, Executive Management, Finance and Accounting, Human Resources, Public Relations, Engineering, Environmental and Security, and Port Counsel services to all departments. Activities include accounting, budgeting, financial reporting, debt financing, investment management, insurance/risk management, audit functions, engineering, capital project management, environmental stewardship and legal services.

The objectives of the Administration of the Port are:

- To provide quality information and support to the Commission and all departments.
- To be responsive to inquiries and changing requirements of the Commission, the public, customers, and employees.
- To provide transparency in financial reporting to the Commission, the public, staff and compliance with regulations.

## **2023 PROJECTED**

### **Expense Assumptions**

1. Salaries and benefits combined are expected to be higher than the budget due to staffing changes.
2. Outside services are under budget due to lower use of specialized consulting support (regulatory, grant writing assistance, marketing, strategic plan).

## **2024 BUDGET**

### **Expense Assumptions**

1. Staffing costs reflect cost of living increases.
2. Outside services include a base level for legal, technology, general consulting, janitorial, state audit, etc.
3. Public information includes community outreach and state/federal legislative advocacy.
4. Rent, Utilities, Insurance and Taxes are expected to be slightly higher in 2024.

**Port of Port Angeles  
ADMINISTRATION (ADMIN - DEPT 80)  
2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING REVENUES</b>								
DOCKAGE	0	0	0	0	0	0	0	0
WHARFAGE	0	0	0	0	0	0	0	0
SERVICE & FACILITIES	0	0	0	0	0	0	0	0
MT HANDLING	0	0	0	0	0	0	0	0
LABOR SERVICES	0	0	0	0	0	0	0	0
LOG YARD STAGING	0	0	0	0	0	0	0	0
LOG YARD LAND SERVICES	0	0	0	0	0	0	0	0
LOG YARD WATER SERVICES	0	0	0	0	0	0	0	0
MOORAGE	0	0	0	0	0	0	0	0
MARINA & YARD FEES	0	0	0	0	0	0	0	0
LANDING/PARKING FEES	0	0	0	0	0	0	0	0
HANGAR/TIE DOWN	0	0	0	0	0	0	0	0
OTHER USER FEES	0	0	0	0	0	0	0	0
EQUIPMENT RENTAL	0	0	0	0	0	0	0	0
LAND LEASE/RENT	0	0	0	0	0	0	0	0
STRUCTURE LEASE/RENT	0	0	0	0	0	0	0	0
USE AGMT AND OTHER RENT	0	0	0	0	0	0	0	0
UTILITY PASS THRU & PRODUCT SALES	0	0	0	0	0	0	0	0
MISC & INTERDEPT REVENUE	0	0	0	0	0	0	0	0
<b>TOTAL OPERATING REVENUES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	1,582,854	118,745	435,102	1,226,647	1,351,829	1,529,313	125,182	177,485
SUPPLIES	38,875	44,912	44,952	60,000	57,332	60,000	(2,668)	2,668
OUTSIDE SERVICES	184,143	299,142	255,113	368,500	350,000	376,000	(18,500)	26,000
PUBLIC INFORMATION	109,530	123,682	110,689	105,000	110,000	105,000	5,000	(5,000)
MARKETING	1,881	0	120	2,500	500	2,500	(2,000)	2,000
COMMUNITY RELATIONS	0	197	0	2,500	6,000	8,800	3,500	2,800
ADS, DUES & PUBLICATIONS	32,120	29,680	20,375	22,640	22,500	24,504	(140)	2,004
TRAVEL MEETINGS	7,187	10,515	9,381	10,000	12,500	10,000	2,500	(2,500)
TRAVEL/TRAINING	8,237	11,827	10,516	10,000	15,000	10,000	5,000	(5,000)
PROMOTIONAL HOSTING	30	141	161	0	600	0	600	(600)
RENT, UTILITIES, INSURANCE, TAXES	157,832	141,845	181,532	177,200	194,711	197,200	17,511	2,489
UTILITY (Pass Thru) & COST OF GOODS SOLD	285	590	0	0	0	0	0	0
OTHER EXPENSES (Misc & Interdept)	40,598	(29,196)	4,856	5,000	9,500	5,000	4,500	(4,500)
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	39,004	19,937	18,344	20,000	32,588	30,808	12,588	(1,780)
MAINTENANCE (Materials & Services)	24,303	9,623	13,450	11,150	21,863	12,400	10,713	(9,463)
<b>TOTAL DIRECT EXPENSES</b>	<b>2,226,879</b>	<b>781,641</b>	<b>1,104,591</b>	<b>2,021,137</b>	<b>2,184,922</b>	<b>2,371,525</b>	<b>163,785</b>	<b>186,603</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>(2,226,879)</b>	<b>(781,641)</b>	<b>(1,104,591)</b>	<b>(2,021,137)</b>	<b>(2,184,922)</b>	<b>(2,371,525)</b>	<b>(163,785)</b>	<b>(186,603)</b>
<b>NET SURPLUS (DEFICIT) - Before Depreciation</b>	<b>0</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ALLOCATED DEPRECIATION</b>	<b>(38,097)</b>	<b>(40,235)</b>	<b>(40,216)</b>	<b>(40,949)</b>	<b>(50,300)</b>	<b>(51,235)</b>	<b>(9,351)</b>	<b>(935)</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>38,097</b>	<b>40,235</b>	<b>40,216</b>	<b>40,949</b>	<b>50,300</b>	<b>51,235</b>	<b>9,351</b>	<b>935</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>0</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: All expenses for centralized services (overhead departments) are allocated to the lines of business using the Modified Total Direct Cost (MTDC) model as specified by the US Office of Management & Budget – see Section VIII Supplemental Information, pages VIII-13 & VIII-14. The resulting total in the Net Surplus (Deficit) After Depreciation line is \$0 for all centralized services.

## ECONOMIC & BUSINESS DEVELOPMENT (BD 81)

Economic Development focuses on the strategic priorities of the Port to further economic growth in Clallam County by identifying new opportunities, creating diversification for more resiliency, and supporting targeted industries with a focus on industries that provide living wage jobs.

The objectives of business development activity are:

- To increase industrial activity through targeted marketing of Port assets and capabilities.
- To partner with public, nonprofit, and private entities to create synergies and leverage community assets.

Maintaining and improving relations between the Port and its customers and potential targeted customers is a core aspect of expanding existing business and creating new business. Each line of business has a set of activities related to taking care of their existing business and customers. This department is for activities that go beyond taking care of the Port's existing business lines. Promotional Hosting can only be used for the public purpose of furthering the local economy through expanding industrial development and trade promotion as stipulated by R.C.W. 53.36.130 and as supported by the Port's Strategic Plan.

### 2023 PROJECTED

#### Expense Assumptions

1. The Economic Development department is projected to be at or under budget for 2023.

### 2024 BUDGET

#### Expense Assumptions

1. The marketing budget has been increased for MTC rollout.

**Port of Port Angeles**  
**ECONOMIC & BUSINESS DEVELOPMENT (BD - DEPT 81)**  
**2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>OPERATING EXPENSES</b>								
SALARIES, BENEFITS & INTERDEPT CHRGS	155,100	232,169	181,429	194,666	196,061	207,426	1,395	11,365
SUPPLIES	0	108	0	0	348	0	348	(348)
OUTSIDE SERVICES	89,923	53,222	151,159	82,500	60,230	96,480	(22,270)	36,250
PUBLIC INFORMATION	11,201	7,005	41,591	15,000	25,000	20,000	10,000	(5,000)
MARKETING	5,618	1,396	4,815	10,500	10,400	44,000	(100)	33,600
COMMUNITY RELATIONS	0	135	0	0	0	0	0	0
ADS, DUES & PUBLICATIONS	3,200	6,375	2,575	6,000	5,750	5,750	(250)	0
TRAVEL MEETINGS	3,928	2,963	1,871	8,500	16,000	16,000	7,500	0
TRAVEL/TRAINING	(1,100)	2,994	(165)	5,000	5,000	5,000	0	0
PROMOTIONAL HOSTING	954	1,359	890	5,000	5,000	5,000	0	0
RENT, UTILITIES, INSURANCE, TAXES	540	2,212	1,552	700	700	700	0	0
UTILITY (Pass Thru) & COST OF GOODS SOLD	0	0	0	0	0	0	0	0
OTHER EXPENSES (Misc & Interdept)	37,115	34,917	14,988	12,000	12,000	12,000	0	0
CONTINGENCY	0	0	0	0	0	0	0	0
MAINT LABOR, BENEFITS & INTER-DEPT	(428)	0	0	0	0	0	0	0
MAINTENANCE (Materials & Services)	0	0	0	0	0	0	0	0
<b>TOTAL DIRECT EXPENSES</b>	<b>306,051</b>	<b>344,855</b>	<b>400,705</b>	<b>339,866</b>	<b>336,489</b>	<b>412,356</b>	<b>(3,377)</b>	<b>75,867</b>
<b>ALLOCATED EXPENSES - ADMIN &amp; MAINT</b>	<b>(306,051)</b>	<b>(344,855)</b>	<b>(400,705)</b>	<b>(339,866)</b>	<b>(336,489)</b>	<b>(412,356)</b>	<b>3,377</b>	<b>(75,867)</b>
<b>NET SURPLUS (DEFICIT)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ALLOCATED DEPRECIATION</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DEPRECIATION (includes donated assets)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NET SURPLUS (DEFICIT) - After Depreciation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: All expenses for centralized services (overhead departments) are allocated to the lines of business using the Modified Total Direct Cost (MTDC) model as specified by the US Office of Management & Budget – see Section VIII Supplemental Information, pages VIII-13 & VIII-14. The resulting total in the Net Surplus (Deficit) After Depreciation line is \$0 for all centralized services.

<b>Promotional Hosting Maximum</b>								
Per RCW 53.36.130, funds for promotional hosting expenditures shall be expended only from gross operating revenues and shall not exceed one percent (1%) thereof upon the first two million five hundred thousand dollars (\$2,500,000.00) of such gross operating revenues, one-half of one percent (.5%) upon the next two million five hundred thousand dollars (\$2,500,000.00) of such gross operating revenues, and one-fourth of one percent (.25%) on the excess over five million dollars (\$5,000,000.00) of such revenues:								
PROVIDED, HOWEVER, that in no case shall these limitations restrict the Port District to less than twenty-five hundred dollars (\$2,500.00) per year from any funds available to the Port.								
		2019 ACTUAL	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 Budget	2023 Projected	2024 Budget
<b>Gross Operating Revenue Budget</b>		<b>8,927,022</b>	<b>9,100,988</b>	<b>10,377,853</b>	<b>10,405,312</b>	<b>6,760,818</b>	<b>10,686,552</b>	<b>11,196,323</b>
. \$0 to \$2,500,000	1.00%	25,000	25,000	25,000	25,000	25,000	25,000	25,000
. Over \$2,500,000 to \$5,000,000	0.50%	12,500	12,500	12,500	12,500	12,500	12,500	12,500
. Excess over \$5,000,000	0.25%	9,818	10,252	13,445	13,513	4,402	14,216	15,491
<b>Allowed Promotional Hosting per RCW</b>		<b>47,318</b>	<b>47,752</b>	<b>50,945</b>	<b>51,013</b>	<b>41,902</b>	<b>51,716</b>	<b>52,991</b>
<b>Promotional Hosting by Line of Business</b>								
		2019 ACTUAL	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 Budget	2023 Projected	2024 Budget
Marine Terminal		434	101	275	44	500	200	1,000
Marine Trades Area		262	0	223	0	1,000	0	1,000
Log Yard		1,770	0	35	32	2,000	35	2,035
Fairchild International Airport & Airport Rental Prop.		221	0	36	0	1,000	1,100	1,100
Business Development		3,430	984	1,500	1,051	5,000	5,600	5,000
<b>Total Promotional Hosting</b>		<b>6,116</b>	<b>1,085</b>	<b>2,069</b>	<b>1,127</b>	<b>9,500</b>	<b>6,935</b>	<b>10,135</b>
Per RCW 53.36.120, expenditures for industrial development and trade promotion are also specific budget items, but are not limited in amount per RCW. Industrial development and trade promotion are included in the Business Development budget as well as the Marketing line item across all departments.								
		2019 ACTUAL	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 Budget	2023 Projected	2024 Budget
<b>Industrial Development &amp; Trade Promotion</b>								
<b>Marketing Line Item</b>								
Fairchild International Airport & Airport Rental Prop.		7,458	6,268	4,976	6,675	5,050	7,050	7,050
Marine Trades Area & Log Yard		1,500	2,349	0	1,000	4,000	0	4,000
Port Angeles Boat Haven & John Wayne Marina		1,616	0	448	610	955	0	955
Rental Properties		500	4,600	0	0	0	0	0
Administration		703	1,881	0	120	2,500	500	2,500
Business Development		15,759	5,618	1,396	4,815	10,500	10,400	44,000
<b>Total Industrial Dev &amp; Trade Promotion</b>		<b>27,537</b>	<b>20,716</b>	<b>6,820</b>	<b>13,220</b>	<b>23,005</b>	<b>17,950</b>	<b>58,505</b>
<b>In addition to the above, the Port contracts for Economic Development Services (currently) &amp; CRTC in Outside Services (ended 2017)</b>								
Economic Development Corporation		30,000	40,000	50,000	50,000	50,000	50,000	50,000
CRTC		n/a	n/a	n/a	n/a	n/a	n/a	n/a



## NON-OPERATING (NONOP 90)

These activities generate revenues and require expenditures that are outside normal Port operating activities. Revenues consist of interest earnings on investments, grant funds for operations and capital projects, and tax receipts distributed by the county (property tax, timber tax, leasehold tax). Timber tax applies to all timber harvested on private, state, and federal lands. Leasehold tax is imposed for the private use of publicly owned real or personal property. The expenditures consist of environmental costs from historical operations (investigation, feasibility study, and cleanup), other unusual gains/losses or settlements and debt interest payments.

### 2023 PROJECTED

#### Revenue Assumptions

##### General:

1. Other taxes (timber harvest taxes) are slightly lower than budgeted due to unpredictable harvest activities. Interest earnings are higher than budgeted due to rising interest rates.

##### Capital:

1. Property tax revenues are on track with budget.

#### Expense Assumptions

##### General:

1. Environmental expenses for historical cleanup sites are netted against Port insurance reimbursements. Legal and staff administrative expenses are not typically covered by insurance policies.

##### Capital:

1. Interest expenses continue to decrease due to lower debt levels.

### 2024 BUDGET

#### Revenue Assumptions

##### General:

1. Interest earnings are projected to be similar to 2023 due to stabilizing market interest rates of short and long-term investments. The Local Government Investment Pool (LGIP) and Money Market account rates increased in 2023 and are forecasted to stay stable. Investments are managed with the goal of realizing maximum interest revenue while maintaining needed liquidity. Other taxes (timber harvest taxes) are budgeted conservatively; they are difficult to predict. Misc expenses include \$333k for airline support, partially offset by \$200k misc. income from the related grant program.

##### Capital:

1. The Port property tax levy will be increased in 2024 by 3.812% as directed by the Commission. The property tax levy calculation assumes approximately \$165 million of new construction (as reported by the Clallam County Assessor).

#### Expense Assumptions

##### General:

1. Net Environmental line item includes specialized consulting expenses \$200k, reduced by insurance payments (\$200k). Expenses that are not covered by insurance result in estimated, higher than 2022 actuals. The \$290k estimated net expense is a compilation of staff administrative work, continued litigation, consulting fees and environmental settlement. Values used are estimates using historical data including the cleanup of the 220 Tumwater site. Misc. expenses include \$25k funding for the Community Partner Program.

##### Capital:

1. See Section V – Capital Budget for details of the estimated \$7.8 million grant revenue.

**Port of Port Angeles**  
**NON-OPERATING (NONOP - DEPT 90)**  
**2024 Budget**

	2020 ACTUAL	2021 ACTUAL	2022 ACTUAL	2023 BUDGET	2023 PROJECTED	2024 BUDGET	2023 Proj Over/(Under) 2023 Budget	2024 Budget Over/(Under) 2023 Proj
<b>NON-OP GENERAL REVENUES</b>								
INTEREST EARNINGS	258,573	42,430	220,740	300,000	850,000	850,000	550,000	0
OTHER TAX RECEIPTS	142,293	142,799	142,013	140,000	110,031	140,000	(29,969)	29,969
MISC NON OP REVENUES	43,787	22,793	10,357	7,000	9,953	9,500	2,953	(453)
GRANTS - OPERATIONS	153,745	76,404	126,470	201,000	1,000	201,000	(200,000)	200,000
PASSENGER FACILITY CHARGES (PFC'S)	882	1,548	1,743	1,500	1,500	1,500	0	0
GAIN (LOSS) & SPECIAL ITEMS	(71,727)	(22,384)	(192,592)	0	14,570	0	14,570	(14,570)
<b>TOTAL NON-OP GENERAL REV</b>	<b>527,553</b>	<b>263,590</b>	<b>308,731</b>	<b>649,500</b>	<b>987,054</b>	<b>1,202,000</b>	<b>337,554</b>	<b>214,946</b>
<b>NON-OP GENERAL EXPENSES</b>								
NET ENVIRONMENTAL (see narrative)	250,260	109,860	2,714,417	290,000	87,000	200,000	(203,000)	113,000
MISC NON OP EXPENSE	96,076	46,621	44,886	368,000	27,800	363,000	(340,200)	335,200
<b>TOTAL NON-OP GENERAL EXP</b>	<b>346,336</b>	<b>156,481</b>	<b>2,759,303</b>	<b>658,000</b>	<b>114,800</b>	<b>563,000</b>	<b>(543,200)</b>	<b>448,200</b>
<b>NET NON-OP GENERAL SURPLUS (DEFICIT)</b>	<b>181,217</b>	<b>107,109</b>	<b>(2,450,572)</b>	<b>(8,500)</b>	<b>872,254</b>	<b>639,000</b>	<b>880,754</b>	<b>(233,254)</b>
<b>NON-OP CAPITAL REVENUES</b>								
PROPERTY TAX RECEIPTS	1,580,760	1,608,294	1,640,431	1,670,000	1,688,362	1,774,387	18,362	86,025
GRANTS - CAPITAL	409,517	663,235	942,732	7,459,950	7,271,554	7,776,200	(188,396)	504,646
<b>TOTAL NON-OP CAPITAL REV</b>	<b>1,990,277</b>	<b>2,271,529</b>	<b>2,583,163</b>	<b>9,129,950</b>	<b>8,959,916</b>	<b>9,550,587</b>	<b>(170,034)</b>	<b>590,671</b>
<b>NON-OP CAPITAL EXPENSES</b>								
BOND COSTS & INTEREST EXPENSE	262,128	57,773	55,329	126,175	59,557	43,426	(66,618)	(16,131)
<b>TOTAL NON-OP CAPITAL EXP</b>	<b>262,128</b>	<b>57,773</b>	<b>55,329</b>	<b>126,175</b>	<b>59,557</b>	<b>43,426</b>	<b>(66,618)</b>	<b>(16,131)</b>
<b>NET NON-OP CAPITAL SURPLUS (DEFICIT)</b>	<b>1,728,149</b>	<b>2,213,756</b>	<b>2,527,834</b>	<b>9,003,775</b>	<b>8,900,359</b>	<b>9,507,161</b>	<b>(103,416)</b>	<b>606,802</b>
<b>NET NON-OP SURPLUS (DEFICIT)</b>	<b>1,909,366</b>	<b>2,320,865</b>	<b>77,262</b>	<b>8,995,275</b>	<b>9,772,613</b>	<b>10,146,161</b>	<b>777,338</b>	<b>373,548</b>
<b>TOTAL NET NON-OP SURPLUS (DEFICIT)</b>	<b>1,909,366</b>	<b>2,320,865</b>	<b>77,262</b>	<b>8,995,275</b>	<b>9,772,613</b>	<b>10,146,161</b>	<b>777,338</b>	<b>373,548</b>

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## **SECTION V**

### **CAPITAL BUDGET**

## CAPITAL BUDGET

The 2024 Capital Budget includes a 1-year Capital Projects Budget, a 5-year Capital Improvement Plan and a 20-year Capital Improvement Plan. The Capital Projects Budget is funded by a combination of grants, property tax surplus, operating surplus, and reserves. The surplus from property taxes is net of general tax levies in excess of debt service expenditures. Surplus from Port operations results from the cumulative excess of revenues over expenses. The operating surplus that is transferred from the General Fund to the Capital Improvement Fund is the amount that exceeds the target fund balance for the General Fund. Periodically, the Port will also issue debt to fund projects. See a breakdown below of where the funds are coming from for this year's capital budget.

Property Tax Levy                               \$ 1,775,000

The property tax increase will be used to partially offset the ongoing long-term capital investments required to provide the required cash match for federally grant funded projects to develop the Marine Trade Center and to complete site improvements at the Intermodal Handling and Transfer Facility.

Debt Service                                       \$ (500,000)

Misc. & Non-Op                                 \$ 639,000 (net of interest earning less enviro and CPP)

Net Operating Surplus                         \$ 1,620,000

2024 Capital Expenditures                 \$ (6,420,000)

Reduction of Cash Reserves                 \$ (2,886,000)

Investments in new infrastructure are shown separate from maintaining existing infrastructure to help staff determine if there is sufficient investment in maintaining existing infrastructure. The Port has approximately \$2.74 million per year of depreciation, which is used as a long-term investment target for maintaining its assets.

### A. CAPITAL PROJECTS BUDGET

The total project cost must exceed \$10,000 and the asset must have a minimum useful life of five (5) years to be included in the Capital Budget. If it is a maintenance project, then the life of the asset must be extended by at least five (5) years.

