

Friday Harbor Port District

Port Commission Meeting

San Juan Island Yacht Club

Friday April 12, 2024 at 10:00 AM

Regular Meeting Minutes

Members of the public unable to attend the meeting may email comments for presentation to the Commission during the public comment period. Please email to ToddN@PortFH.org with the subject line "Public Comment". Comments must be received 24 hours prior to the meeting.

Commissioners Present: Rich Goodhart
Graham Black (Via Zoom)
Barbara Marrett

Port Staff Present: Phyllis Johnson, Port Auditor
Mike Roling, IT Administrator
Garrett Smith, Boatyard Lead

Public Present: Jill Belcovson
Victor Smith

Citizen comments/requests: Citizens can make a brief comment or may ask the Commission to schedule a topic for further discussion at a future meeting.

Consent Agenda:

- A. Approval of Minutes: March 8, 2023, Meeting Minutes
- B. Approval of Minutes: March 22, 2024, Meeting Minutes
- C. Payroll & Vouchers #04650-04700 in the amount of \$420,673.66

Commissioner Marrett moved to approve the Consent Agenda as a whole; Commissioner Black seconded. The motion was approved unanimously.

Action Items:

- A. Approval of Washington State Department of Transportation (WSDOT) Grant Application, 5% match to FAA Grant Funds, Resolutions:
 - 24-003 Jet-A aircraft fueling system \$51,667.
 - 24-004 South apron expansion \$37,778.
 - 24-005 "C" Hangar Replacement (Hangar 80) \$85,000.00.

The Total amount requested \$174,445.

Commissioners Marrett made a motion to approve the WSDOT Grant Application, 5% match to FAA Grant Funds.

Discussion Items:

A. Southwest Development Area Trails Realignment and Environmental Assessment Update

Southwest Development Area EA Progress & Challenges

Corley McFarland from Precision Approach Engineering (PAE) introduced John Vlastelicia from Environmental Services Associates (ESA) who was leading the environmental assessment (EA) for the Southwest Development Area project. The EA, which had begun in 2023, was required to evaluate the environmental consequences of the project, funded by the FAA airport improvement program. The EA had been delayed due to issues with the location of the airport's Automated Surface Observing System (ASOS), but a new location was found acceptable to both the FAA and National Weather Service, allowing the EA to resume. The discussion centered around the EA process, coordination with the National Marine Fishery Service (NMFS) regarding compliance with the Endangered Species Act, and the project's impact on aquatic species. Corley highlighted NMFS' overwhelming workload due to the increasing number of airports and stormwater runoff issues, emphasizing the need for a more efficient process to complete projects in a timely manner as the current time frame is 18-24 months.

Southwest Development Area Proposals

Corley presented the current layout and proposed changes for the southwest development area, focusing on the addition of taxi lanes and hangar development. He highlighted the relocation of the automated surface observation system (ASOS), which would allow for more site development. Corley also discussed two proposed vehicle access road alternatives; the north road, which would originate from the terminal tower area, and the south road, which would begin at Cattle Point Road. The south road was favored as a better long-term solution, supporting development beyond the current area of focus. The decision on the preferred alternative will be evaluated as part of the environmental assessment.

Southwest Development Area Trail Discussion

Corley and the Port Commissioners discussed the refinement of the layout for the Southwest development area, specifically the relocation of the trail due to compatibility issues with aircraft operations. Commissioner Marrett raised concerns about the change in trail experience if it were to be straightened and aligned alongside the road, instead of its current meandering route through the woods. Corley acknowledged these concerns and suggested that there might be an opportunity to preserve the existing trail alignment through the forested area further south. This idea was to be considered in future discussions as the development plan progresses.