The capital projects are included in the budget based on a descending list of priority. The four main priority categories for projects include:

1. Regulatory Required Projects: These projects are required by a regulatory agency. The Port must complete these projects to remain in compliance with established regulations.
2. Committed Projects: These projects are considered "committed" because of one or more of the following reasons:
  - a. Port has agreed to complete within a lease or other agreement.
  - b. Port has accepted grant funding and committed the matching funds.

3. Critical Maintenance Projects: In order to prevent further damage to a Port asset, these projects are included in the Capital Budget. Delaying these projects will result in more costly repairs.
4. Strategic Investment Projects: Following regulatory, committed, and critical maintenance are the Strategic Investment projects. These projects will be prioritized based on a combination of the following factors: 1) Job Creation and Retention, 2) Return on Investment and 3) Environmental Benefit and 4) Preventative Maintenance. Preventative maintenance projects are maintenance projects that won't result in further damage to the asset if they are deferred until next year.

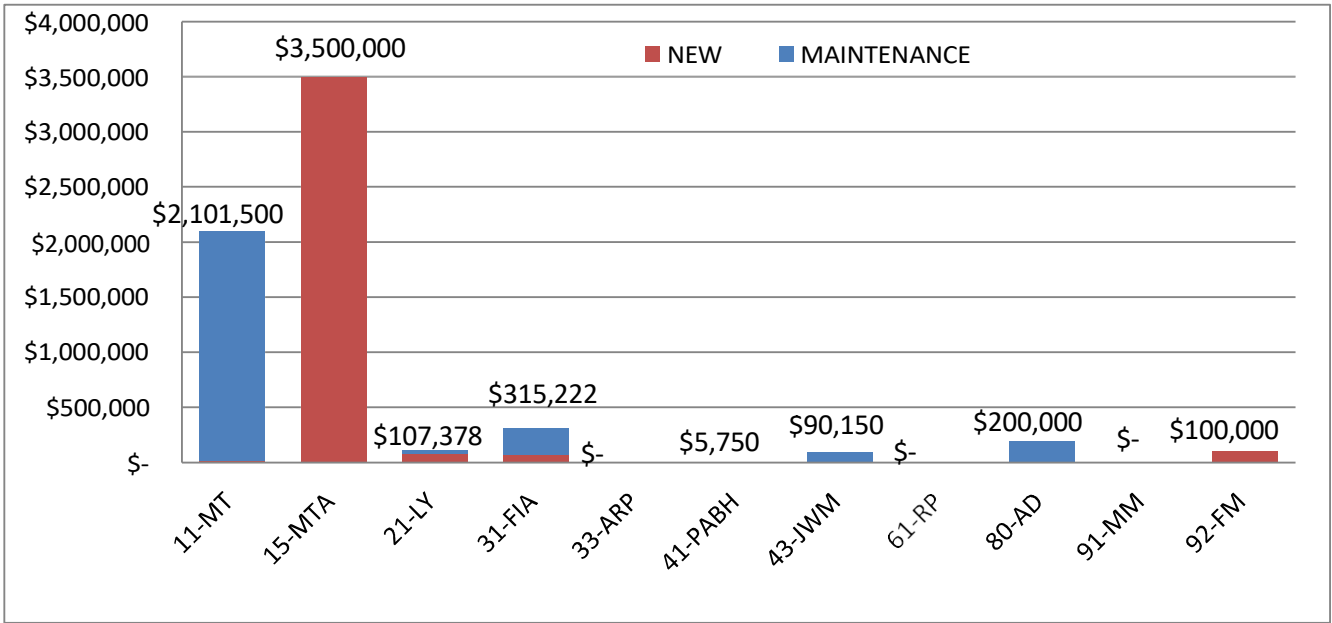
## **B. 5 YEAR CAPITAL IMPROVEMENT PLAN**

The 5 Year Capital Improvement Plan (CIP) is a planning tool that identifies Capital Projects through the year 2028. The 5-year CIP aims to maintain a minimum cash reserve balance of \$10 Million. Projects shown in future years do not commit the Port for funding. Each project will go through a more stringent prioritization analysis prior to being accepted in the current year Capital Budget.

## **C. 20 YEAR CAPITAL IMPROVEMENT PLAN**

This list represents projects that are major capital investments that the Port will likely make within the next 6 to 20 years (2029 - 2044). These projects are primarily infrastructure replacement projects, but there are a few new development projects that represent high priority strategic investments. This plan is intended to be used to help balance current capital investments and debt with the understanding of future investment needs.

## 2024 CAPITAL EXPENDITURES BY DEPARTMENT



Dept.	Actual 2022	Budget 2023	Projected 2023	2024 New	2024 Maint.	2024 Total
11-MT	\$ 153,895	\$ 276,500	\$ 138,000	\$ 20,000	\$ 2,081,500	\$ 2,101,500
15-MTA	\$ 78,664	\$ 295,000	\$ 295,000	\$ 3,500,000	\$ -	\$ 3,500,000
21-LY	\$ 172,122	\$ 60,000	\$ 124,750	\$ 77,378	\$ 30,000	\$ 107,378
31-FIA	\$ 2,201	\$ 685,000	\$ 590,000	\$ 75,222	\$ 240,000	\$ 315,222
33-ARP	\$ 32,481	\$ 50,000	\$ 76,600	\$ -	\$ -	\$ -
41-PABH	\$ 1,215,670	\$ 5,750	\$ 50,000	\$ 5,750	\$ -	\$ 5,750
43-JWM	\$ 44,333	\$ 104,400	\$ 129,800	\$ 4,400	\$ 85,750	\$ 90,150
61-RP		\$ -	\$ -	\$ -	\$ -	\$ -
80-AD	\$ 68,958	\$ 200,000	\$ 84,850	\$ -	\$ 200,000	\$ 200,000
91-MM	\$ -		\$ 11,000	\$ -	\$ -	\$ -
92-FM	\$ 32,324			\$ 100,000	\$ -	\$ 100,000
<b>Total</b>	<b>\$ 1,800,648</b>	<b>\$ 1,676,650</b>	<b>\$ 1,500,000</b>	<b>\$ 3,782,750</b>	<b>\$ 2,637,250</b>	<b>\$ 6,420,000</b>

Project	Grant Agency	Port \$	Grant \$	Total \$
MT Surveillance/Lighting	U.S. Dept. Homeland Security	\$ 26,500	\$ 79,500	\$ 106,000
MTC Ph2. Site Dev.	U.S. Dept. of Commerce	\$ 3,500,000	\$6,732,000	\$ 10,232,000
Hangar Site Dev Design	Federal Aviation Administration	\$ 10,000	\$90,000	\$ 100,000
*Hangar Site Dev Const.	Federal Aviation Administration	\$ 65,222	\$587,000	\$ 652,222
JWM Boat Launch Floats	Recreation Conservation Office	\$ 85,750	\$257,250	\$ 343,000
BH Surveillance/Access	U.S. Dept. Homeland Security	\$ 5,750	\$17,250	\$ 23,000
JWM Surveillance/Access	U.S. Dept. Homeland Security	\$ 4,400	\$13,200	\$ 17,600

**TOTAL 2024 GRANT FUNDS = \$ 7,776,200**

\*: Grant funding has not yet been awarded.

## 2024 CAPITAL PROJECTS

#	Dept.	Project Description	Port Funds	Grant Funds	Total
1.1	21-LY	IHTF Site Impts (G) (P)	\$ 77,378		\$ 77,378
2.1	15-MTA	MTC Site Development (G)	\$ 3,500,000	\$6,732,000	\$ 10,232,000
2.2	11-MT	T1 - T3 Repairs (P)	\$ 2,000,000		\$ 2,000,000
2.3	31-FIA	Hangar Site Dev Design (P) (G)	\$ 10,000	\$90,000	\$ 100,000
2.4	80-AD	Capital Budget Contingency	\$ 200,000		\$ 200,000
3.1	31-FIA	Terminal Roof Replace (SP)	\$ 100,000		\$ 100,000
3.2	43-JWM	Boat Launch Float Replace (G)	\$ 85,750	\$257,250	\$ 343,000
3.3	31-FIA	Asphalt Surfacing Repairs	\$ 140,000		\$ 140,000
3.4	21-LY	Swifter Repairs (SP)	\$ 30,000		\$ 30,000
3.5	11-MT	MT Server Room HVAC	\$ 15,000		\$ 15,000
4.1	31-FIA	Hangar Site Development (G*)	\$ 65,222	\$587,000	\$ 652,222
4.2	11-MT	Surveillance and Lighting (G)	\$ 26,500	\$79,500	\$ 106,000
4.3	41-PABH	Surveillance (G)	\$ 5,750	\$17,250	\$ 23,000
4.4	43-JWM	Surveillance (G)	\$ 4,400	\$13,200	\$ 17,600
4.5	92-FM	Pole Building (SP)	\$ 100,000		\$ 100,000
4.6	11-MT	T1 Shorepower cable	\$ 20,000		\$ 20,000
4.7	11-MT	T1 Shorepower Service	\$ 40,000		\$ 40,000
<b>TOTALS =</b>			\$6,420,000	\$7,776,200	\$14,196,200

#: Priority Ranking. The first number is the project category (see description on Page V-1) and the second number is its priority number within that category.

G: Grant funds have been awarded.

G\*: Grant funds have not yet been awarded.

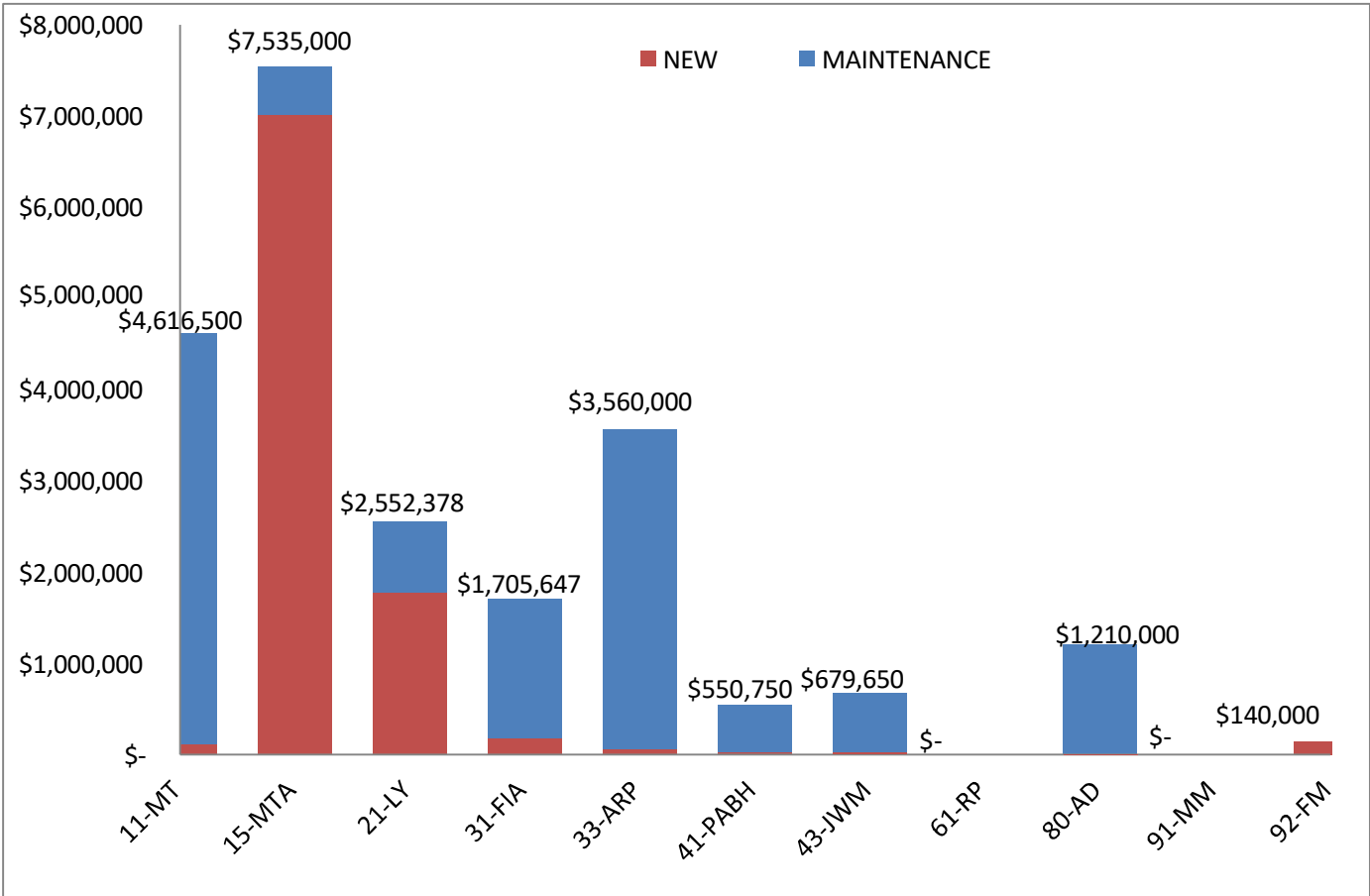
P: Planning work such as engineering, design, permitting, bid document preparation, etc...

IHTF: Intermodal Handling and Transfer Facility.

SP: Self-Perform. These projects will be completed with Port labor.



## 2024 - 2028 CAPITAL IMPROVEMENT PLAN BY DEPARTMENT



Dept.	New	Maintenance	Total
11-MT	\$ 105,000	\$ 4,511,500	\$ 4,616,500
15-MTA	\$ 7,010,000	\$ 525,000	\$ 7,535,000
21-LY	\$ 1,774,378	\$ 778,000	\$ 2,552,378
31-FIA	\$ 175,534	\$ 1,530,113	\$ 1,705,647
33-ARP	\$ 60,000	\$ 3,500,000	\$ 3,560,000
41-PABH	\$ 30,750	\$ 520,000	\$ 550,750
43-JWM	\$ 4,400	\$ 675,250	\$ 679,650
61-RP	\$ -	\$ -	\$ -
80-AD	\$ 10,000	\$ 1,200,000	\$ 1,210,000
91-MM	\$ -	\$ -	\$ -
92-FM	\$ 140,000	\$ -	\$ 140,000
<b>TOTAL =</b>	<b>\$ 9,310,062</b>	<b>\$ 13,239,863</b>	<b>\$ 22,549,925</b>

## 2024 - 2028 CAPITAL IMPROVEMENT PLAN

Dept.	Project Description	2024	2025	2026	2027	2028
11-MT	Surveillance and Lighting (G)	\$ 26,500				
11-MT	T1 - T3 Repairs	\$ 2,000,000	\$ 1,000,000			
11-MT	MT Server HVAC	\$ 15,000				
11-MT	T1 Shorepower Service	\$ 40,000				
11-MT	T1 Shorepower Cable	\$ 20,000				
11-MT	EV Charging Stations (G)		\$ 10,000			
11-MT	Security Patrol Vehicle		\$ 50,000			
11-MT	T1 Asphalt Patching		\$ 150,000			
11-MT	Access Control Upgrades (G)			\$ 25,000		
11-MT	T1 Warehouse Rehab.					\$ 1,000,000
11-MT	Replace Forklift (G)			\$ 75,000		
11-MT	Tumwater Bank Stabilization (G)		\$ 90,000	\$ 10,000	\$ 105,000	
15-MTA	Industrial Prop. Acquisition		\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
15-MTA	MTC Site Development (G)	\$ 3,500,000				
15-MTA	MTC 500 MT Travelift		\$ 2,500,000			
15-MTA	EV Charging Stations (G)		\$ 10,000			
15-MTA	B.Y. Building Roof Overlay				\$ 225,000	
15-MTA	S.W. Conveyance Impts.			\$ 300,000		
21-LY	Cofferdam Rehab. (G)			\$ 318,000		
21-LY	IHTF Site Impts (G)	\$ 77,378	\$ 14,000	\$ 1,283,000		
21-LY	IHTF Stormwater Treatment (G)			\$ 300,000		
21-LY	Swifter Repairs	\$ 30,000				
21-LY	Sweeper Truck (G)					\$ 100,000
21-LY	Boom Boat Repairs			\$ 30,000		
21-LY	Hydraulic Loader Replace		\$ 400,000			
31-FIA	Asphalt Surface Repairs	\$ 140,000				
31-FIA	Transient Area Asphalt Repair		\$ 500,000			
31-FIA	FIA Hangar Dev. (G)	\$ 75,222	\$ 25,000	\$ 45,312	\$ 20,000	
31-FIA	Terminal Roof Replace	\$ 100,000				
31-FIA	Taxiway "A" Rehab. (G)		\$ 703,113			
31-FIA	Seal Taxilanes & GA Apron (G)		\$ 10,000	\$ 30,000		
31-FIA	EV Charging Stations (G)		\$ 10,000			
31-FIA	26 Obst. Removal (G)				\$ 17,000	

## 2024 - 2028 CAPITAL IMPROVEMENT PLAN

Dept.	Project Description	2024	2025	2026	2027	2028
31-FIA	Snow Removal Equipment (G)					\$ 30,000
33-ARP	1010-1050 Roof Overlay		\$ 1,500,000			
33-ARP	18th St. Fence Extension				\$ 60,000	
33-ARP	MTIB Roof Overlay		\$ 500,000			
33-ARP	1020 Bldg. Roof Overlay			\$ 500,000		
33-ARP	1030 Bldg. Roof Overlay				\$ 500,000	
33-ARP	1040 Bldg. Roof Overlay					\$ 500,000
41-PABH	Surveillance (G)	\$ 5,750				
41-PABH	Boat Launch Restroom (G)			\$ 25,000		
41-PABH	W. PABH Float Replace (P) (G)		\$ 20,000	\$ 150,000	\$ 250,000	\$ 100,000
43-JWM	Surveillance (G)	\$ 4,400				
43-JWM	Float & Pile Repairs			\$ 300,000	\$ 260,000	
43-JWM	Sewer Pump Out Replace (G)		\$ 17,500			
43-JWM	Ductless Heat Pump		\$ 12,000			
43-JWM	Boat Launch Float Replace (G)	\$ 85,750				
80-AD	Capital Budget Contingency	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
80-AD	EV Charging Stations (G)		\$ 10,000			
80-AD	Admin Bldg Façade Impts				\$ 200,000	
92-FM	Boom Truck		\$ 40,000			
92-FM	Covered Storage	\$ 100,000				
Total not including grant funds		\$ 6,420,000	\$ 8,021,613	\$ 3,841,312	\$ 2,087,000	\$ 2,180,000
Grant Funds		\$ 7,776,200	\$ 7,714,626	\$ 12,436,812	\$ 806,000	\$ 570,000
TOTAL (including grant funds)		\$ 14,196,200	\$ 15,736,239	\$ 16,278,124	\$ 2,893,000	\$ 2,750,000

**5 YEAR TOTAL =**  
**(not including grant funds) \$ 22,549,925**  
**5 YEAR TOTAL =**  
**(including grant funds) \$ 51,853,563**

**Cleanup Expenditures for Active Cleanup Sites 2024 - 2028  
2024 - 2028 CAPITAL IMPROVEMENT PLAN**

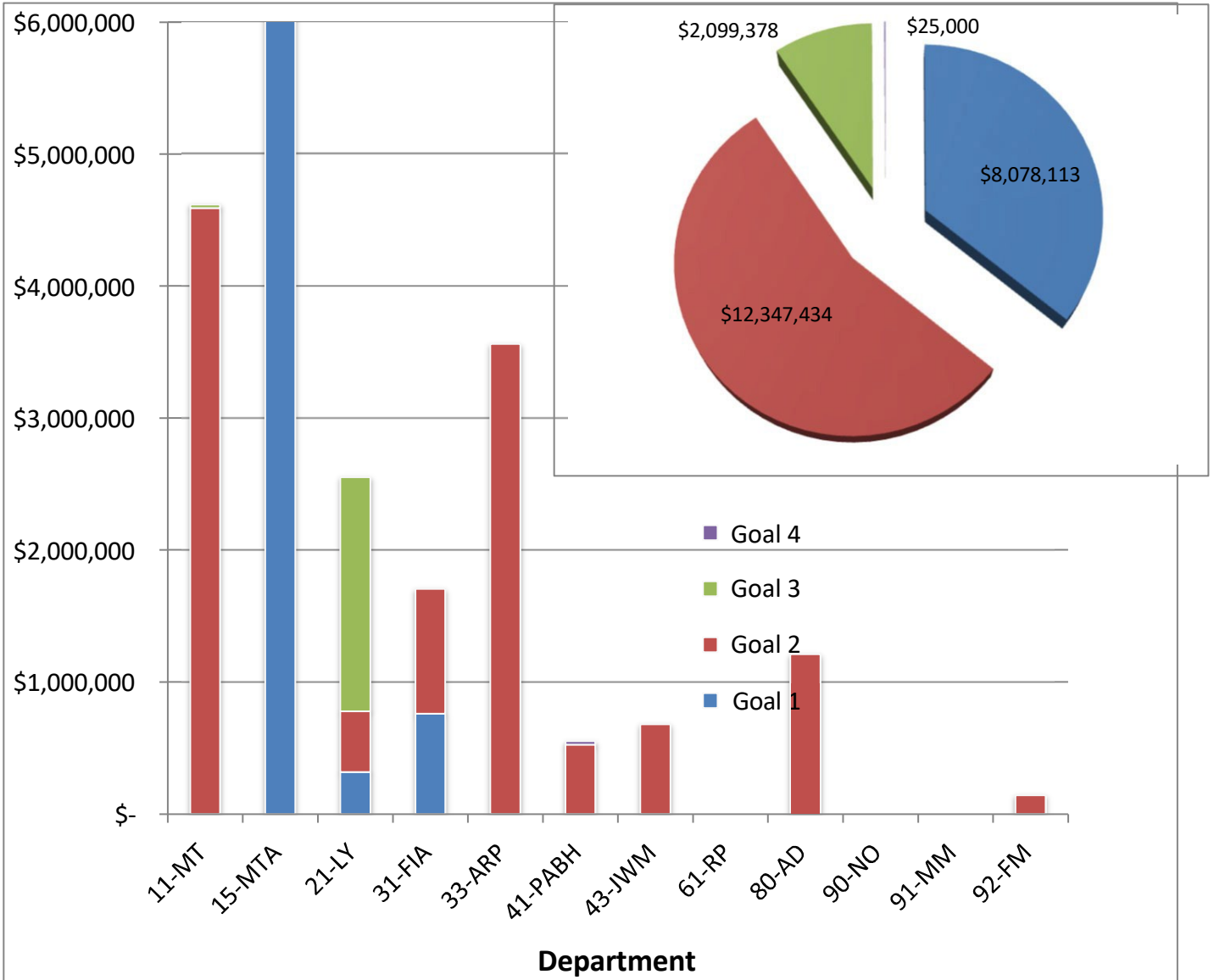
Dept.	Project Description	2024	2025	2026	2027	2028
90-NO	KPLY Monitoring (Total)	\$ 44,000	\$ 44,000	\$ 46,000	\$ 48,000	\$ 48,000
	KPLY Monitoring (Port)	\$ -	\$ -			
90-NO	MTA (Total)	\$ 230,000	\$ 965,000	\$ 85,000	\$ 85,000	\$ 85,000
	MTA (Port)	\$ -	\$ -	\$ -	\$ -	\$ -
90-NO	Fmr Shell Oil Bulk Plant - 220 Tumwater Truck Rt (Total)	\$ 101,000	\$ 675,500	\$ 7,000	\$ 7,000	\$ -
	Fmr Shell Oil Bulk Plant - 220 Tumwater Truck Rt (Port)	\$ 7,000	\$ 60,000	\$ 7,000	\$ 7,000	\$ -
90-NO	Fmr Pettit Oil - 220 Tumwater Truck Rt (Total)	\$ 32,000	\$ 246,500	\$ 7,000	\$ 7,000	\$ -
	Fmr Pettit Oil - 220 Tumwater Truck Rt (Port)	\$ 11,375	\$ 65,000	\$ 7,000	\$ 7,000	\$ -
90-NO	T5, T6, T7 Upland (Total)	\$ 450,000	\$ 6,000	\$ 6,000	\$ -	\$ -
	T5, T6, T7 Upland (Port)	\$ -	\$ -	\$ -	\$ -	\$ -
90-NO	Harbor (Total)	\$ 340,000	\$ 2,300,000	\$ 2,450,000	\$ 1,450,000	\$ 20,000,000
	Harbor (Port)	\$ -	\$ -	\$ -	\$ -	\$ -

**5 Year Total = \$ 29,765,000**

**\*\* 5 Year Port Total = \$ 171,375**

\*\* Estimated Port funds after reimbursements received from other Potential Liable Parties.

## 2024 - 2028 CAPITAL EXPENDITURES BY STRATEGIC GOAL AND DEPARTMENT



### PORT OF PORT ANGELES STRATEGIC PLAN GOALS

- Goal 1 Market & Invest in Strategic Infrastructure to Foster Prosperity Wage Jobs
- Goal 2 Assure Sound Financial and Economic Return on Port Assets
- Goal 3 Improve Environmental Performance
- Goal 4 Enhance Stakeholder Engagement and Outreach Efforts

DEPT	Project Description	2023 \$	Project Year	Project Year \$	Purpose
92-FM	Equip. / Vehicle Replace 1	\$ 125,000	2029	\$ 152,149	Maint.
21-LY	Equip. Replace 1	\$ 1,600,000	2029	\$ 1,947,505	Maint/New
43-JWM	Parking Lot Rehab. 1	\$ 500,000	2029	\$ 608,595	Maint.
43-JWM	Parking lot Rehab. 2	\$ 50,000	2029	\$ 60,860	Maint.
41-PABH	W. PABH Float / Pile Replace	\$ 11,550,000	2029	\$ 14,058,551	Maint.
41-PABH	Breakwater Rehabilitation	\$ 2,625,000	2029	\$ 3,195,125	Maint.
15-MTA	Marine Dr. Intersection	\$ 1,500,000	2030	\$ 1,886,585	Maint.
33-ARP	Site Preparation for Building	\$ 1,750,000	2030	\$ 2,201,015	Jobs / ROI
33-ARP	Industrial Bldg. (25,000 s.f.)	\$ 8,500,000	2031	\$ 11,046,644	Jobs / ROI
15-MTA	Replace B.Y. Travel Lift	\$ 550,000	2031	\$ 714,783	Maint.
91-MM	Mech. Shop Maint. / Impts	\$ 125,000	2031	\$ 162,451	Maint.
15-MTA	MTC Boat Lift Pier	\$ 8,000,000	2032	\$ 10,743,056	Jobs
21-LY	Equip. Replace 2	\$ 500,000	2032	\$ 671,441	Maint.
92-FM	Equip. / Vehicle Replace 2	\$ 125,000	2033	\$ 173,450	Maint.
43-JWM	Admin. Building Maint.	\$ 350,000	2033	\$ 485,660	Maint.
11-MT	Terminal 1 /3 Repairs	\$ 5,000,000	2034	\$ 7,169,035	Maint.
21-LY	Boom Boat Replace	\$ 300,000	2034	\$ 430,142	Maint/New
43-JWM	Float / Pile Replacement	\$ 16,000,000	2035	\$ 23,704,846	Maint/New
43-JWM	Connect to Sequim Sewer	\$ 850,000	2036	\$ 1,301,255	Maint/New
43-JWM	Electrical & Lighting Replace	\$ 1,400,000	2039	\$ 2,364,563	Maint.
43-JWM	Shoreline & Breakwater	\$ 1,250,000	2040	\$ 2,181,521	Maint.
21-LY	General Equip. Replace 3	\$ 1,500,000	2041	\$ 2,704,998	Maint.
92-FM	Equip. / Vehicle Replace 3	\$ 220,000	2042	\$ 409,944	Maint.
41-PABH	E. PABH Jetty Stabilization	\$ 2,400,000	2043	\$ 4,621,041	Maint.
31-FIA	New Terminal Building	\$ 3,000,000	2044	\$ 5,968,652	Jobs / ROI
<b>TOTAL =</b>		<b>\$ 69,770,000</b>		<b>\$ 98,963,868</b>	
R.O.I. = Return on Investment    Inflation Rate = 3.33% (per Wa. St. Office of Financial Management)					

## **SECTION VI**

### **PROPERTY TAX LEVY**

## YOUR TAX LEVY AT WORK

The Port of Port Angeles uses your property taxes for public investments in the community, not for day-to-day Port operations. Public investments support jobs, trade, commerce, and recreation in our community. Property tax dollars are used for:

- debt service used to fund infrastructure investments
- direct funding of capital improvements
- environmental restoration of legacy sites
- property acquisition
- economic development initiatives

For 2024, there will be a 3.8% increase to the Port tax levy as directed by the Commission. The dollar increase to the Port’s tax revenue (reflected below) is a result of the elected tax levy increase and the increased values for existing and new construction properties, as reported by the Clallam County Assessor. The estimated 2024 Port tax levy rate is \$ 0.11 per \$1,000.

### TAX LEVY IMPACT ON HOMEOWNER

*(for example purposes only, does not include all calculation factors)*

A residential property owner with a home value of \$300,000 is currently paying approximately \$33.84 per year in Port taxes, which is based on a rate of \$0.11 per \$1,000. Port taxes as a percent of total property taxes vary per taxing district. *Note: estimated numbers only.*

Year	City of Port Angeles Home Value	Total Annual Tax Bill	Port Share of Tax	Port %	Port Levy Rate *
2023	\$ 300,000	\$ 2,704.50	\$ 33.84	1.25%	\$ 0.11280
2024			\$ 33.07		\$ 0.11024

2023 Total Property Tax	\$	1,688,363
2024 1% increase	\$	16,884
2024 Banked Capacity	\$	47,475
2024 New Construction	\$	18,649
2024 Refunds	\$	2,927
2024 State Adjustments	\$	89
2024 Total Property Tax	\$	1,774,387
2024 Net Increase	\$	86,024

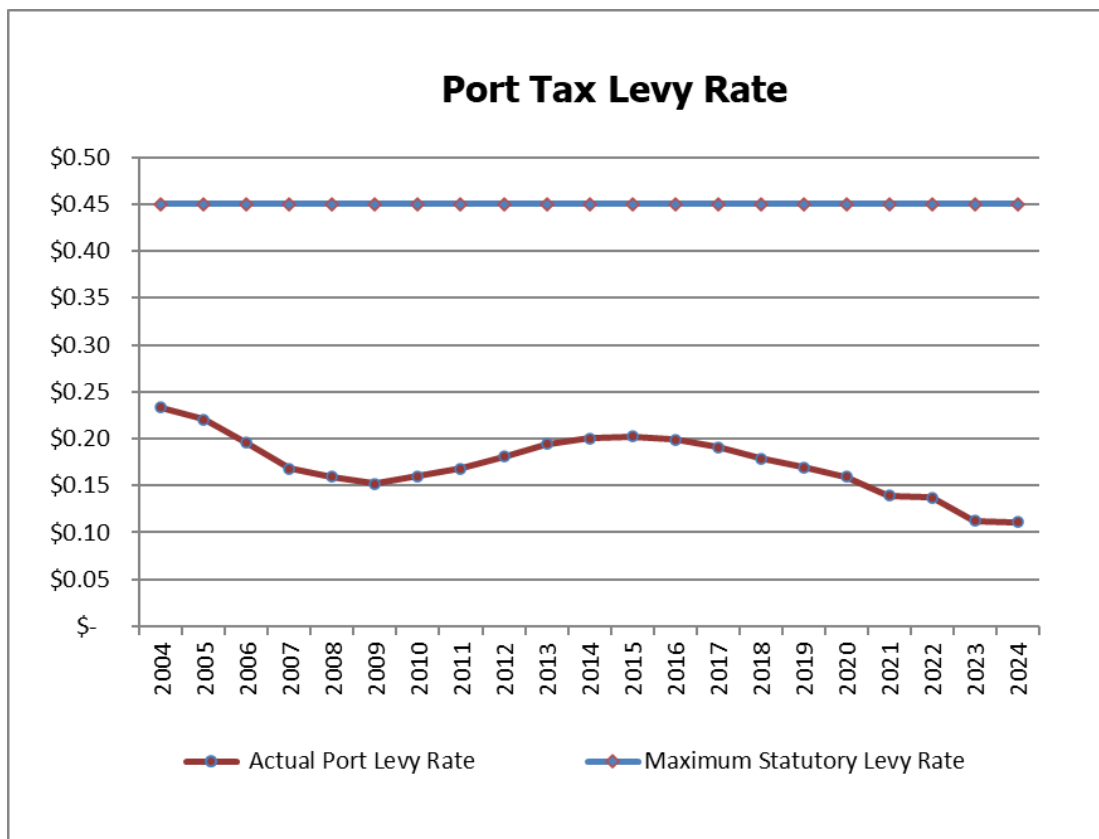
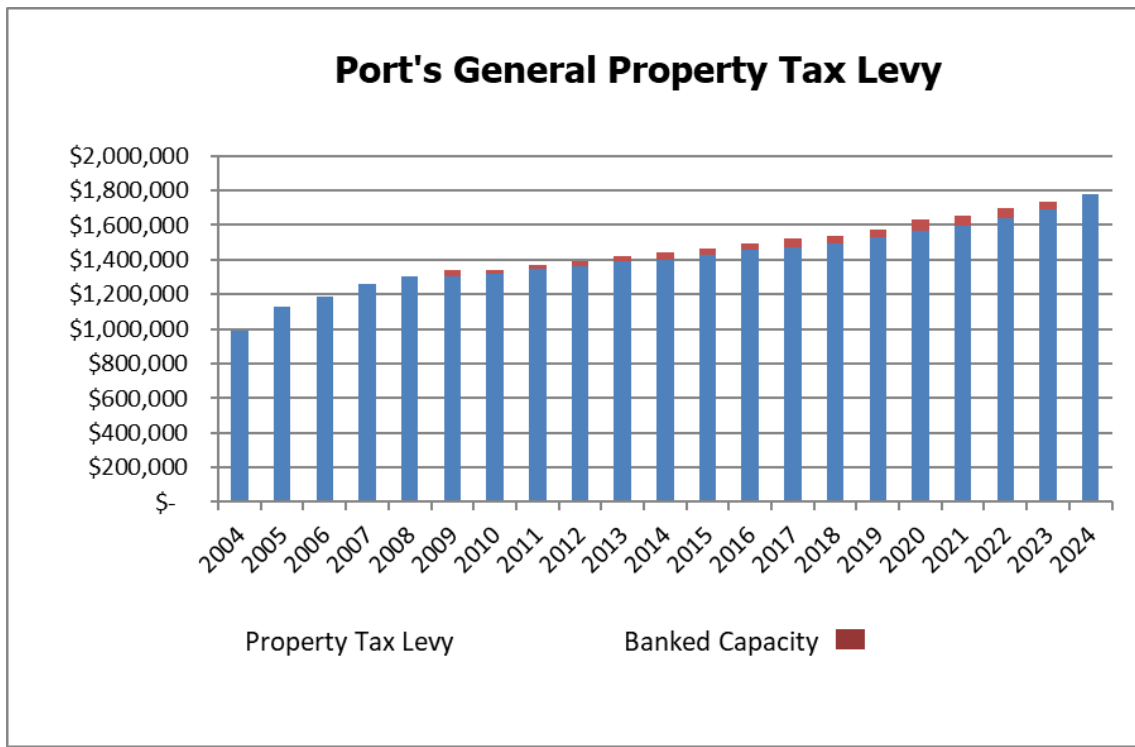
### 2024 TAX LEVY USES

Debt Service Payments (principal & interest)	\$	459,396	26%
Capital Improvement Fund - Construction	\$	1,314,991	74%
Total Port Property Tax Levy	<u>\$</u>	<u>1,774,387</u>	<u>100%</u>



## History of Property Tax Increases & Banked Tax Balances

If the district levies less than they could have levied (not levy the maximum 1% increase) the difference is considered “banked”. The **Port’s banked capacity, as of 2024, will be \$0** after utilizing amounts banked in prior years.

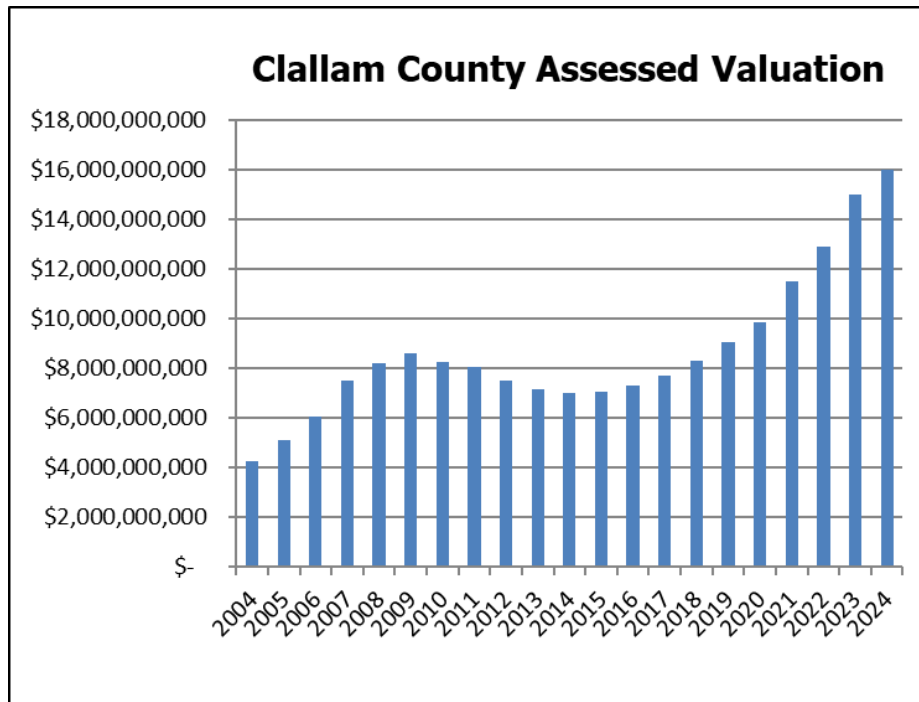


## ASSESSED VALUATION & PROPERTY TAX LEVY

Prior year's assessed valuation is used for current year's tax levy

Clallam County Prior Year Assessed Valuation		Port of Port Angeles General Tax Levy		Levy Rate
2005	\$ 6,053,545,616	2006	\$ 1,184,195	0.19562
2006	\$ 7,477,997,284	2007	\$ 1,258,397	0.16828
2007	\$ 8,196,577,906	2008	\$ 1,304,813	0.15919
2008	\$ 8,587,834,547	2009	\$ 1,305,694	0.15204
2009	\$ 8,243,327,771	2010	\$ 1,318,250	0.159917235
2010	\$ 8,031,011,937	2011	\$ 1,347,598	0.167799335
2011	\$ 7,524,783,407	2012	\$ 1,359,948	0.180729167
2012	\$ 7,173,041,376	2013	\$ 1,391,568	0.193999656
2013	\$ 7,002,941,388	2014	\$ 1,400,756	0.200023942
2014	\$ 7,054,903,078	2015	\$ 1,427,094	0.202283927
2015	\$ 7,318,181,962	2016	\$ 1,453,778	0.1986528659
2016	\$ 7,697,314,552	2017	\$ 1,470,970	0.1911016732
2017	\$ 8,321,650,465	2018	\$ 1,490,112	0.1790644748
2018	\$ 9,041,260,634	2019	\$ 1,530,215	0.1692480011
2019	\$ 9,863,835,562	2020	\$ 1,569,883	0.1591600000
2020	\$11,471,631,886	2021	\$ 1,599,023	0.1393893401
2021	\$12,906,254,568	2022	\$ 1,638,718	0.1269708343
2022	\$14,967,504,004	2023	\$ 1,688,363	0.11280
2023	\$16,068,133,523	2024	\$ 1,774,387	0.11024

The levy rate fluctuates with changes in assessed valuations.



## TAX LEVY SOURCES & USES

### Tax Levy Sources

The County Treasurer acts as an agent to collect property taxes levied in the County for all taxing authorities. Taxes are levied annually on January 1 on property value listed as of the prior year. Assessed values are established by the County Assessor at 100% of fair market value. A revaluation of all property is required every six years.

The Port is permitted by law to levy up to 45 cents per \$1,000 of assessed valuation for general port purposes. The levy may go beyond the 45-cent limit to provide for General Obligation (G.O.) bond debt service. The rate may be reduced for either of the following reasons:

- Passage of Initiative 747 in November 2001 limits the growth to 1% per year, plus adjustments for new construction.
- If the assessed valuation increases due to revaluation, the levy rate will be decreased, and vice versa.

Over the period, 2004 to 2024, the Port general levy rate has ranged from 11-23¢ per \$1,000. The Property Tax Levy Rate graph shows the maximum levy permitted by law compared to the actual general levy of the Port from 2004 to 2024 estimate.

Each year, the Port is allowed, by law, to increase its tax levy by a maximum of 1% plus any remaining banked capacity without voter pre-approval. The option of a 1% increase is affected by the Implicit Price Deflator (IPD). An IPD of less than 1% limits the maximum tax increase to the IPD percentage. In this situation, the Port Commission can only elect an increase above the IPD (up to 1%) by passing a resolution finding substantial need for the maximum 1% increase. For 2024, the IPD is greater than 1%. The Port Property Tax Levy will be increased by 1% plus any remaining banked capacity in 2024, as directed by the Commission.

### Special Tax Levies

Special levies approved by the voters are not subject to the above limitations. The Port can levy property taxes for dredging, canal construction, leveling or filling upon approval of the majority of voters within the Port District, not to exceed \$0.45 per \$1,000 of assessed value of taxable property within the Port District. The Port District has never levied this tax.

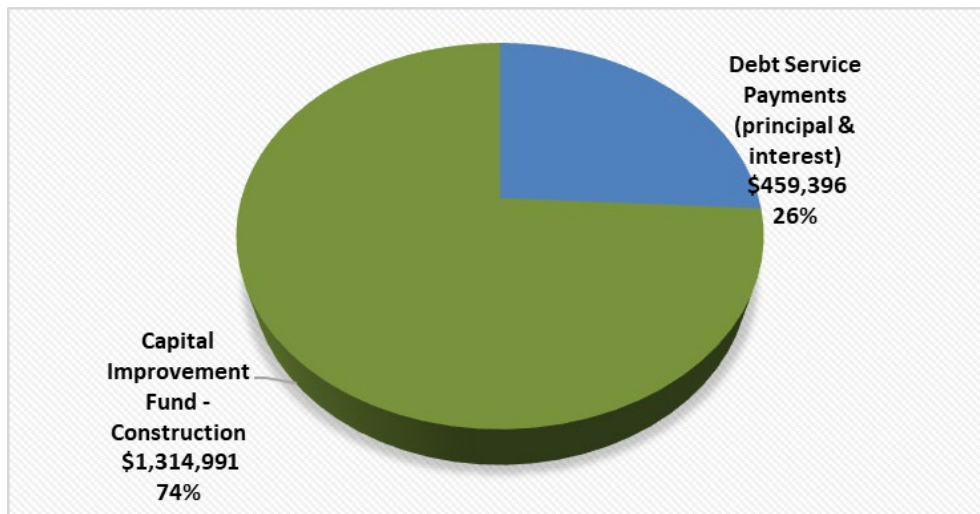
### Industrial Development District (IDD) Tax Levies

Port districts may annually levy for Industrial Development District (IDD) purposes when they have adopted a comprehensive scheme of harbor improvements and industrial development. Levies for IDD purposes are treated as though they are separate regular property tax levies made by or for a separate taxing district. The Port may impose up to three periods of multiyear IDD levies. The multiyear levy periods do not have to be continuous, but they may not overlap. Except as otherwise provided, a multiyear levy period may not exceed twenty years from the date the first levy is made in the period. No levy in any period may exceed forty-five cents per thousand dollars of assessed value of the Port district. The Port has only utilized one of the available three, multiyear IDD levy periods, which occurred from 1986-1992. The Port does not intend to utilize this type of levy at this time.