Discussing Trail Relocation and Compromise

Corley, Port Commissioners, and John Vlastelicia, discussed the potential relocation of a trail onto an airport facility, acknowledging that it might not be popular with FAA. They considered a phased approach to the relocation and the possibility of preserving some of the existing trail alignment but noted that this would require future discussions. John Vlastelicia outlined that they would be gathering feedback from various parties involved and presenting it to the FAA. Commissioner Black proposed a compromise where the existing loop trail could be kept, and Corley agreed to seek input from FAA on this matter. The group planned to carry this feedback to the upcoming Trails Committee meeting.

Trail Realignment and Access Road Discussion

Corley and John Vlastelicia discussed the potential realignment of the trail starting at the north with the North Access Road. John explained the significance of this project, stating that it would need to go through a process due to the protection of significant public recreation areas under the US Department of Transportation Act of 1966. Corley clarified that the proposed plan would eliminate the section in orange and consolidate the trail in teal. The right half of the page would be the new alignment around the aircraft operations area. Commissioner Marrett expressed her preference for the new trail, as it would take people through the forest. The Port Commissioners also questioned the access road portions of the plan, seeking clarification on whether there would be a way to drive from the current terminal building to the new hangar area under Alternative Number 1.

Improving Fire Apparatus Access and Alignment

Corley discussed the challenges and potential solutions for improving access to the fire apparatus response and vehicle, specifically focusing on the North and South access routes. He highlighted operational challenges with the helipad due to the proposed North Access Road alignment and suggested that the current road accessing the college might not be expanded for north-south traffic. Corley also indicated that the new IOSA building and the new Port Admin building under construction near the greenhouse would require updated road access. Lastly, he emphasized the need to close Shelter Road due to its location in the runway protection zone.

Access Road and Trail Alignment Discussion

The team discussed the potential for an access road from both directions, acknowledging that it would likely face funding and justification challenges due to potential impacts on wetlands and cultural resources. Corley suggested that if everyone agreed on the North Access Road alternative for the trail alignment, there might be no need to make a decision immediately, as the focus was currently on the trail realignment. Port Commissioners recognized the advantages of the proposed access road, including serving the hanger fields and providing a backbone for future development. The existing trail was also evaluated, with Commissioner Marrett highlighting its benefits of avoiding busy roads and extending the length of the trail.

Discussing Trail Alignment and Airport Development

Corley, John and the Port Commissioners discussed the potential impacts of a proposed trail alignment on the airport development area. Corley explained that the existing trail, which runs on a gravel road used by the port for maintenance access, has been impacted by recent hanger development and might need adjustments to support walking. Commissioner Black acknowledged the trail's value as a unique attraction, and Port agreed that any adjustments should be made carefully to avoid hindering the airport development. Corley committed to consulting Executive Director Nicholson about potential alternatives, while Commissioner Marrett noted that the hospital's new staff housing would also increase traffic on the area's roads.

Trail Alignment Project Next Steps Discussed

John Vlastelicia discussed next steps for the trail alignment project, including connecting with the FAA regarding the South and potential future development of the area. He also encouraged the Port to make plans to meet with the Trail Committee and local authorities, and to begin consulting with NMFS for stormwater design. Additional fieldwork was needed to assess wetland and cultural resources impacts. The EA document was expected to develop over the coming months, with a waiting period contingent on NMFS' approval. Commissioner Marrett brought up plans to move the new admin building near the greenhouse, which could impact stormwater permits, and Corley clarified that while this project was in their section, federal requirements would not necessarily apply due to its location within the federally funded Southwest development area.

Citizen comments/requests: Citizens can make a brief comment or may ask the Commission to schedule a topic for further discussion at a future meeting.

Citizen Victor Smith came to request a copy of the Archeology report for replacing the public restroom at Jackson's Beach if it exists. The Commission recommended Mr. Smith contact the Director and submit a public records request for more information.

Port Commissioner and Committee Reports: None.

New Business: Commissioners May Share Information or Introduce Topics for Discussion at a Future Meeting. **None.**


Adjourn: 11:00 AM



Barbara Marrett, Commissioner



Graham Black, Commissioner



Rich Goodhart, Commissioner