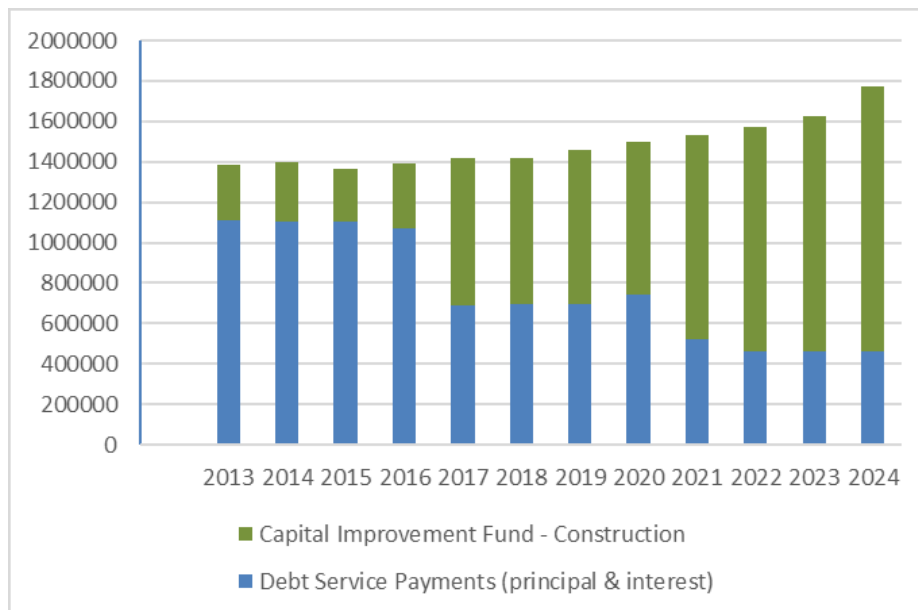
## Tax Levy Uses

The general tax levy will be used for debt service on general obligation bonds & low interest loans which relates to prior years' capital construction for capital projects, the capital improvement fund, and the community partner program. By law, the property tax levy could also be used for Port operating expenditures. However, the Port Commission has limited the use of tax levy revenues to capital projects and non-operating uses, such as legacy environmental projects.

### Proposed Use of 2024 Tax Levy



Historically, the Port has used the tax levy to pay for debt service on prior years' capital projects and contributed to the capital projects fund. The levy has not been used for operations.

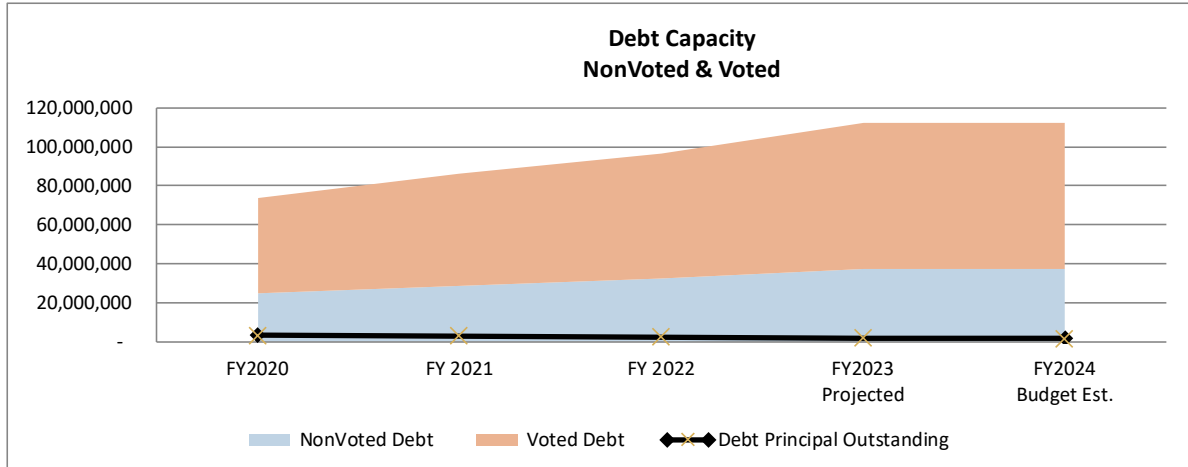


## **SECTION VII**

### **OTHER FUNDS:**

### **DEBT SERVICE AND BOND FUNDS**

# Debt Capacity



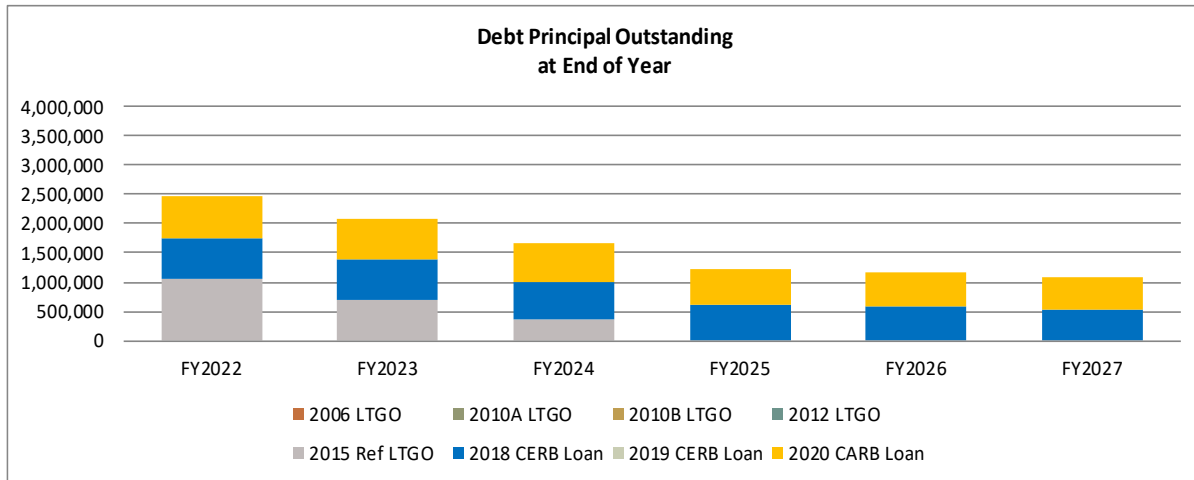
	<u>FY2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	<u>FY2023 Projected</u>	<u>FY2024 Budget Est.</u>
Prior Year Assessed Value (AV)	9,863,835,562	11,471,631,886	\$ 12,906,254,568	14,967,504,004	15,000,000,000
<b>Debt Capacity</b>					
NonVoted Debt	24,659,589	28,679,080	32,265,636	37,418,760	37,500,000
Voted Debt	49,319,178	57,358,159	64,531,273	74,837,520	75,000,000
<b>Total Debt Capacity</b>	<b>73,978,767</b>	<b>86,037,239</b>	<b>96,796,909</b>	<b>112,256,280</b>	<b>112,500,000</b>
<i>Statutory Debt Limit: NonVoted debt cannot exceed .25% of AV; combined Non-Voted &amp; Voted debt cannot exceed .75% of AV</i>					
Debt Principal Outstanding	3,284,795	2,973,070	2,475,612	2,068,686	1,652,716
NonVoted Debt Availability	21,374,794	25,706,010	29,790,024	35,350,074	35,847,284
<b>Debt as of % of AV</b>	<b>0.03%</b>	<b>0.03%</b>	<b>0.02%</b>	<b>0.01%</b>	<b>0.01%</b>
Property Taxes	1,569,838	1,599,291	1,640,301	1,688,363	1,775,000
Debt Payments (Prin + Int)	742,431	525,009	458,934	459,484	459,396
Small Communities Program	70,000	70,000	70,000	25,000	-
<b>Property Taxes Available</b>	<b>757,407</b>	<b>1,004,282</b>		<b>1,203,879</b>	<b>1,315,604</b>

Property Taxes Available for New Debt		\$ 1,315,604
<b>Potential New Debt</b>	<b># Yrs</b>	<b>Potential New Debt</b>
<i>based on "A" Rated Municipal Bond Interest Rates</i>	10	\$ 10,400,000
	20	\$ 16,710,000
	30	\$ 20,390,000

Property Taxes Available	Banked Capacity Estimate	\$ 1,315,604
<b>Potential New Debt using Banked Capacity</b>	<b># Yrs</b>	<b>Potential New Debt</b>
	10	\$ 10,400,000
Banked Capacity Tax Increase*	20	\$ 16,710,000
	30	\$ 20,390,000

\* Tax increase % to recover banked capacity fluctuates based on changes in AV and highest lawful levy calculation.

# Outstanding Long-Term Debt



### Debt Outstanding (at end of year)

Bond/Loan Name	Project Name	Debt Outstanding (at end of year)						
		FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028
2006 LTGO	PABH							
2010A LTGO	Composite Mfg-Site	Paid off Dec 2020						
2010B LTGO	Composite Mfg-Bldg	Paid off Dec 2020						
2012 LTGO	25 Projects 1993-98	Paid off						
2015 Ref LTGO	Refunded 2006 PABH	1,050,169	707,714	357,505	-	-	-	-
2018 CERB Loan	MTA Washdown Facility	706,310	673,324	639,678	605,359	570,354	534,649	498,230
2019 CERB Loan	LY Cofferdam Barge Facility	Paid off 2023						
2020 CARB Loan	FIA Utility Extension	719,132	687,648	655,533	622,776	589,364	555,284	520,522
<b>Total Principal Outstanding</b>		<b>2,475,612</b>	<b>2,068,686</b>	<b>1,652,716</b>	<b>1,228,136</b>	<b>1,159,718</b>	<b>1,089,933</b>	<b>1,018,752</b>
<b>Decrease/(Increase) in Principal</b>		<b>497,458</b>	<b>406,926</b>	<b>415,970</b>	<b>424,580</b>	<b>492,997</b>	<b>138,202</b>	<b>140,967</b>

### Fiscal Years (FY)

2022 thru 2041

### Remaining

Bond/Loan Name	Project Name	Principal Pymts	Maturity
2006 LTGO	PABH	-----see 2015 Refunding-----	
2010A LTGO	Composite Mfg-Site	-----Paid off Dec 2020-----	
2010B LTGO	Composite Mfg-Bldg	-----Paid off Dec 2020-----	
2012 LTGO	25 Projects 1993-98	-----Paid off Dec 2016-----	
2015 Ref LTGO	Refunded 2006 PABH	1,384,420	Dec 1, 2025
2018 CERB Loan	MTA Washdown Facility	738,650	Jan 31, 2040
2019 CERB Loan	LY Cofferdam Barge Facility	-----Paid off 2023-----	
2020 CARB Loan	FIA Utility Extension	750,000	Jan 1, 2041
		<b>2,873,070</b>	

# Long-Term Debt Service Schedule

DEBT PRINCIPAL PAYMENTS										
Bond/Loan Name	Project Name	Fiscal Years (FY)								
		FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029 +	2022 thru 2041
										Remaining Principal
2006 LTGO	PABH									
2010A LTGO	Composite Mfg-Site	Paid off Dec 2020								Dec 1, 2030
2010B LTGO	Composite Mfg-Bldg	Paid off Dec 2020								Dec 1, 2029
2012 LTGO	25 Projects 1993-98	Paid off Dec 2016								Dec 1, 2016
2015 Ref LTGO	Refunded 2006 PABH	334,251	342,455	350,210	357,505	-	-	-	1,384,420	Dec 1, 2025
2018 CERB Loan	MTA Washdown Facility	32,339	32,986	33,646	34,319	35,005	36,419	498,230	738,650	Jan 31, 2040
2019 CERB Loan	LY Cofferdam Barge Facility		Paid off 2023							Jul 31, 2040
2020 CARB Loan	FIA Utility Extension	30,868	31,485	32,115	32,757	33,412	34,080	520,522	750,000	Jan 1, 2041
<b>TOTAL</b>	<b>Debt Principal Outstanding</b>	<b>397,458</b>	<b>406,926</b>	<b>415,970</b>	<b>424,580</b>	<b>68,417</b>	<b>71,181</b>	<b>1,018,752</b>	<b>2,873,070</b>	
DEBT INTEREST PAYMENTS										
Bond/Loan Name	Project Name	Fiscal Years (FY)								
		FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029 +	2022 thru 2041
										Remaining Interest
2006 LTGO	PABH									
<sup>1</sup> 2010A LTGO	Composite Mfg-Site	Paid off Dec 2020								4.40% - 4.75%
<sup>2</sup> 2010B LTGO	Composite Mfg-Bldg	Paid off Dec 2020								4.125%*
2012 LTGO	25 Projects 1993-98	Paid off Dec 2016								4.00% - 5.00%
2015 Ref LTGO	Refunded 2006 PABH	31,703	24,049	16,207	8,187	-	-	-	80,146	2.29%
2018 CERB Loan	MTA Washdown Facility	14,773	14,126	13,466	12,794	12,107	10,693	67,119	156,486	2.00%
2019 CERB Loan	LY Cofferdam Barge Facility		Paid off 2023							2.00%
2020 CARB Loan	FIA Utility Extension	15,000	14,383	13,753	13,111	12,456	11,787	74,857	166,451	2.00%
<b>TOTAL</b>	<b>Interest</b>	<b>61,476</b>	<b>52,558</b>	<b>43,426</b>	<b>34,091</b>	<b>24,563</b>	<b>23,194</b>	<b>141,976</b>	<b>403,083</b>	
<sup>1</sup> Interest only until 2029; Federal subsidy reduces interest										
<sup>2</sup> Interest only until 2017										
* Interest rate is net of Federal subsidy (7.5% stated rate with 45% subsidy = 4.125% effective rate). Interest payment is amount before subsidy.										
DEBT SERVICE PAYMENTS (PRIN + INT)										
Bond/Loan Name	Project Name	Fiscal Years (FY)								
		FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029 +	2022 thru 2041
										Remaining Payments
2006 LTGO	PABH									
2010A LTGO	Composite Mfg-Site	Paid off Dec 2020								
2010B LTGO	Composite Mfg-Bldg	Paid off Dec 2020								
2012 LTGO	25 Projects 1993-98	Paid off Dec 2016								
2015 Ref LTGO	Refunded 2006 PABH	365,954	366,504	366,416	365,691	-	-	-	1,464,566	
2018 CERB Loan	MTA Washdown Facility	47,112	47,112	47,112	47,112	47,112	47,112	565,349	895,135	
2019 CERB Loan	LY Cofferdam Barge Facility		Paid off 2023							
2020 CARB Loan	FIA Utility Extension	45,868	45,868	45,868	45,868	45,868	45,868	595,379	916,451	
<b>TOTAL</b>	<b>Debt Payments (Prin + Int)</b>	<b>458,934</b>	<b>459,484</b>	<b>459,396</b>	<b>458,671</b>	<b>92,980</b>	<b>92,980</b>	<b>1,160,727</b>	<b>3,276,152</b>	



## **SECTION VIII**

### **SUPPLEMENTAL INFORMATION**

**TRAVEL & TRAINING BUDGET**  
**(includes Training Fees)**  
**2024 Budget**

<b>Travel - Meetings</b>	<b>2019 ACTUAL</b>	<b>2020 ACTUAL</b>	<b>2021 ACTUAL</b>	<b>2022 ACTUAL</b>	<b>2023 BUDGET</b>	<b>2023 PROJCTD</b>	<b>2024 BUDGET</b>
MT	1,332	160	90	38	3,000	750	3,000
MTA	485	0	0	42	1,000	67	1,000
LY	846	13	17	1,239	1,000	0	1,300
FIA	5,081	1,380	795	1,435	4,165	2,310	4,165
ARP	0	0	0	0	1,000	1,000	1,000
SEK	278	140	0	155	245	0	245
PABH	463	0	0	524	500	22	500
JWM	711	210	230	573	0	73	0
RP	0	0	0	0	0	50	0
MM	48	0	0	0	0	0	0
FM	0	6	92	0	0	20	0
ADM	18,647	7,187	10,515	9,381	10,000	12,500	10,000
BD	25,116	3,928	2,962	1,871	8,500	16,000	16,000
<b>Subtotal</b>	<b>53,007</b>	<b>13,024</b>	<b>14,701</b>	<b>15,258</b>	<b>29,410</b>	<b>32,792</b>	<b>37,210</b>
<b>Travel - Training</b>	<b>2019 ACTUAL</b>	<b>2020 ACTUAL</b>	<b>2021 ACTUAL</b>	<b>2022 ACTUAL</b>	<b>2023 BUDGET</b>	<b>2023 PROJCTD</b>	<b>2024 BUDGET</b>
MT	400	234	2,191	0	1,600	1,550	2,800
MTA	0	0	0	0	1,000	584	1,000
LY	6,963	(900)	988	1,236	1,000	1,161	1,300
FIA	1,712	0	894	0	1,500	342	2,500
ARP	57	0	0	0	500	500	500
SEK	0	0	0	0	0	0	0
PABH	355	128	766	501	0	1,618	800
JWM	0	128	765	501	0	1,698	1,800
RP	895	0	0	0	0	0	0
MM	0	0	6,906	0	500	0	500
FM	983	5,402	249	3,515	4,000	42	5,200
ADM	27,859	8,237	11,827	10,516	10,000	15,000	10,000
BD	2,316	(1,100)	2,994	(165)	5,000	5,000	5,000
<b>Subtotal</b>	<b>41,540</b>	<b>12,129</b>	<b>27,580</b>	<b>16,104</b>	<b>25,100</b>	<b>27,495</b>	<b>31,400</b>
<b>TOTAL</b>	<b>94,547</b>	<b>25,153</b>	<b>42,281</b>	<b>31,362</b>	<b>54,510</b>	<b>60,287</b>	<b>68,610</b>

**COMMUNITY SUPPORT  
2024 Budget**

RECIPIENT	2024 CONTRIBUTION	REMARKS	In Kind	Cash
Clallam County EDC	\$ 50,000	Cash: Operating Costs		\$ 50,000
Center for Inclusive Entrepreneurship	\$ 6,565	In-Kind: Office Space & Utilities Annual Rent	\$ 6,565	
First Step Family Support Center	\$ 270	In Kind: \$0.02 SF Reduction in Lease Price (11/2023-10/2024)	\$ 270	
WA Small Business Development Co.	\$ 4,213	In-Kind: Office Space Rent	\$ 4,213	
Port Angeles Yacht Club	\$ 4,312	50% Ground Lease rate (written directly in lease)	\$ 2,780	
		50% moorage on a 30' slip	\$ 1,532	
Sequim Bay Yacht Club	\$ 17,011	Waived fees for the Hendricks Room ( NTE 9/year)	\$ 4,703	
		50% rate for club space and storage area(s)	\$ 7,035	
		50% rate for mooring float including waiving of two moorages	\$ 5,273	
Sea Scout - Marvin Shields	\$ 5,844	Waived moorage on a single 50' slip	\$ 5,844	
Olympic Peninsula Rowing Assoc.	\$ 1,958	50% moorage on 2 limited access 20' slips (seasonal use)	\$ 1,958	
CRTC	\$ 12,000	Waived Equipment Rental	\$ 12,000	
Jamestown Klallam Tribe	\$ 3,064	Waived: 30' slip for patrol activities ('83 Agreement)	\$ 3,064	
Olympic Logging Show	\$ 2,000	Sponsorship		\$ 2,000
Olympic Logging Conference	\$ 1,800	Sponsorship		\$ 1,800
	\$ 6,000	Community Event Fund		\$ 6,000
	\$ 10,000	Miscellaneous Fee/Waivers/Sponsorships	\$ 5,000	\$ 5,000
Community Partner Program	\$ 25,000	Grant winners will be chosen and notified in October		\$ 25,000
<b>TOTAL:</b>	<b>\$ 150,037</b>		<b>\$ 60,237</b>	<b>\$ 89,800</b>

**PROFESSIONAL MEMBERSHIPS  
2024 Budget**

Line #	DEPT	PROFESSIONAL ORGANIZATION (alphabetical order)	2021	2022	2023	2024
			ACTUAL	ACTUAL	BUDGET	BUDGET
1	ADMIN	Washington Public Ports Association (WPPA)	15,419	14,810	14,786	16,500
2	ADMIN	Municipal Research & Services Center (MRSC thru WPPA)	0	950	950	1,050
3	ADMIN	American Forest Resource Council	600	600	600	600
4	ADMIN	Government Finance Officers Association (GFOA -1)	150	75	150	160
5	ADMIN	Society for Human Resources Management (SHRM)	219	229	219	244
6	ADMIN	Washington Finance Officers Association (WFOA -1)	400	75	75	75
7	ADMIN	Engineering License	116	116	110	125
8	FIA	Washington Airport Managers Association (WAMA)	140	140	150	150
9	FM	American Public Works Association (APWA) - 2	480	254	450	250
10	MT	Northwest Marine Trades Association (NWMTA)	1,216	1,277	1,277	1,300
11	MT	Marine Exchange of Puget Sound	500	300	500	500
12	MTA	Super Yachts Northwest (NMTA)	0	1,000	1,000	1,000
13	MTA	U.S. Superyacht Association	600	575	500	500
14	MTA	Puget Sound Ship Repair Association (PSSRA)	500	500	500	500
15	MTA	Northwest Marine Trade Association (NMTA)	475	515	525	525
		<b>TOTAL PROFESSIONAL ORGANIZATIONS</b>	<b>20,815</b>	<b>21,416</b>	<b>21,792</b>	<b>23,479</b>

**MEMBERSHIP & DUES POLICY**

In Resolutions 727 & 05-923 the Commissioners encourage administrative staff to participate in civic and service organizations as part of the commitment of the Port to serve the citizens of Clallam County. This resolution authorizes staff to be reimbursed for reasonable costs associated with participation in civic

Employee Handbook, Section VI.E "Memberships and Dues" includes a list of appropriate civic organizations. Participation in local business and other public service organizations places Port employees in direct frequent contact with other community leaders, thus providing an opportunity to promote the Port while increasing its visibility within the community. Membership deemed to be beneficial to the Port should be submitted as part of the Port's annual budget process.

**Memberships List:**

- . Economic Development Council(s)
- . Chamber(s) of Commerce
- . Civic service organizations (Rotary, Soroptimist, Exchange Club, Kiwanis, Lions, United Way)
- . Business organizations (Port Angeles Business Association, Port Angeles Downtown Association)
- . Trade Organizations (NW Marine Trade Assoc., NW Marine Terminal Assoc., Gov't Finance Officers Assoc., WA Public Ports Assoc.)

This list is not inclusive and may be modified by the Executive Director with notification to the Commission.

**2024 POPA Budgeted Outside Services**

		<b>2023</b>	<b>2024</b>
<b>Dept</b>	<b>Description</b>	<b>Budget</b>	<b>Budget</b>
41-PABH	PABH Agent Fee	340,353	356,000
80-ADM	General Counsel legal services	150,000	150,000
80-ADM	IT support services / software	72,500	72,500
15-MTA	Boatyard Agent Fees	63,000	63,000
80-ADM	SAO Audit Fees	50,000	50,000
81-BD	Clallam County EDC	30,000	50,000
33-ARP	Janitorial for Homeland / GSA	26,000	26,000
80-ADM	Admin Janitorial	22,000	22,000
41-PABH	Waste oil, Pacific Breeze, and Misc	14,550	20,500
11-MT	Stormwater system maintenance	20,000	20,000
21-LY	Stormwater system maintenance	20,000	20,000
33-ARP	Legal expense	2,000	20,000
80-ADM	Synergy IT support for Dynamics	20,000	20,000
15-MTA	Legal expense	16,000	16,000
11-MT	Environmental	-	15,000
15-MTA	Cultural Site Investigation / Misc	15,000	15,000
21-LY	Boomground maintenance	15,000	15,000
21-LY	Environmental	-	15,000
80-ADM	General consulting - TBD	15,000	15,000
81-BD	General Business Development Consulting	20,000	15,000
43-JWM	Marina Management Software	-	14,500
43-JWM	Fuel System Maint / Pump septic tanks	15,000	14,054
33-ARP	Janitorial at large for industrial park	-	13,000
81-BD	Web page development	5,000	11,480
11-MT	On call structural engineer	10,000	10,000
21-LY	Legal and Consulting	15,000	10,000
81-BD	Market analysis for MTC marketing	10,000	10,000
33-ARP	Fire alarm monitoring	9,000	9,000
31-FIA	Aircraft tracking services	-	8,000
80-ADM	GASB 49 Environmental reporting	8,000	8,000
80-ADM	Permit Liaison	-	7,500
80-ADM	Acct software annual license	7,000	7,000
61-RP	Legal and Misc	1,800	6,500
80-ADM	Email and MS Office	6,200	6,200
11-MT	Janitorial Services @ MT Office	-	6,000
15-MTA	Washwater disposal fees	6,000	6,000
31-FIA	Terminal Janitorial Svcs	6,476	6,000
80-ADM	Community Event Fund	6,000	6,000
80-ADM	Floor mats, shredding, and misc	6,000	6,000
80-ADM	LOB followup / economic impact	5,000	5,000
81-BD	Misc TBD	5,000	5,000
81-BD	Sustainable Harvest / Adv Wood Products	5,000	5,000
91-MM	Waste oil processing	2,000	4,000
91-MM	Olympic Laundry - Coveralls	2,700	3,800
32-SEK	Agent Fee	3,780	3,780
92-FM	Work order software service	2,386	2,386
11-MT	Olympic Laundry - floor mats	2,600	2,000
92-FM	Olympic Laundry - Coveralls	2,000	2,000
92-FM	CDL drug screening	500	1,500
31-FIA	Weather monitoring / runway inspections	3,300	1,300
92-FM	Hearing tests	1,000	1,000
80-ADM	Copier maintenance	800	800
11-MT	Hearing tests	400	400
31-FIA	Access control system maintenance	84	200
81-BD	Center for Incl. Entrep cash support	7,500	-
	Total	1,066,929	1,199,400

2024 - Department Direct Cost		11	15	21	31	33	32	41	43	61	80	81	90	91	92	TOTAL
Salary % Split	Home Dept.	MT	MTA	LY	FIA	ARP	SEK	PABH	JWM	RP	A&G	BD	NOP	MM	FM	TOTAL
Director of Engineering	A&G	15%	15%	5%		5%		5%	5%		35%	5%	5%		5%	100%
Environmental Manager	A&G	10%	10%	10%	5%	5%		5%	5%		35%		10%		5%	100%
Director of Operations	A&G	20%	15%	10%	5%	5%		10%	10%		15%			5%	5%	100%
A/R Clerk	A&G	10%		10%	5%	5%			20%	5%	45%					100%
All Security	A&G	20%	5%	5%	10%	10%		10%	10%	5%	15%			5%	5%	100%
Real Estate & Marketing Manager	ARP	10%	10%	5%	5%	40%		5%	5%	10%	10%					100%
Airport Manager	FIA				95%		5%									100%
Marina Manager	JWM							50%	50%							100%
Facilities Maintenance Supervisor	FM	10%	10%	5%	10%	10%		5%	5%	5%					40%	100%
Operations Supervisor	MT	80%	20%													100%
Operations Coordinator	MT	50%									50%					100%
Operations Coordinator	MT	75%									25%					100%

The above employee's salary and benefit costs are distributed between the departments depending on where they work. Each employee has a home department (shaded in blue) but their salary and benefit cost is spread among the different departments they perform work in. Most hourly employees are charged based on tracked time. All other non-hourly employees are charged 100% to their home department.

Split Methodology by Position

- Director of Engineering: Budget based on planned capital projects and ops oversight with actual time tracked & recorded
- Environmental Manager: Estimate based on environmental compliance needs in each area with actual time tracked & recorded
- Director of Operations: Estimate based on planned public works, LY and MT activities
- A/R Clerk: Budget based on estimates with actual time tracked & recorded
- All Security: Based on the standard operating plan for security presence in each area
- Real Estate & Marketing Manager: Budget based on estimates with actual time tracked & recorded
- Airport Manager: Based on estimated time to be spent in each area
- Marina Manager: Based on estimated time to be spent in each area
- Facilities Maintenance Supervisor: Estimated based on the planned maintenance projects for the year with actual tracked and recorded
- Operations Supervisor: Based on estimated time to be spent in each area plus supporting security
- Operations Coordinator: Based on estimated time to be spent in each area plus supporting security

**ALLOCATED EXPENSES**

<b>Line of Business</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Actual</b>	<b>2023 Budget</b>	<b>2023 Projected</b>	<b>2024 Budget</b>
Marine Terminal	1,024,544	491,415	310,358	441,528	487,204	603,047
Marine Trades Area	204,798	99,953	144,965	237,380	189,399	232,749
Log Yard	494,340	264,504	426,732	571,040	702,391	690,031
FIA	294,974	125,377	184,451	298,240	241,858	266,734
Airport Rental Properties	247,477	160,019	201,872	408,232	458,210	496,125
Sekiu Airport	14,562	5,850	12,274	15,415	12,392	19,491
Port Angeles Boat Haven	341,043	164,284	404,020	378,538	450,875	447,877
John Wayne Marina	316,867	169,782	258,520	388,464	352,697	447,321
Rental Property	<u>61,545</u>	<u>25,617</u>	<u>43,075</u>	<u>50,942</u>	<u>71,387</u>	<u>61,362</u>
<b>Total</b>	<b>3,000,150</b>	<b>1,506,801</b>	<b>1,986,267</b>	<b>2,789,780</b>	<b>2,966,414</b>	<b>3,264,736</b>

**DEPRECIATION**

<b>Line of Business &amp; Departments</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Actual</b>	<b>2023 Budget</b>	<b>2023 Projected</b>	<b>2024 Budget</b>
Marine Terminal	631,475	640,991	642,331	653,985	638,767	650,644
Marine Trades Area	152,672	159,967	163,343	166,322	163,343	166,380
Log Yard	359,475	348,215	318,452	324,261	244,002	248,539
FIA	601,754	626,069	628,209	640,169	641,469	953,243
Airport Rental Properties	442,696	446,215	443,042	451,122	447,298	455,615
Sekiu Airport	3,690	2,618	2,618	2,666	2,618	2,667
Port Angeles Boat Haven	334,059	346,736	377,726	387,280	422,461	430,316
John Wayne Marina	65,231	64,371	63,864	67,352	62,260	63,418
Rental Property	13,763	13,767	13,767	14,018	13,766	14,022
Mechanical Maintenance	15,658	16,005	16,005	16,297	13,447	13,697
Facilities Maintenance	22,599	23,856	26,420	27,150	24,272	24,723
Administration & General	<u>38,097</u>	<u>40,235</u>	<u>40,216</u>	<u>40,949</u>	<u>50,300</u>	<u>51,235</u>
<b>Total</b>	<b>2,681,169</b>	<b>2,729,045</b>	<b>2,735,993</b>	<b>2,791,571</b>	<b>2,724,003</b>	<b>3,074,501</b>

**ALLOCATED DEPRECIATION**

<b>Line of Business &amp; Departments</b>	<b>2020 Actual</b>	<b>2021 Actual</b>	<b>2022 Actual</b>	<b>2023 Budget</b>	<b>2023 Projected</b>	<b>2024 Budget</b>
Marine Terminal	26,200	26,151	12,675	14,008	15,242	17,430
Marine Trades Area	5,227	5,300	5,961	7,531	5,925	6,727
Log Yard	12,695	14,206	17,701	18,117	21,974	19,944
Fairchild International Airp	8,360	8,643	9,613	10,274	8,095	8,384
Airport Rental Properties	4,968	6,054	6,759	7,985	8,997	8,909
Sekiu Airport	413	403	640	531	415	613
Port Angeles Boat Haven	8,765	8,834	16,772	12,010	14,105	12,945
John Wayne Marina	8,143	9,129	10,732	12,324	11,034	12,929
Rental Property	<u>1,582</u>	<u>1,377</u>	<u>1,788</u>	<u>1,616</u>	<u>2,233</u>	<u>1,774</u>
<b>Total</b>	<b>76,353</b>	<b>80,097</b>	<b>82,641</b>	<b>84,395</b>	<b>88,019</b>	<b>89,656</b>

# Port of Port Angeles - Support Function Cost Allocation - for 2024 Budget

Purpose: To distribute support function expenses to the lines of business they support

Method: The Port uses the Modified Total Direct Cost (MTDC) model as specified by the US Office of Mgmt and Budget

Note 1: Cost of Goods Sold expense is not an allowable expense for MTDC calculations.

Note 2: FAA requires that no general (Port-wide) business development costs can be allocated to the airport

	(see note 1)		Total MTDC Expense	Total MTDC Ratios	Total MTDC Ratios used to split Support Function Expenses		
	Total LOB Expense	Less COGS Expense			Mech Maint	Facility Maint	Admin & General
<u>All LOB Depts</u>							
Marine Terminal	1,270,846	(181,500)	1,089,346	19%	32,730	60,754	461,055
Marine Trades	420,438	-	420,438	8%	12,632	23,448	177,946
Log Yard	1,267,433	(20,960)	1,246,473	22%	37,451	69,517	527,558
FIA Airport	550,340	(26,364)	523,976	9%	15,743	29,223	221,768
Airport Rentals	564,807	(8,000)	556,807	10%	16,730	31,054	235,663
Sekiu Airport	38,288	-	38,288	1%	1,150	2,135	16,205
PA Boat Haven	917,045	(108,000)	809,045	14%	24,308	45,121	342,421
JW Marina	1,170,258	(362,217)	808,041	14%	24,278	45,065	341,995
Rental Property	113,145	(2,300)	110,845	2%	3,330	6,182	46,914
<b>Total</b>	<b>6,312,600</b>	<b>(709,341)</b>	<b>5,603,259</b>	<b>100%</b>	<b>168,355</b>	<b>312,500</b>	<b>2,371,525</b>

	Total LOB Expense	Less COGS Expense	Non-Airport MTDC Expense	Non-Airport MTDC Ratios	Non-Airport MTDC Ratios used to split (see note 2)
					General Bus Dev
<u>Excluding Airports</u>					
Marine Terminal	1,270,846	(181,500)	1,089,346	24%	48,508
Marine Trades	420,438	-	420,438	9%	18,722
Log Yard	1,267,433	(20,960)	1,246,473	28%	55,505
PA Boat Haven	917,045	(108,000)	809,045	18%	36,026
JW Marina	1,170,258	(362,217)	808,041	18%	35,982
Rental Property	113,145	(2,300)	110,845	2%	4,936
<b>Total</b>	<b>5,159,165</b>	<b>(674,977)</b>	<b>4,484,188</b>	<b>100%</b>	<b>199,678</b>

	Total LOB Expense	Less COGS Expense	Airport Only MTDC Expense	Airport Only MTDC Ratios	100% Direct Allocation to Airport Area
					Airport Bus Dev
<u>Airport Only</u>					
Airport Rentals	564,807	(8,000)	556,807	100%	212,678

Total Support Costs Allocated		Total Support Cost Allocation by Line of Business	
Mech Maint	168,355	603,047	Marine Terminal
Facility Maint	312,500	232,749	Marine Trades
Admin & General	2,371,525	690,031	Log Yard
General Bus Dev	199,678	266,734	FIA Airport
Airport Bus Dev	212,678	496,125	Airport Rentals
<b>Total</b>	<b>3,264,736</b>	19,491	Sekiu Airport
		447,877	PA Boat Haven
		447,321	JW Marina
		61,362	Rental Property
		<b>3,264,736</b>	<b>Total</b>



## Employee Wage Scale - Represented 2024 Budget

IT IS HEREBY AGREED between the PORT OF PORT ANGELES, and the ILWU Local 27 and Teamsters Local 589, PORT EMPLOYEES UNITS, that the following rate of pay matrix shall be effective January 1, 2024 (3.7%)

Job Title	Range Number	Step Number									
		1	2	3	4	5	6	7	8	9	10
	10	19.72	20.21	20.70	21.22	21.74	22.28	22.82	23.39	23.96	24.56
Facilities Maintenance Janitorial (PT)	11	20.70	21.22	21.74	22.28	22.82	23.39	23.96	24.56	25.16	25.79
	12	21.74	22.28	22.82	23.39	23.96	24.56	25.16	25.79	26.42	27.08
Utility Person	13	22.82	23.39	23.96	24.56	25.16	25.79	26.42	27.08	27.74	28.44
	14	23.96	24.56	25.16	25.79	26.42	27.08	27.74	28.44	29.13	29.86
Accounting Clerk I	15	25.16	25.79	26.42	27.08	27.74	28.44	29.13	29.86	30.59	31.35
Accounting Clerk II, Assistant Harbormaster	16	26.42	27.08	27.74	28.44	29.13	29.86	30.59	31.35	32.11	32.92
Accounting Lead	17	27.74	28.44	29.13	29.86	30.59	31.35	32.11	32.92	33.72	34.56
Machine Operator	18	29.13	29.86	30.59	31.35	32.11	32.92	33.72	34.56	35.41	36.29
	19	30.59	31.35	32.11	32.92	33.72	34.56	35.41	36.29	37.18	38.11
	20	32.11	32.92	33.72	34.56	35.41	36.29	37.18	38.11	39.04	40.01
Facilities Maintenance, Mechanic	21	33.72	34.56	35.41	36.29	37.18	38.11	39.04	40.01	40.99	42.01
Facilities Maintenance Lead, Mechanic Lead, Log Yard Lead, Harbormaster	22	35.41	36.29	37.18	38.11	39.04	40.01	40.99	42.01	43.04	44.11
	23	37.18	38.11	39.04	40.01	40.99	42.01	43.04	44.11	45.19	46.32
	24	39.04	40.01	40.99	42.01	43.04	44.11	45.19	46.32	47.45	48.63
	25	40.99	42.01	43.04	44.11	45.19	46.32	47.45	48.63	49.82	51.07
	26	43.04	44.11	45.19	46.32	47.45	48.63	49.82	51.07	52.31	53.62

# Employee Wage Scale – Non-Represented 2024 Budget

## Port of Port Angeles 2024 Budget Non-Represented Salary Scale

Job Title	Grade	85%	100%	115%
		2024 Range Minimum	2024 Range Midpoint	2024 Range Maximum
Executive Director	19	\$161,799	\$190,351	\$218,904
Port Counsel	18	\$144,464	\$169,957	\$195,450
Deputy Executive Director	17	\$128,946	\$151,702	\$174,456
Director II*	16	\$115,177	\$135,503	\$155,828
Director I*	15	\$102,830	\$120,976	\$139,122
Manager III*	14	\$95,156	\$107,991	\$124,189
Manager II*	13	\$81,957	\$96,420	\$110,883
Manager I*	12	\$74,527	\$87,679	\$100,830
Admin/Supervisor II*	11	\$67,752	\$79,707	\$91,664
Admin/Supervisor I*	10	\$61,577	\$72,444	\$83,311
	9	\$56,004	\$65,887	\$75,771
	8	\$50,922	\$59,909	\$68,896
	7	\$46,278	\$54,445	\$62,612
Security Full Time	6	\$42,071	\$49,496	\$56,920
	5	\$38,247	\$44,996	\$51,746
Security Part Time	4	\$34,804	\$40,947	\$47,088
JWM Summer Help	3	\$33,862	\$37,219	\$42,802
N/A due to minimum wage	2			
N/A due to minimum wage	1			

\* Level position depends on breadth & depth of knowledge, decision complexity, impact, and interpersonal skills.

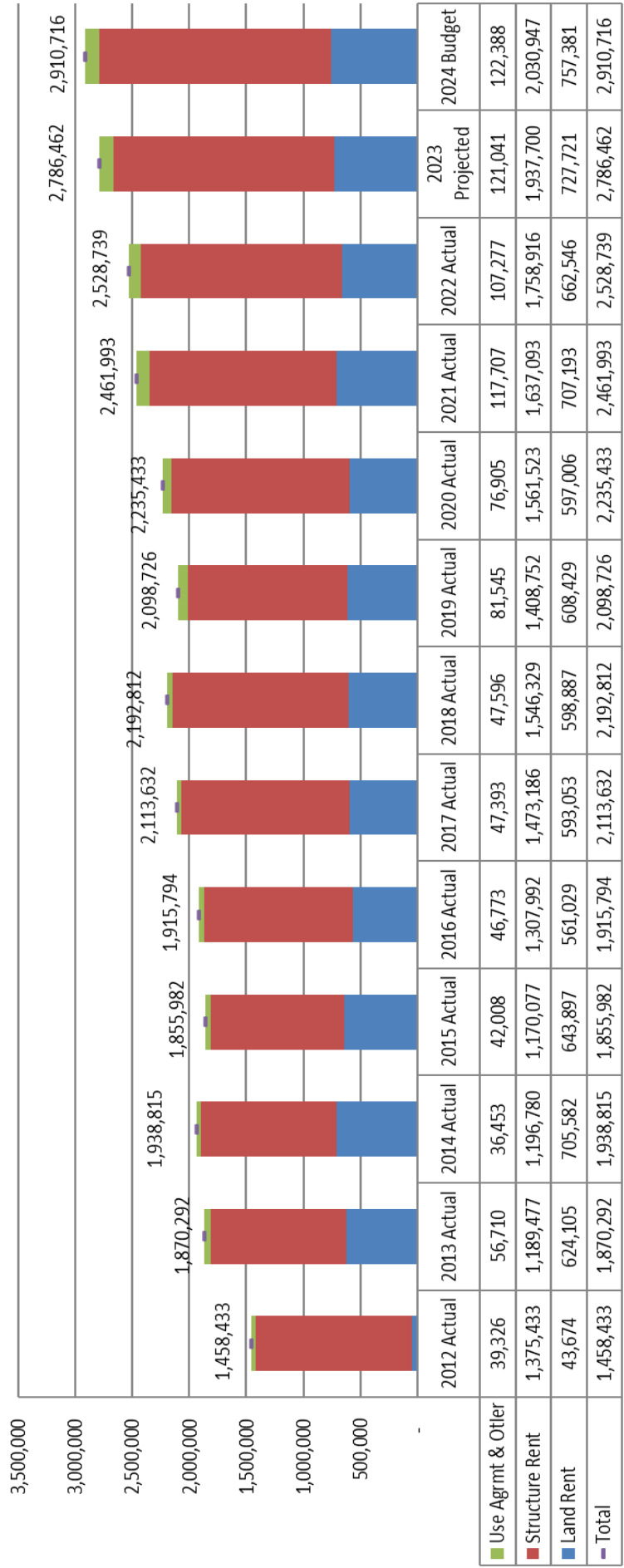
Managers & Professional Staff:

Public Works & Facilities Manager  
 Environmental Manager  
 Airport Manager  
 Marina Manager  
 Manager of Finance & Accounting  
 Operations Supervisor  
 Real Estate & Marketing Manager  
 Human Resources/Clerk of the Board  
 Grants & Contracts Manager

Senior Management:

Executive Director  
 Director of Finance and Administration  
 Director of Engineering  
 Director of Economic Development  
 Director of Operations  
 IT Director

## Lease Revenues - All Lines of Business



## List of Abbreviations

A&G	Administration & General Management	PABH	Port Angeles Boat Haven
ADMIN	Administration	PABY	Port Angeles Boat Yard
AIP	Airport Improvement Program	PERS	Public Employee Retirement System
AIP	Airport Industrial Park	PFC	Passenger Facility Charges
ACC	Advanced Composite Center	PFD	Port Filled Dump
ACTI	Angeles Composite Technology, Inc.	PTO	Paid Time Off
ALP	Airport Layout Plan	PUD	Public Utility District
ARP	Airport Rental Properties	RP	Rental Property
A/V	Audio / Visual	SEK	Sekiu Airport
BD	Business (Economic) Development	SP	Strategic Plan
BL	Boat Launch	T1	Terminal #1 Main Terminal
BY	Boat Yard	T2	Terminal #2 Black Ball Ferry
CMC	Composite Manufacturing Campus	T3	Terminal #3 Concrete Cargo Pier
CPI	Consumer Price Index	T4	Terminal #4 Timber Dock Oak Street
CRTC	Composite Recycling Technology Center	T5	Terminal #5 Old M&R Pier
CSO	Combined Sewer Overflow	T6	Terminal #6 Barge Berth Pier
DOT	Department of Transportation	T7	Terminal #7 Layberth
DNR	Department of Natural Resources	TBD	To Be Determined
EA	Environmental Assessment		
EDC	Economic Development Council		
EOY	End of Year		
FBO	Fixed Based Operator		
FIA	Fairchild International Airport		
FM	Facilities Maintenance		
GASB	Government Accounting Standards Board		
HVAC	Heating Ventilation Air Conditioning		
JWM	John Wayne Marina		
KPly	Site of PenPly location		
LOB	Line of Business		
LY	Log Yard		
MM	Mechanical Maintenance		
MT	Marine Terminal		
MTA	Marine Trades Area		
MTIB	Multi-Tenant Industrial Building		
MTC	Marine Trades Center		
NONOP	Non-Operations (Department)		
NOTAC	North Olympic Timber Action Committee		
NWF FEMA	National Wildlife Federation - Federal Emergency Management Agency		
OBS	Obstruction		
OPVB	Olympic Peninsula Visitor Bureau		



# COMPREHENSIVE SCHEME of HARBOR IMPROVEMENTS



## OUR MISSION:

We bring people, resources and industry together  
to foster economic prosperity and living wage jobs

November 7, 2023





# COMPREHENSIVE SCHEME of HARBOR IMPROVEMENTS

January 27, 2015

Potential Amendment November 14, 2023

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## Introduction

Under Washington State law, Washington port districts are entrusted with broad powers to develop and operate programs and facilities designed to promote and encourage the development of transportation, commerce, tourism, and industry. The Port of Port Angeles's vision, mission and core values, along with its strategic plan provide the policy-level direction for programs and activities undertaken by the Port.

The Port's Comprehensive Scheme reflects the intended plans for capital spending in the near future; however, these plans can change due to shifts in operating budgets, economic opportunities, and community priorities. The Comprehensive Scheme is amended, as necessary, to authorize anticipated improvements, acquisition or sale of real property, or adoption of plans and programs; making it a living document. Revisions occur through formal resolutions adopted by Port Commission.

## Comp Scheme and GMA

Comprehensive plans are required of cities and counties which fall under the State of Washington's Growth Management Act (GMA) codified as RCW 36.70A. Ports, on the other hand, do not exercise land use authority as do cities and counties under the GMA. Instead, Ports are subject to the planning requirements and the adopted Comprehensive Plans of the cities and counties in which the Ports operate.

Instead of Comprehensive Plans with their GMA connotations, Ports are required to comply with RCW 53.20.010, which requires a Comprehensive Scheme of Harbor Improvements. Courts ruled the Port's bundle of budget and planning documents including the Comprehensive Plan document satisfy the requirement of a Comprehensive Scheme of Harbor Improvements.

Terminals 1 & 3





# Background

The Port of Port Angeles first enacted a Comprehensive Scheme of Harbor Improvements in 1924 in the form of Commission Resolution No. 5. Following Resolution No. 5, the Port of Port Angeles Comprehensive Scheme of Harbor Improvements took the form of a series of resolutions amending or supplementing that original plan. A summary of resolutions constituting the history of the Port's CSHI as amended is set forth in Table 1.

In 1987 the Port Commission adopted a new CSHI, incorporating in a single document, plans for all port facilities. The 1987 CSHI was updated as required through 2013. In 2015 the Comprehensive Scheme of Harbor Improvements was redrafted to reflect the dynamic nature of Port planning and development.

## 2015 Comp Scheme

In January 2015 the Comprehensive Scheme of Harbor Improvements format was modified from the lengthy 1987 scheme. The 2015 and current CSHI is a preface for the current planning and budget documents in use by the Port.

### Port Property

Appendix A of this document is a comprehensive overview of current Port property and includes current use, and reference to applicable Port planning documents.



## Budget & Planning Documents

The current budget & planning documents, as they now exist or are hereinafter amended, incorporated into the Port Comprehensive Scheme of Harbor Improvements are as follows:

- Port of Port Angeles, Strategic Plan: 2023-2028 ([Link](#))
- Current Capital Budget: 2024
- Clallam County Hazard Mitigation Plan Update: 2019
- Marine Trades Industrial Park Master Plan: 2018
- William R. Fairchild International Airport Master Plan Update: 2019
- Central Waterfront Master Plan: 2010
- Recreation and Public Access Plan: 2018
- Sekiu Airport Layout Plan: June 2013

## Federal, State, Local Regulations

In addition to the guidance presented in the Port's current planning documents, development in or above marine environments generally also requires permits from federal, state agencies and local government (City of Port Angeles & Clallam County). Local municipality and county permits are required to cover local building codes and meet the requirements of the Shoreline Management Act.

Federal and State permits are usually required when impacts to navigable waters or fish and wildlife habitat are anticipated. Development activities waterward of the mean higher high water (MHHW) for tidal waters are regulated by the U.S. Army Corps of Engineers (USACE or Corps), Washington State Department of Ecology (WSDOE), and the Washington State Department of Fish and Wildlife (WDFW).



In addition, the National Oceanographic and Atmospheric Administration (NOAA Fisheries) and U.S. Fish and Wildlife Service (USFWS) must concur that any project requiring federal approvals (a USACE permit, for example) is consistent with the Endangered Species Act (ESA). These agencies will require that proposed projects avoid or reduce project impacts on certain fish and wildlife species through design and/or environmental controls or mitigate impacts through restoration activities.

### **State Environmental Policy Act (SEPA)**

A project or plan prepared by the Port will be subject to SEPA analysis. The Port is authorized by state law to act as its own lead agency. That means that, whenever the Port requests a land use permit, such as a shoreline permit from the City, it will be required to fulfill the environmental documentation requirements of SEPA.

The Port complies with SEPA's environmental review processes by:

Each improvement identified as a physical Project will undergo individualized SEPA review as soon as the "principle features of a proposal and its environmental impacts can be reasonably identified... and the environmental effects can be meaningfully evaluated." (WAC 197-11-055).



**Sunrise Port Angeles Harbor**

**Table 1**  
**Comprehensive Scheme Resolutions from 1925-2021**

**Table-1 Comprehensive Scheme Resolutions from 1924-2023 (Sheet 1 of 6)**

Resolution No.	Date	Subject
2	5/8/1923	Request that the War Department establish Pierhead and Bulkhead lines so that Port can build docks in Port Angeles Harbor.
5	1/23/1924	Adoption of a comprehensive scheme or plan of harbor improvements consisting of a description, maps and plans as prepared by Port Engineer, after public hearing.
6	1/23/1924	Call for special election of question of: (1) Ratification of comprehensive scheme of harbor improvements, and (2) Issuing serial bonds to pay for some property acquisition as shown in comprehensive scheme.
7	3/11/1924	Upon referral by the War Department, the Port Commission: (1) Recommends granting a permit for work at Quillayute by the Washington Pulp and Paper Corp. (2) Recommends approving part and denying part of the work at Quillayute requested by Quillayute Boom and Driving Col., and (3) Takes no action on a boom proposed above the Town of Mora since it is outside area covered by Port Comp Scheme.
15	2/10/1925	Recommendation from Port to War Department that Washington Pulp and Paper Corp. be required to amend its plan for boom grounds on Quillayute River.
17	5/1/1925	Setting a public hearing on the question of amending the Port Comp. scheme as follows: Acquire additional property in Port Angeles, and authorize construction of port facilities Acquire additional property in Port Angeles, and authorize construction of a sea wall or bulkhead Change location and design of Dungeness wharf.
18	5/13/1925	Amend the original comprehensive scheme of the Port as follows: Acquire additional property in Port Angeles, and authorize construction of port facilities Acquire additional property in Port Angeles and authorize construction of sea wall or bulkhead Acquire additional property at Dungeness and authorize construction of a wharf Also refer amendments to vote of people.
20	7/6/1925	Gives results of special election item described in Resolution 18. Those were: Passed Passed Passed.
29	10/27/1926	Established price to be paid owners of land for Unit No. 1, Port Angeles.
30	10/27/1926	Authorized condemnation proceeding to acquire necessary lands in Unit No. 1, Port Angeles.
36	7/13/1927	Authorized vacation proceedings for streets and alleys in port fill area, City of Port Angeles.
43	9/13/1927	Authorize the Port to pay \$17,000 as contribution to Port Angeles LID No. 118.
44A	4/8/1929	Increases the Port's contribution to LID No. 118 by \$1,500.
54	4/8/1929	Reaffirms Port's position to U.S. Board of Engineers for Rivers and Harbors that there is a need for rock jetty and dike at mouth of Quillayute River.
87	11/25/31	Protest the sale of tidelands for oyster growing since those tidelands are shown in Port's comprehensive plan as being used for small boat haven.
106	9/10/1936	Amends Unit No. 13 of the Port's Comprehensive Scheme of Harbor Improvements and refers to changes to a special election to be held on November 3, 1936.

**Table-1 Comprehensive Scheme Resolutions from 1924-2023 (Sheet 2 of 6)**

Resolution No.	Date	Subject
135	8/13/1941	Instituting condemnation proceedings to carry out plans for improvements Unit No. 1 (Pen Ply site).
148	4/10/44	Proposing the adoption of Supplemental Comprehensive Scheme of Harbor Improvements as follows: Acquire by purchase or condemnation the property in District No. 1 to be known as Industrial Development District No. 1 and to develop said lands. Etc. for Industrial Development District No. 2.
149	4/10/44	Setting a public hearing for the subject identified in Resolution No. 148.
150	6/14/1944	Adoption of plan to create Industrial Development Districts No. 1 and 2 as proposed.
151	6/14/1944	Creation of Industrial Districts No. 1 and 2 as described.
152	8/9/1944	Proposing and amendment and supplementary comprehensive scheme and setting public hearing thereon.
153	9/6/1944	Adoption of certain additions to comprehensive scheme of harbor improvements, creating a fish terminal in a portion of Industrial Development District No. 1.
156	9/6/44	Employing Preston Thorgrimson as bond attorneys to assist in preparing bond resolutions and other papers.
157	12/13/45	Providing for the acquisition of certain lands to be used as fish terminal.
160	1/10/45	Request that the county convey to the Port lands within the Industrial Development Districts that were acquired through foreclosure of tax liens.
163	4/11/45	Requesting the county to transfer additional land acquired through foreclosure of tax liens.
165	6/6/1946	Requesting that the State vacate Tumwater Creek Waterway.
189	12/10/1947	Declaring the Port's intention to assist the U.S. Government in improving the Quillayute River dredging for commerce and navigation.
196	9/8/1948	Proposing the adoption of a supplemental comprehensive scheme of harbor improvements. The plan would authorize acquisition by purchase of condemnation lands in the Industrial Development District No. 3 (Dungeness)
197	9/8/1948	Setting a public hearing on the adoption of Industrial Development District No. 3.
198	11/10/1948	Adoption of comprehensive scheme amendment and creation of Industrial Development District No. 3 to allow construction of a general boat haven.
199	11/10/1948	Creation of Ind. Dev. District No. 3.
200	11/10/1948	Authorization proceeding to acquire land at Dungeness by purchase or condemnation.
205	5/10/1950	Propose amended supplemental Comprehensive Scheme of Harbor Improvements to include Lot 2 Sec. 26, T21N, R8 W.W.M. (Cline Spit vicinity).
208	4/1/1951	Adopt supplementary Comprehensive Scheme of Development by acquiring, maintaining and developing the Clallam Co. Airport and attached facilities.
212	9/12/1951	Establishment of an airport fund for operation of Clallam County Airport.
229	3/11/1953	Agreement to cooperate with City of Port Angeles in filling property between 1 <sup>st</sup> and the railroad, from Oak to Valley.
236	11/10/54	Agreement to convey right-of-way for Front Street and Marine Drive to City in exchange for David Masters property.
251	3/14/56	A proposal to amend comprehensive scheme of harbor improvements by acquiring certain property in Dungeness.

**Table-1 Comprehensive Scheme Resolutions from 1924-2023 (Sheet 3 of 6)**

Resolution No.	Date	Subject
252	4/11/56	Reestablishment of reaffirmation to proceed with acquiring lands at Dungeness to establish area for mooring and landing boats. Creation of Industrial Development District No. 3 with new boundaries.
253	4/11/56	Decision to acquire by purchase or condemnation the land at Dungeness.
256	10/10/56	Agreement to cooperate with U.S. Government in a project to improve Quillayute River for commercial fishing boats.
258	2/13/57	A proposal to amend supplemental comprehensive scheme of harbor improvements by leasing from Quillayute Tribe for 25 years lands on the Quillayute River.
259	2/27/57	Agreement to amend comprehensive scheme as proposal in Resolution 258.
260	2/27/57	Appropriation of money for lease and improvements at Quillayute.
261	3/13/1957	Agreement to cooperate with the U.S. Government in the creation and operation of Port Angeles boat basin.
280	5/14/1958	Setting in public hearing to consider amending Resolution No. 153 to extend Port Angeles boat haven.
282	6/11/1958	Adopting plans for breakwater, dredging, floats and piling, all in Industrial District No. 1.
289	2/27/1959	Amending the Comprehensive Scheme of Harbor Improvements to allow the acquisition of a dock at the foot of Laurel Street and allow improvements of same.
341	8/17/1966	Authorizing a study by TAMS to determine the feasibility of constructing a marina at Dungeness.
343	8/30/1966	Adoption of certain amendments to Unit No. 1 of comprehensive scheme, allowing reconstruction of Pier No. 1, authorizing construction T-3, and installing a truck scale.
398	1/14/1971	Establishing terms and conditions for using a portion of William R. Fairchild International Airport as log yard.
399	2/11/1971	Amend Comprehensive Scheme to authorize an addition to Terminal 1, to develop non-aeronautical lands at WRF International Airport for industry, to acquire and develop lands at Miller Peninsula, and to acquire land and develop an airport at Sekiu.
400	9/9/1971	Amend Comprehensive Scheme by modifying pier faces and dredging to minus 45 feet.
414	3/15/1973	To further amend the Port's comprehensive Scheme by acquiring a leasehold interest in air and water pollution control facilities and sublease to ITT Rayonier.
416	4/12/1973	Amendment to the Comprehensive Scheme of Harbor Improvements to authorize the Port to improve renovate and equip its existing booming grounds.
459	5/12/1977	Declare surplus Lots 4-9 of Block 2 and one-half of tideland east of Laurel Street.
460	6/17/1977	Amend the Port's comprehensive Scheme by including a small boat haven at Pitship Point and commencing an improvement project.
466	11/10/1977	Amend Comprehensive Scheme to allow the acquisition of additional lands at WRF International Airport.
467	10/11/1977	Amend Comprehensive Scheme addition to Unit 2, acquiring additional lands and improvements east of Laurel Street.
469	11/29/1977	Adopt amendment to Comprehensive Scheme for WRF International Airport, authorizing development of North Industrial Park.
519	3/12/1981	Adopt amendment to Comprehensive Scheme declaring Gales Addition land surplus, and Miller Peninsula land surplus.

**Table-1 Comprehensive Scheme Resolutions from 1925-2023 (Sheet 4 of 6)**

Resolution No.	Date	Subject
525	10/1/81	Amend Comprehensive Scheme to include the location of a small boat haven at Pitship Point, and proceeding to acquire necessary lands and obtain necessary permits.
533	6/10/1982	Amending Port's Comprehensive Scheme by adopting a new airport layout plan for WRF International Airport.
552	9/9/1983	Adoption of Port's Comprehensive Park and Recreation Plan.
578	2/11/1985	Establishment of three industrial development districts; Marine Terminal area, Carlsborg Industrial Park, and William R. Fairchild International Airport.
579	2/11/1985	Amend the Port's Comprehensive Scheme to include construction of approximately 150,000 sq. ft. of light manufacturing and warehouse facilities within Airport Industrial Development District.
580	2/22/1985	Authorize the sale or execution of options to sell general purpose manufacturing and warehousing buildings to be constructed within the William R. Fairchild International Airport Industrial Development District.
584	6/13/1985	Creation of the Forks Industrial Development District.
623	3/9/1987	Port adopts Comprehensive Scheme of Harbor Improvements prepared by Tams and dated December 1986.
658	11/13/1989	Fisheries Section, page S.3. Ediz Hook boat launches, page 5.21.
666	3/12/1990	Marine Terminal develop options, page 3.5.33. New tourist commercial chapter, page 6.1.
680	8/26/1991	Fisheries Section, page S.3. Marine Terminal development options, page 3.5.33. New tourist commercial section, page 6.1. Ediz Hook boat launch, page 5.21.
703	5/10/1993	Commercial Fisheries Section, pages 4.6, 4.7, and 4.8. Add Figure 4.1.1.
707	12/13/1993	Tourist Commercial Chapter revisions.
717	11/14/1994	Update of Chapter 3.1, the Marine Terminals Section.
722	3/13/1995	Updates to the Forward, Chapter 1, and Chapter 2.
732	8/28/1995	Adopting amendments to the Airport Master Plan
740	12/11/1995	Adopting amendments to: Chapter 3.2; Chapter 3.5; Chapter 4; Chapter 5, and Adding the following new chapters: 3.3, Other Port Terminals; 3.4, Port Angeles Barge Terminal; 3.6, Port Angeles Private Cargo Terminals; 3.7, Other Terminals, Port Angeles Harbor.
754	6/24/1996	Adopting an amended Chapter 7 for the Comprehensive Park and Recreation Plan.
770	2/24/1997	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
788	4/27/1998	Amendment to Section 2.28 of Appendix A of Comprehensive Scheme of Harbor Improvements.

**Table-1 Comprehensive Scheme Resolutions from 1924-2023 (Sheet 5 of 6)**

Resolution No.	Date	Subject
806	11/9/1998	Forward, pages F.1 and F.2. Include a new Chapter 6, Strategic Action Plan. Adopt the Industrial Development Plan for Fairchild Industrial Park as an element of the plan. Add to the section on “Industrial Potential in Clallam County, pages 4.12 through 4.14.
813	8/9/1999	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
850	11/13/2000	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
03-896	11/17/2003	Adopt resolution declaring KONP Triangle Surplus Property.
04-906	4/12/2004	Surplus Serenity House Building. Approved surplus of building.
04-912	8/23/2004	Surplus Property. Authorized the surplus of the 113 acres on Edgewood and Lower Elwha Road.
08-970	8/25/2008	South Fairchild Industrial Park Property (Salable land in Sector B). Motion to introduce Resolution 08-970 which surpluses the property and withdraws it from the Port’s Comprehensive Plan/Scheme. Motion passed unanimously. Motion to adopt Resolution 08-970. Motion passes unanimously.
10-1007	1/10/2011	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
12-1029	1/23/2012	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
12-1042	6/11/2012	Declared property at 720 Marine Drive surplus to Port needs.
13-1067	10/28/2013	Amendments to Appendix A of the Comprehensive Scheme of Harbor Improvements.
15-1099	1/27/2015	Comprehensive Scheme of Harbor Improvements and Appendix A reformatted and updated.
15-1113	12/15/2015	Amendments to Comprehensive Scheme of Harbor Improvements. - Added reference to and incorporated new Port Strategic Plan: 2015 - 2020 - Added reference to and incorporated current Port Capital Budget
16-1129	5/23/2016	Modified the Port Comprehensive Scheme of Harbor Improvements to find the Lower Elwha Road Property surplus to Port needs and declared the Subject Property to be no longer needed for Port District purposes.
17-1161	11/21/2017	Modified the Port Comprehensive Scheme of Harbor Improvements to find the Carlsborg Railroad Right of Way Property surplus to Port needs and declared the Subject Property to be no longer needed for Port District purposes.
20-1214	2/25/2020	Amendments to Comprehensive Scheme of Harbor Improvements. - Added reference to: 1. Port Capital Budget:2020 2. Clallam County Hazard Mitigation Plan Update: 2019 3. Marine Trades Industrial Park Master Plan: 2018 4. William R. Fairchild International Airport Master Plan Update: 2019 5. Port Comprehensive Park and Recreation Plan: 2018 - Removed reference to : 1. Central Waterfront Master Plan: 2010 2. Marine Facilities Master Plan: 2006 3. John Wayne Marina Market Study Final Report: 2004 Harbor Master Building Use Study: 2004 John Wayne Marina Expansion Financial Assessment: 2009 - Reformatted and referenced Appendix A: Port Property Overview

**Table-1 Comprehensive Scheme Resolutions from 1924-2023 (Sheet 6 of 6)**

Resolution No.	Date	Subject
21-1231	1/12/2021	Added reference to the 2021 Port Capital Budget and revised Appendix A to include reference to the Marine Trades Center at the Former KPLY Mill Site.
22-1247	1/11/2022	Added reference to the 2022 Port Capital Budget
23-1272	1/24/2023	Added reference to the 2023 Port Capital Budget and the 2023-2028 Strategic Plan
23-1289	Potentially on 11/14/2023	Potential amendment to add reference to the 2024 Port Capital Budget



# **Table 2**

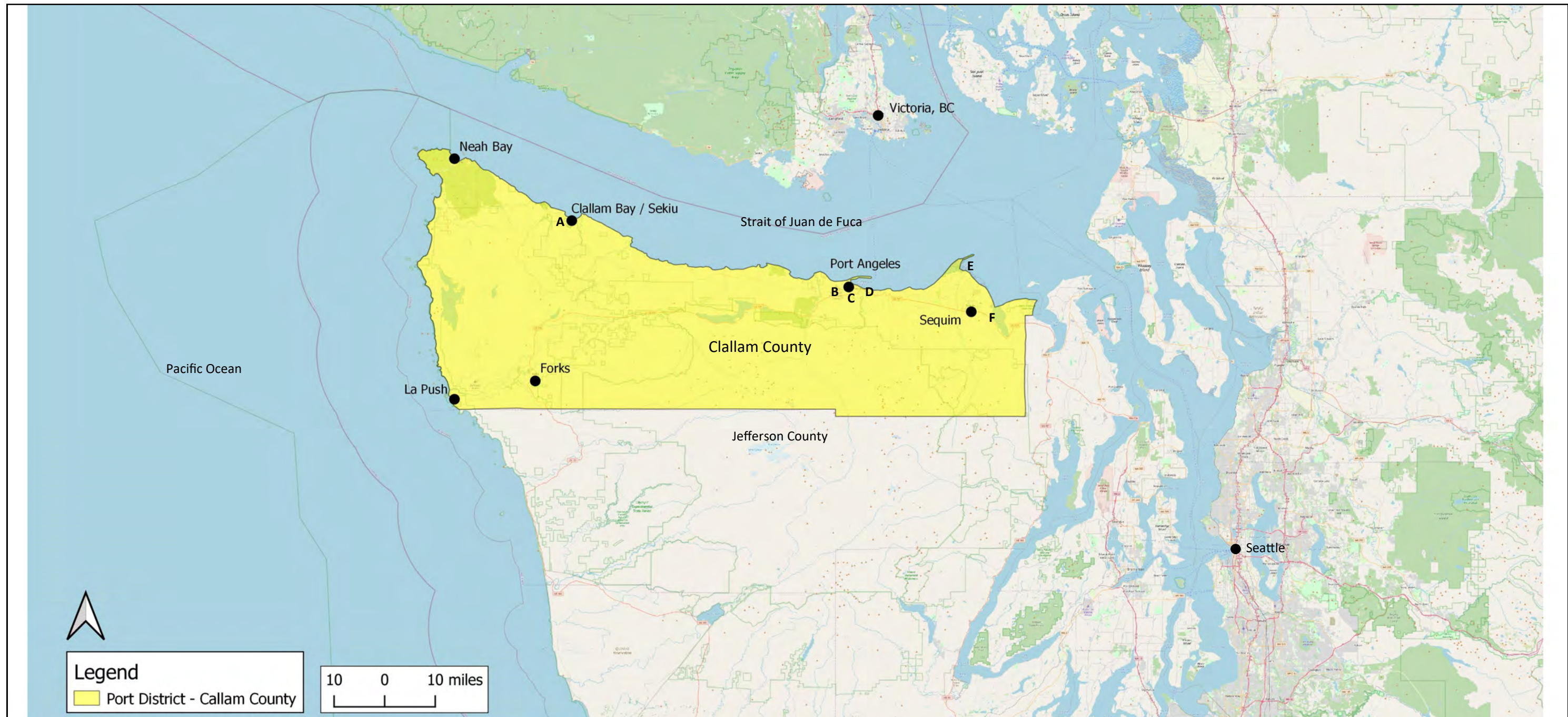
## **Property Surplus to Port Needs**

**Table-2 Property Surplus to Port Needs (Sheet 1 of 1)**

Resolution No.	Date	Property Description
		No properties at this time

# **Appendix A**

## **Port Property Overview**

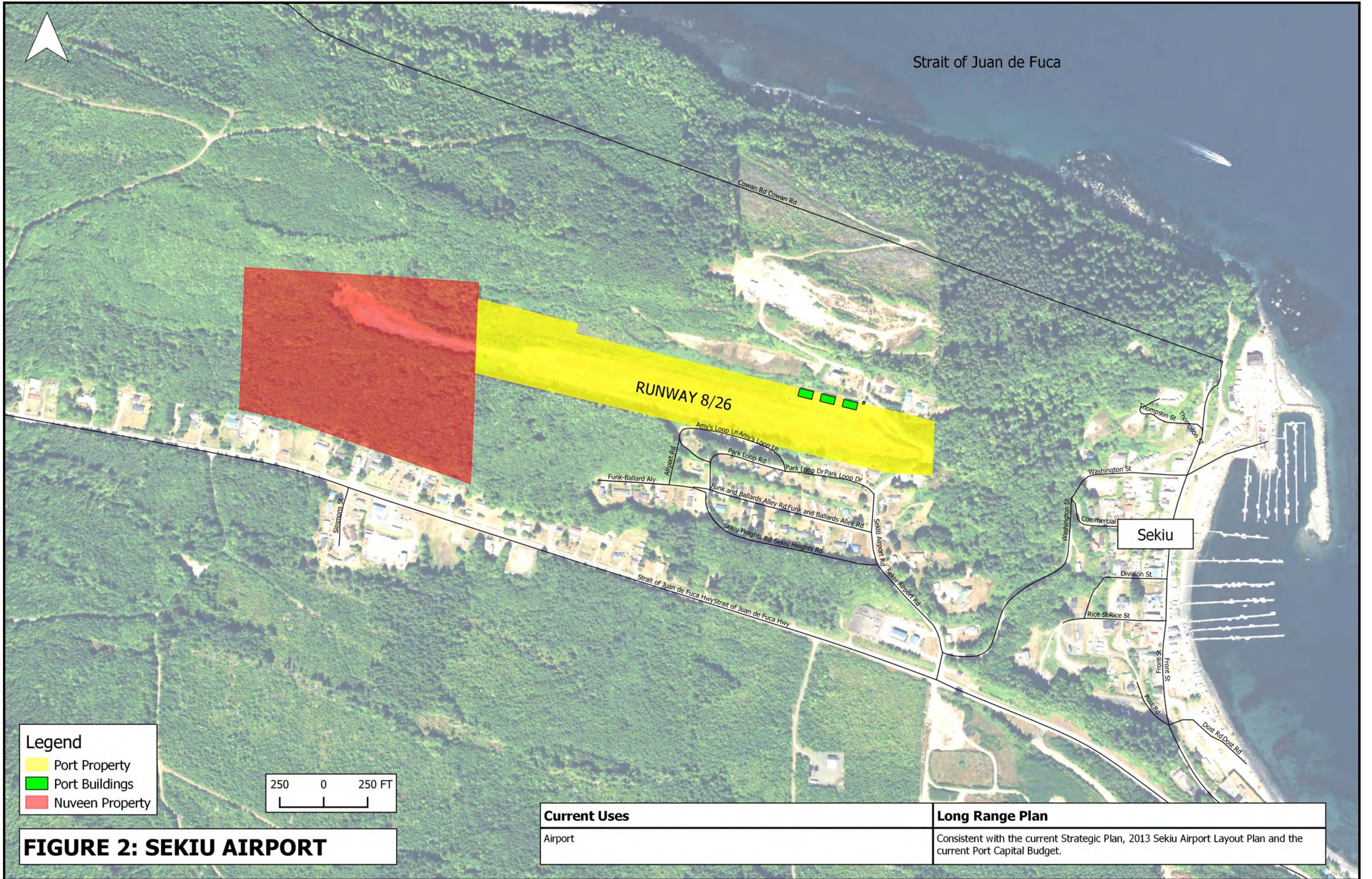


**FIGURE 1—** Port District, Clallam County, WA

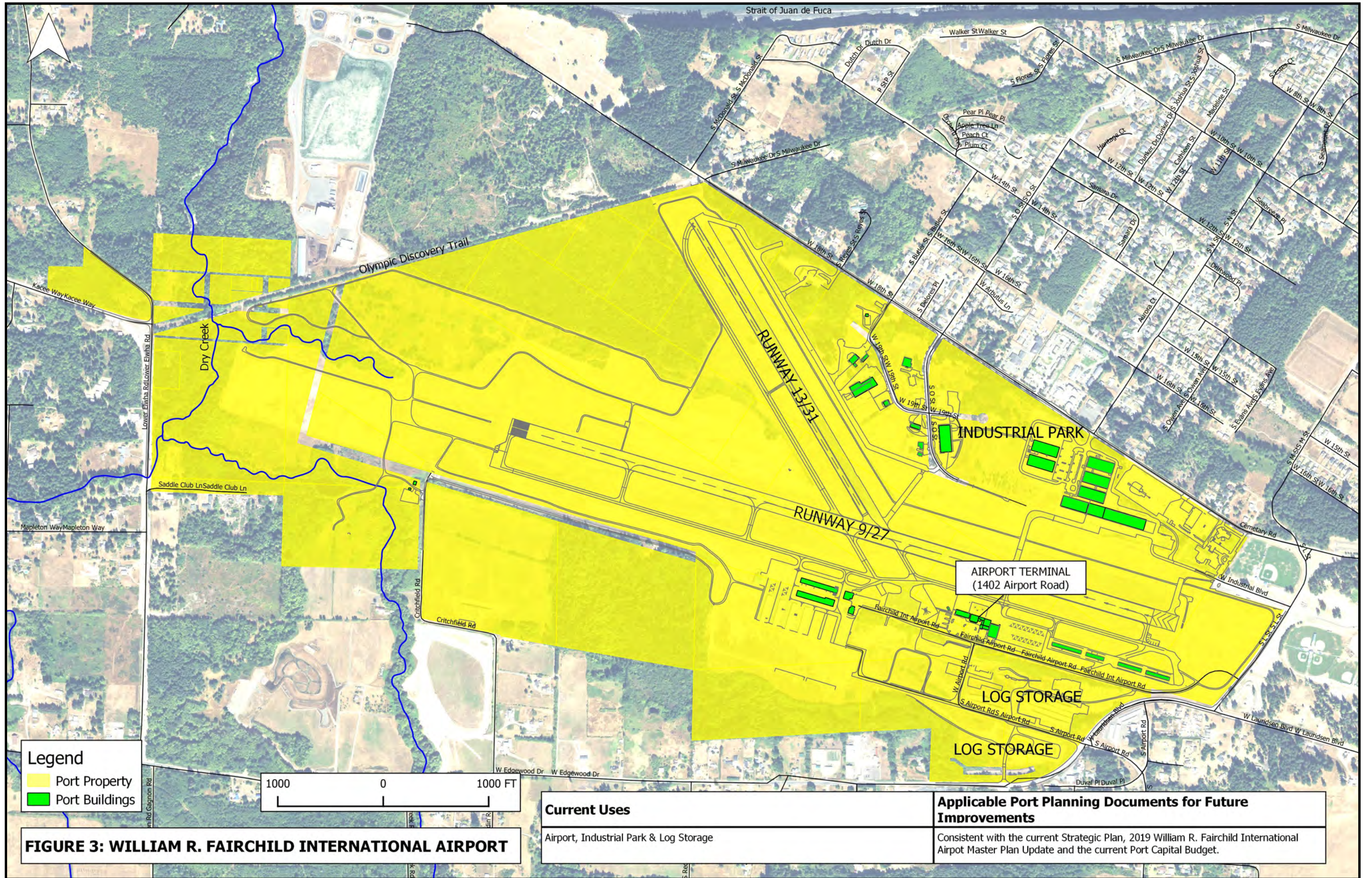
Port Property Overview	
Description	Figures
A. Sekiu Airport	2
B. William R. Fairchild International Airport	3
C. Port Angeles Waterfront	4, 5, 6 & 7
D. Tozier Marine Parkway	8
E. Dungeness Tidelands	9
F. John Wayne Marina	10





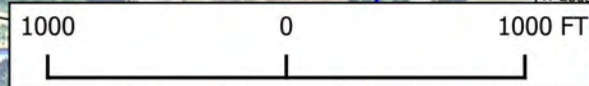






**Legend**

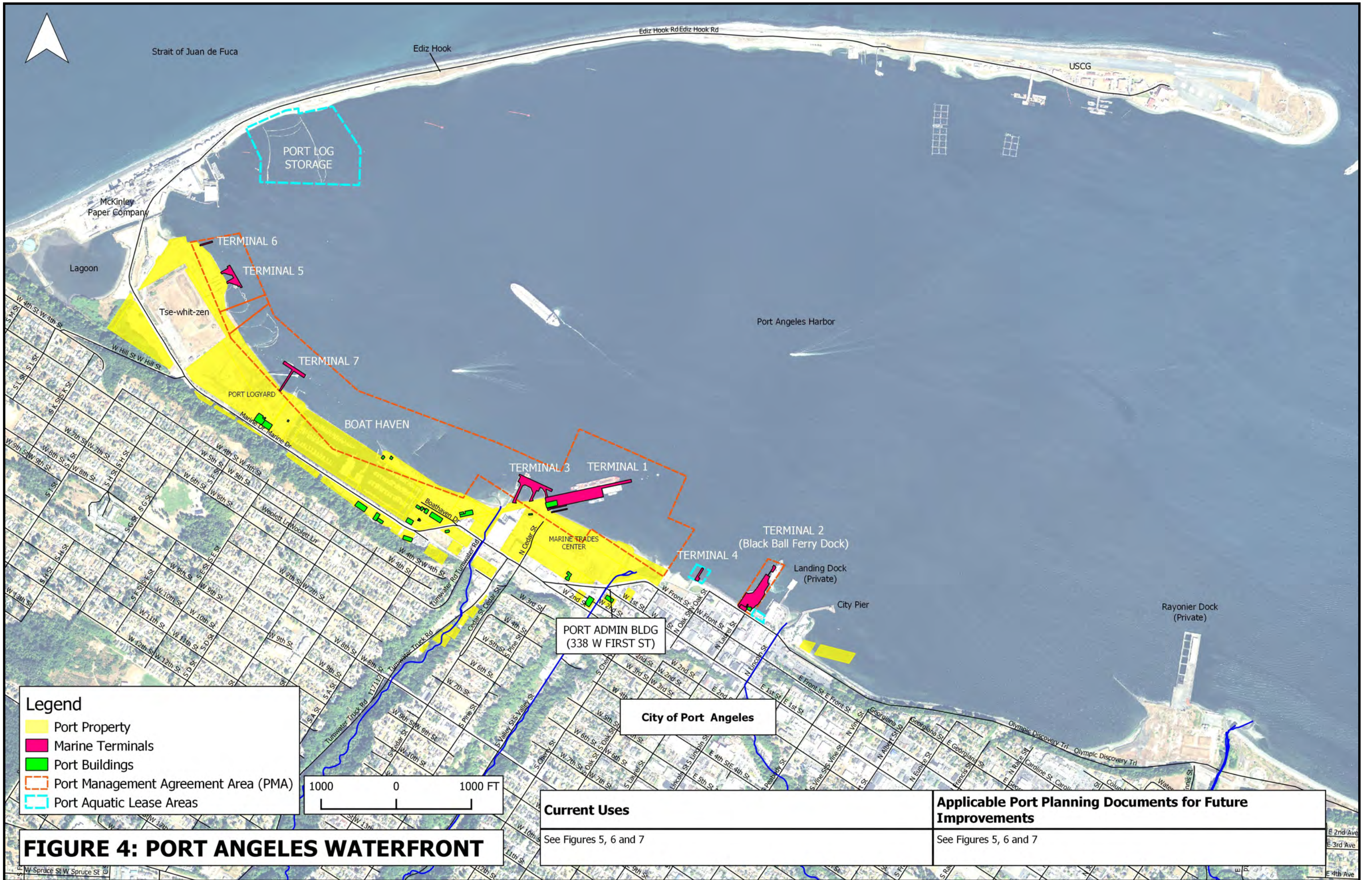
- Port Property
- Port Buildings



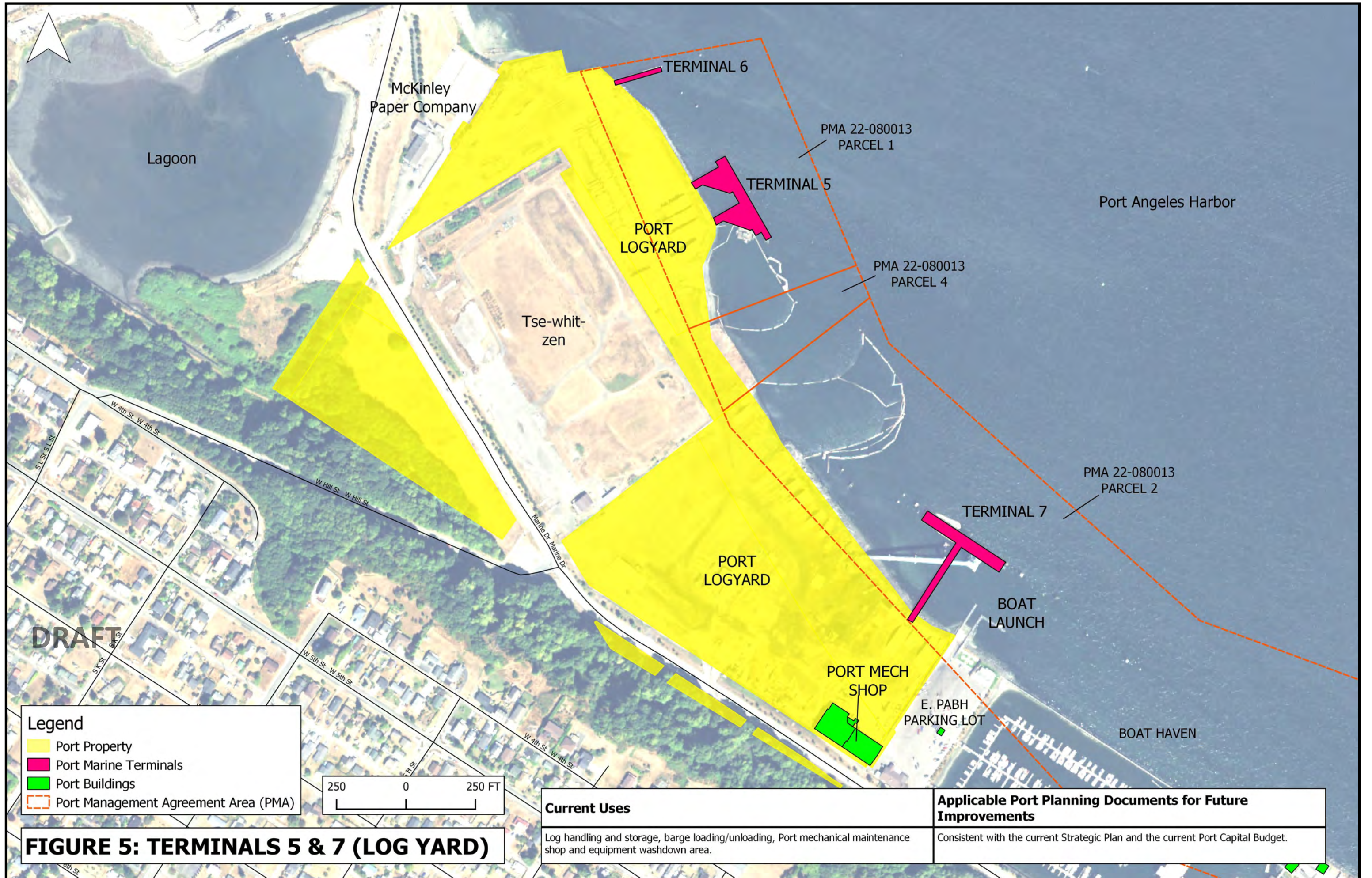
**FIGURE 3: WILLIAM R. FAIRCHILD INTERNATIONAL AIRPORT**

Current Uses	Applicable Port Planning Documents for Future Improvements
Airport, Industrial Park & Log Storage	Consistent with the current Strategic Plan, 2019 William R. Fairchild International Airport Master Plan Update and the current Port Capital Budget.

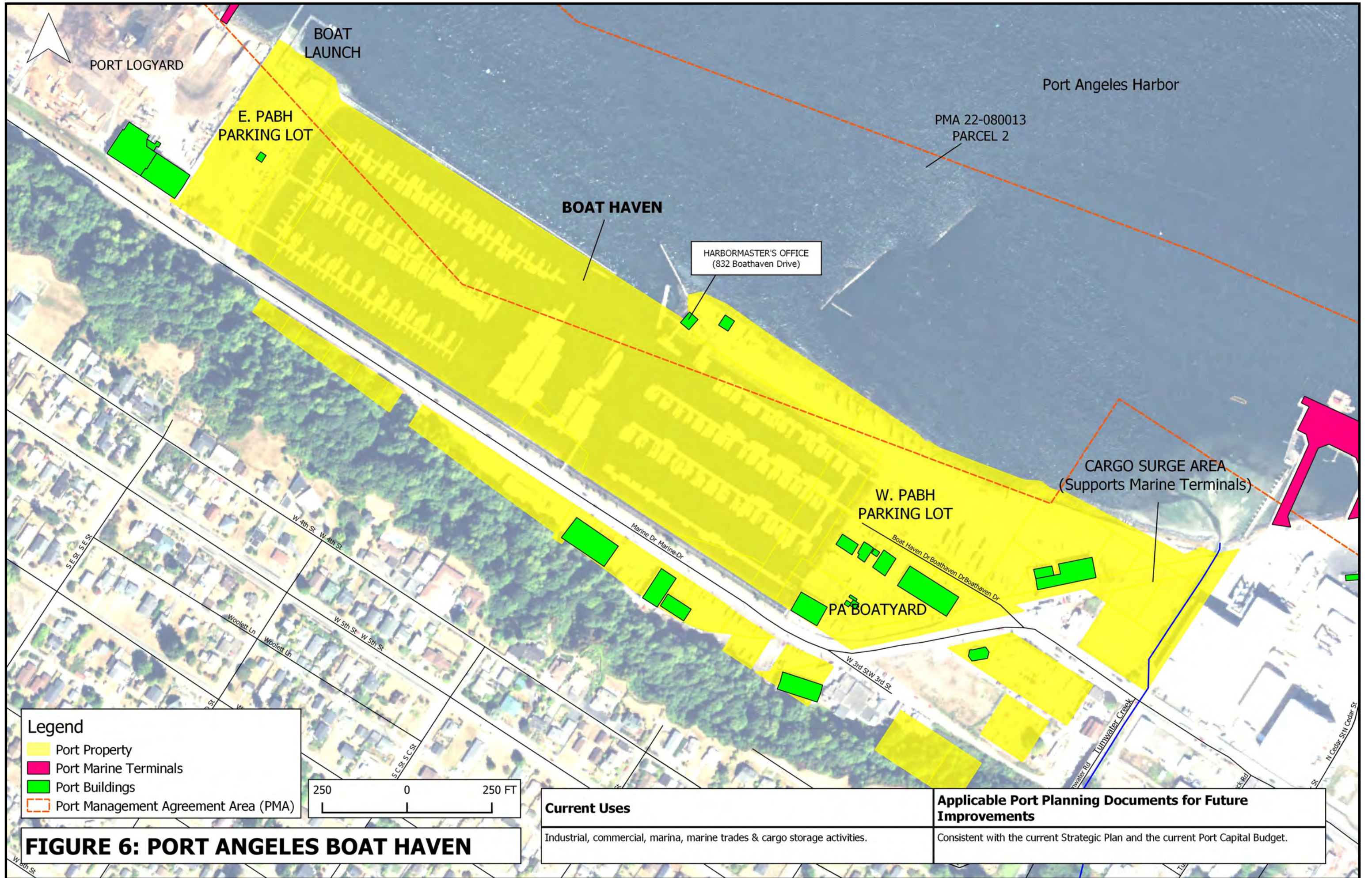






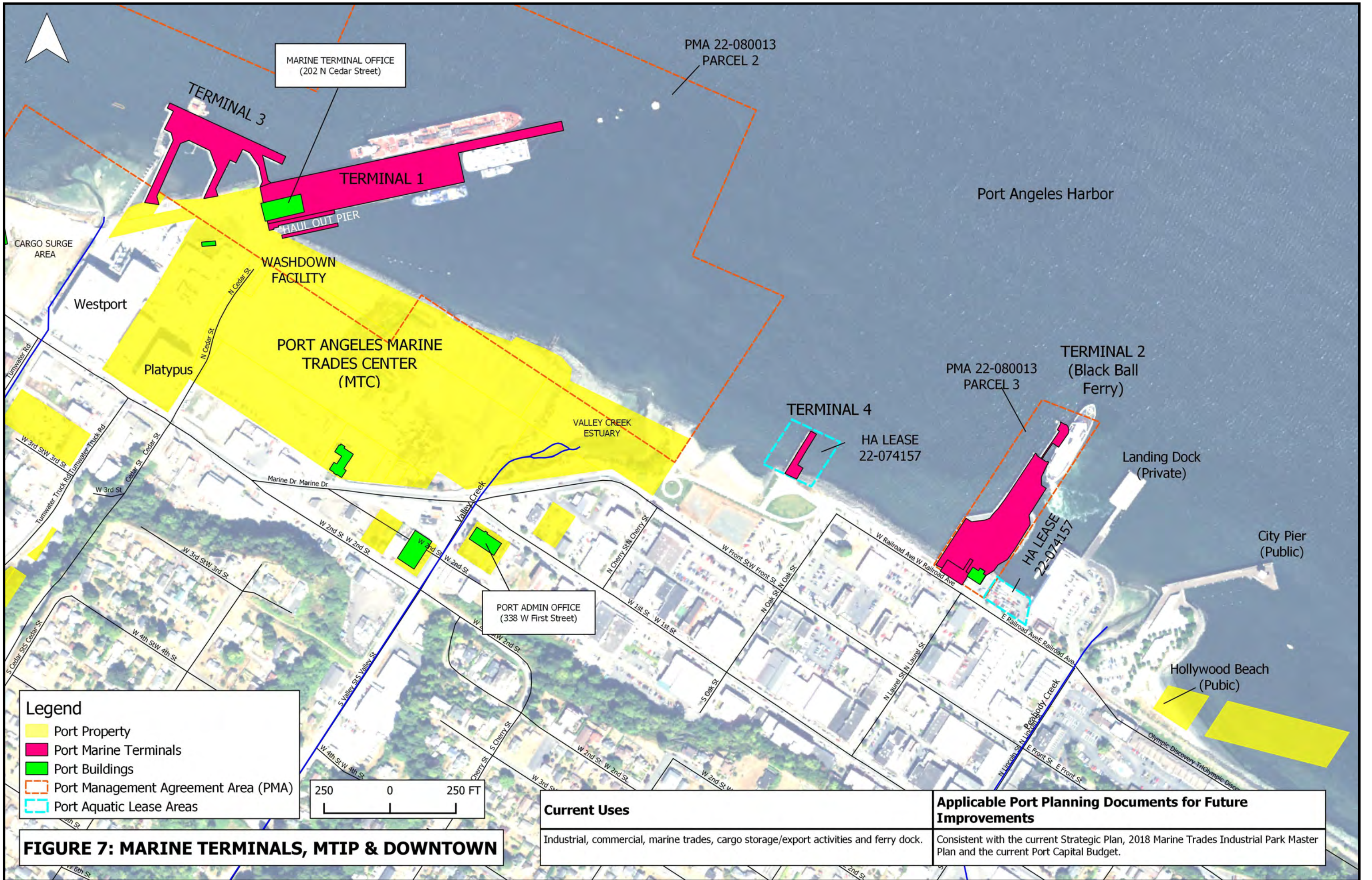






**FIGURE 6: PORT ANGELES BOAT HAVEN**



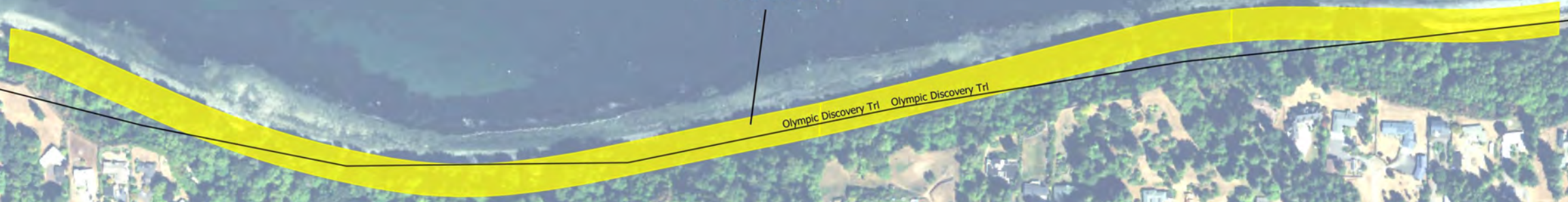




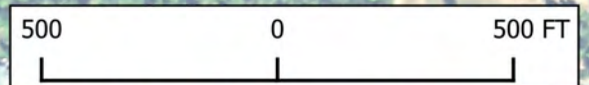


Strait of Juan de Fuca

### TOZIER MARINE PARKWAY



**Legend**  
Port Property



## FIGURE 8: TOZIER MARINE PARKWAY

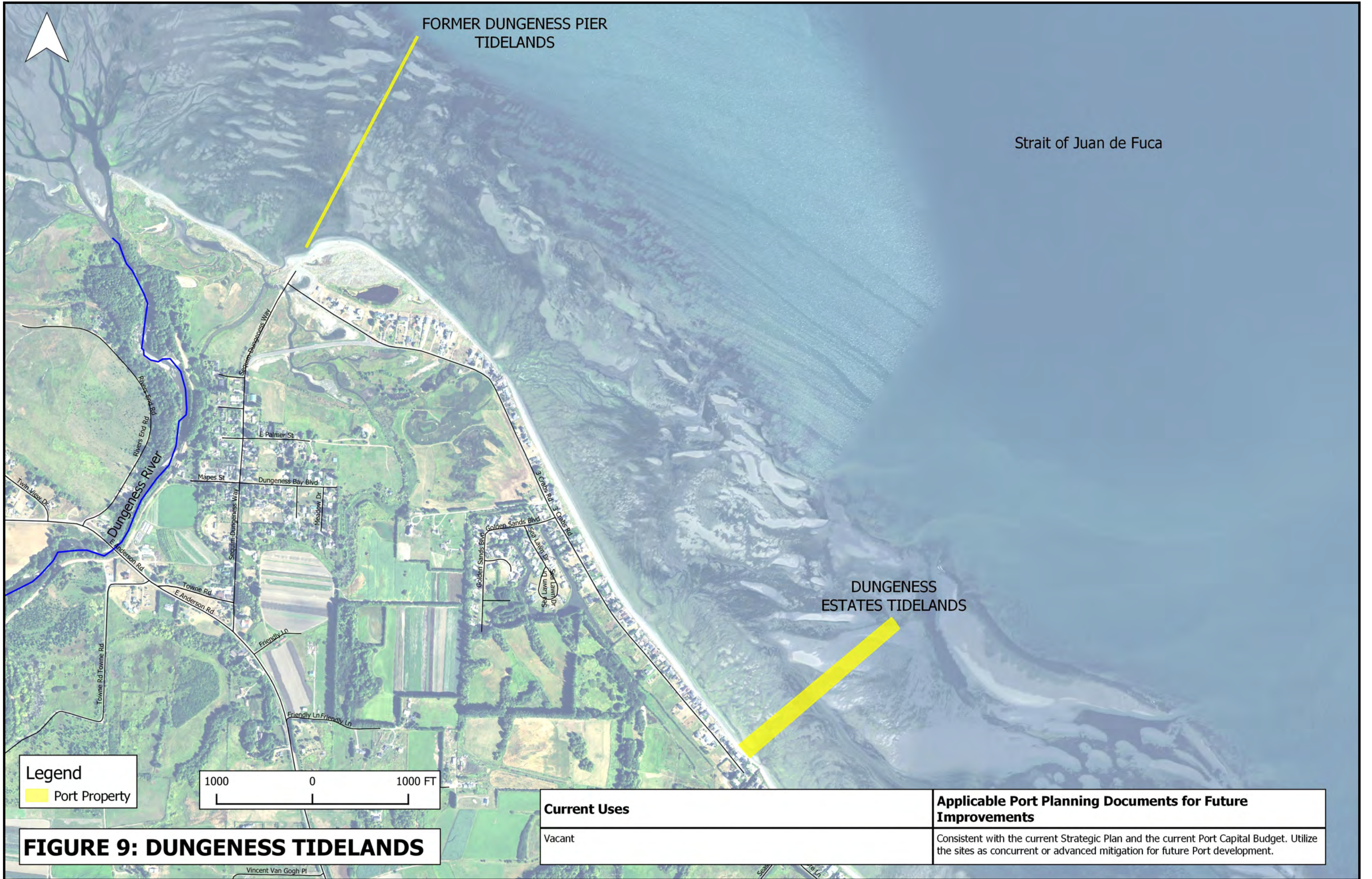
#### Current Uses

Olympic Discovery Trail

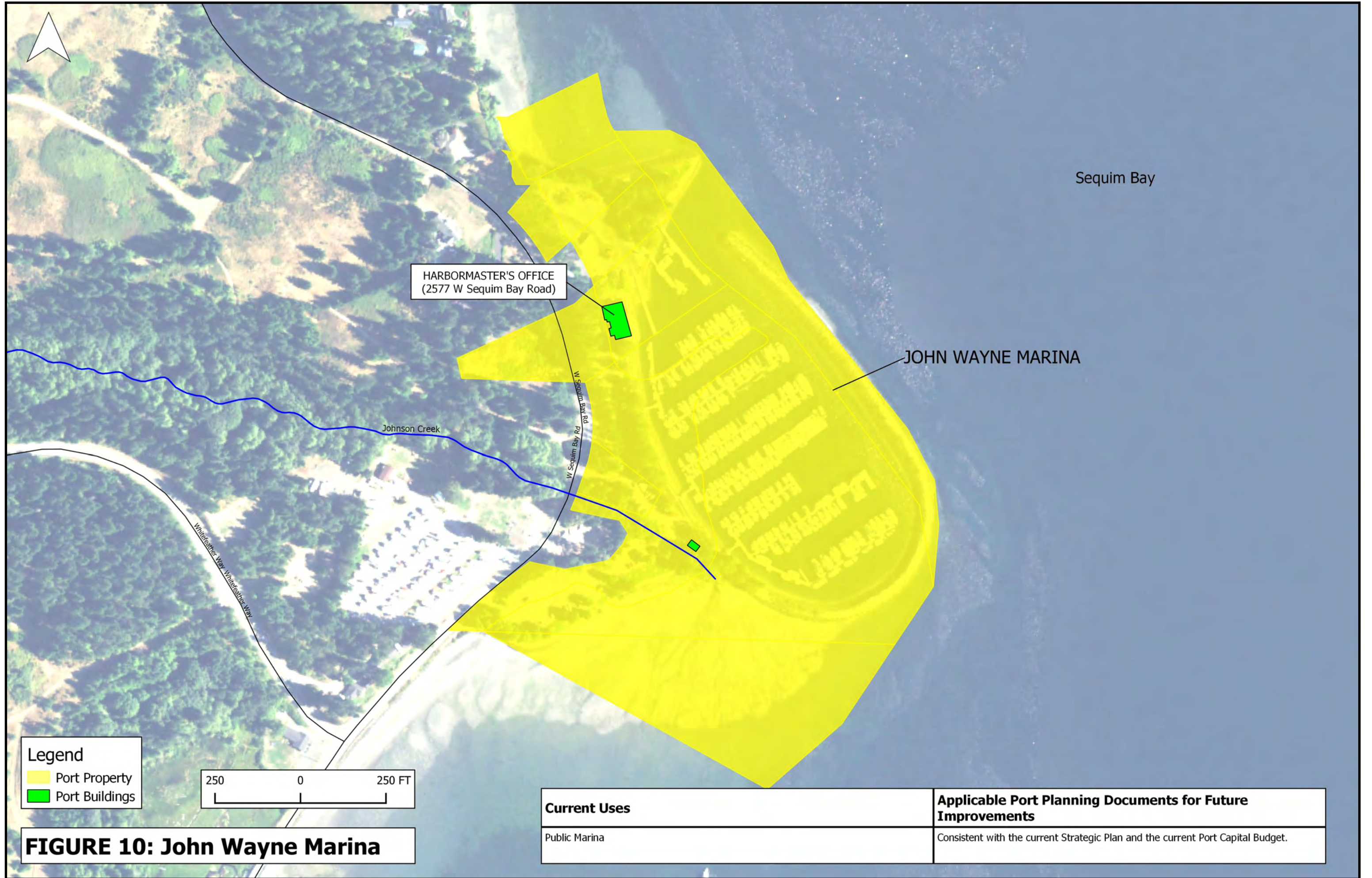
#### Applicable Port Planning Documents for Future Improvements

Consistent with the current Strategic Plan and the current Port Capital Budget.













COMPREHENSIVE SCHEME  
of HARBOR IMPROVEMENTS  
January 27, 2015

Potential Amendment  
November 14, 2023

## OUR MISSION:

We bring people, resources and industry together  
to foster economic prosperity and living wage jobs





**A RESOLUTION OF THE PORT COMMISSION OF THE PORT OF  
PORT ANGELES AUTHORIZING PROPERTY TAX LEVY**

WHEREAS, the Port Commission of the Port of Port Angeles has met and considered its budget for the calendar year 2024; and,

WHEREAS, the Port district's actual levy amount from the previous year was \$1,688,362.77; and

WHEREAS, the population of the Port district is more than 10,000.

NOW THEREFORE BE IT RESOLVED, by the Port Commission that an increase in the regular property tax levy is hereby authorized for the levy to be collected in the 2024 tax year.

The dollar amount of the increase over the actual levy amount from the previous year shall be \$64,358.99 which is a three point eight one two percent (3.812%) increase from the previous year. This amount is inclusive of previously-banked capacity. This amount is exclusive of additional revenue resulting from new construction, improvements to property, newly-constructed wind turbines, any increase in the value of state assessed property, and any annexations that have occurred and refunds made.

ADOPTED by the Port Commission of the Port of Port Angeles, at a Commission meeting thereof held this 14th day of November 2023.

PORT OF PORT ANGELES  
BOARD OF COMMISSIONERS

\_\_\_\_\_  
Connie L. Beauvais, President

\_\_\_\_\_  
Colleen M. McAleer, Vice-President

\_\_\_\_\_  
Steven D. Burke, Secretary

**A RESOLUTION ADOPTING FINAL BUDGET FOR 2024**

WHEREAS, the preliminary budget of the Port of Port Angeles was prepared and filed on the 27<sup>th</sup> day of October 2023; and

WHEREAS, in accordance with R.C.W. 53.35.045 public hearings were held on November 7<sup>th</sup>, 2023 and November 14<sup>th</sup> 2023; and

WHEREAS, the preliminary budget was adopted as the final budget on the 14th day of November 2023.

NOW, THEREFORE BE IT RESOLVED, that the budget herein is the Final Budget of the Port of Port Angeles for the calendar year 2024.

	<b>2024 BUDGET</b>
<b>Cash Balance Jan 1, 2024</b>	<b>\$ 19,788,155</b>
<b>Sources of Cash</b>	
Revenues - Operating	11,196,323
Revenues - Non-Operating	1,202,000
Property Tax Levy	<b>1,774,387</b>
Grants for Capital Projects	7,776,200
Loan Proceeds	-
<b>Total Sources</b>	<b>21,948,910</b>
<b>Uses of Cash</b>	
Expenses - Operating	9,577,334
Expenses - Non-Operating	563,000
Debt Service (Principal & Interest)	459,396
Capital Projects	14,196,200
<b>Total Uses</b>	<b>24,795,930</b>
<b>Cash Balance Dec 31, 2024</b>	<b>\$ 16,941,136</b>
Increase (Decrease) in Cash during year	\$ (2,847,020)
<b>RCW 53.36.120 &amp; 53.36.130 Specific Budget Items</b>	
Promotional Hosting	\$ 10,135

ADOPTED by the Port Commission of the Port of Port Angeles, at a Commission meeting thereof held this 14th day of November 2023.

PORT OF PORT ANGELES  
BOARD OF COMMISSIONERS

\_\_\_\_\_  
Connie L. Beauvais, President

\_\_\_\_\_  
Colleen M. McAleer, Vice-President

\_\_\_\_\_  
Steven D. Burke, Secretary

**23-1289**

A RESOLUTION OF THE PORT COMMISSION OF THE PORT OF PORT ANGELES, A MUNICIPAL CORPORATION, AMENDING THE PORT OF PORT ANGELES COMPREHENSIVE SCHEME OF HARBOR IMPROVEMENTS TO UPDATE REFERENCES TO CURRENT PORT BUDGET.

WHEREAS, pursuant to Revised Code of Washington, Chapter 53.20, the Port of Port Angeles is required to adopt a comprehensive scheme of harbor improvements and amend the plan as may be appropriate prior to undertaking improvement projects; and

WHEREAS, state law provides no specific requirements or guidance to port authorities as to the format, length, or content of a port's Comp Scheme; however, port authorities have interpreted the law as requiring an inventory and description of all port properties and identification anticipated future improvements at these properties; and

WHEREAS, the existing Port of Port Angeles Comprehensive Scheme of Harbor Improvements was adopted pursuant to Resolution No. 23-1272, dated January 24, 2023; and

WHEREAS, the Port proposes to amend the Comprehensive Scheme of Harbor Improvements to include current Port Capital Budget; and

WHEREAS, the Port Commission opened a public hearing on November 7, 2023, and closed the hearing on November 14, 2023, after giving notice as required by law, on adopting a proposed amendment to said Comprehensive Scheme of Harbor Improvements; and

WHEREAS, after discussion and consideration of the proposed modification to said Comprehensive Scheme of Harbor Improvements, the Port Commission decided that said Comprehensive Scheme of Harbor Improvements should be amended as provided herein,

NOW THEREFORE, BE IT RESOLVED, that the Port of Port Angeles Comprehensive Scheme of Harbor Improvements is hereby amended as follows:

**23-1289 Continued**

1. Incorporate the 2024 Port Capital Budget into the Comprehensive Scheme of Harbor Improvements to identify future Port improvements.

ADOPTED by the Port Commission in a regular meeting thereof held this \_\_\_\_\_ day of \_\_\_\_\_, 2023

PORT OF PORT ANGELES  
BOARD OF COMMISSIONERS

\_\_\_\_\_  
Connie L. Beauvais, President

\_\_\_\_\_  
Colleen M. McAleer, Vice President

\_\_\_\_\_  
Steven D. Burke, Secretary

## **Future Agenda Items –Commission Meeting**

*11/14/2023*

November 21, 2023 - cancelled

November 28, 2023 – cancelled

December 12<sup>th</sup>, 2023 (Special Commission Meeting – location at airport)

- Auditor Exit Conference (?)
- Monthly DofA Report
- PA Yacht Club year-end presentation
- 2024 Legislative Priorities (?)
- Bad Debt Report

Upcoming Events/Announcements

- International Workboat Show – November 29-December 1, 2023 – New Orleans, LA
- WPPA Annual Meeting – December 6-8, 2023 – Vancouver, WA

Future

- Boatyard and Marina Rules & Regulations
- Port Emergency Response Plans and Activities
- Employee Handbook Update and Resolutions