

**PORT OF POULSBO
MEETING AGENDA OF
July 21, 2011**

1. OPEN MEETING

2. OPEN MEETING TO PUBLIC COMMENTS (LIMIT 3 MINUTES)

3. COMMISSIONER COMMENTS

4. CONSENT AGENDA ITEMS

(Next Res. 2011-10)

All matters listed within the Consent Agenda have been distributed to each member of the commission for reading and study, are considered to be routine and will be enacted by one motion of the commission with no separate discussion. If separate discussion is desired, that item may be removed from the Consent Agenda and placed on the Regular Agenda by a Commission member or by citizen request.

- A. Approve meeting minutes of July 7, 2011
- B. Warrants: 10895-10911, P10414-P10421, ACH-07/22/11 in the amount of \$106,791.61.
- C. Resolution 2011-08 "Non-Profit" Organizations

5. OLD BUSINESS ITEMS

- A. Armory Parking Lot Project – Update - Port Manager & Mike Wnek
- B. "C" Dock Project – Update - Port Manager

6. NEW BUSINESS ITEMS

- A. Items for public comments/motions/discussions
- B. WPPA – Chairman Bockus
- C. Accountants Report – Carol Tripp/ Accountant/ Staff Auditor
- D. Port Attorney – Greg Norbut
- E. Managers/Maintenance Report – Port Manager

7. OPEN TO PUBLIC COMMENTS: (LIMIT 3 MINUTES EACH)

8. COMMISSIONER COMMENTS

9. ADJOURN MEETING

PORT OF POULSBO
BOARD MEETING MINUTES
JULY 21, 2011
7:00PM

ATTENDEES: COMMISSIONER BOCKUS; COMMISSIONER GILBERT; COMMISSIONER DECARLO; PORT ATTORNEY, GREG NORBUT; PORT MANAGER, KIRK STICKELS; PORT ACCOUNTANT AND AUDITOR, CAROL TRIPP; PORT SECRETARY, ANDREA NIX

PUBLIC ATTENDEES: CITY COUNCIL MEMBER, DAVID MUSGROVE; CIVIL ENGINEER, MIKE WNEK, REPRESENTING THE PORT FOR THE OLD ARMORY SITE PARKING LOT PROJECT.

1. Meeting Chairman, Commissioner Bockus called the meeting to order at 7:00pm.
2. No Public Comments.
3. Commissioner Comments -

Commissioner Gilbert: I went to the City Council meeting last night. There was nothing concerning the Port. They had the budget on their agenda, which was what they mostly discussed.

Commissioner DeCarlo: We were all at the Coast Guard Change of Command ceremony, which was a great event for the City of Poulsbo, as well as for the Port. Also, we went to the All Ports meeting.

Commissioner Gilbert: I saw nothing in The Sun about the event. It will probably be in The Herald over the weekend.

Commissioner Bockus: It was supposed to be advertised prior to the event. It looked like there was a pretty good turnout.

4. Consent Agenda -

Commissioners approved Consent Agenda items A, B & C.

5. Old Business -

A. Armory Parking Lot Project - Port Manager, Mike Wnek -

Kirk Stickels: I haven't had any further contact with the City since our last meeting. Mike will fill us in on our survey and engineering topics for the site.

Mike Wnek: We turned in the site approval permits in March. The first thing that happened was that the City noticed that the south parcel had never been officially transferred from the State to the Port. We went through the process of officially transferring that parcel, and about a week and half ago the deed finally got recorded at the County. The assessor records haven't been updated yet, so if you click on that portion it still says the State of Washington, but the recorded deed is at the auditor's office. Since March the only review comment that we've gotten came from Linda Mueller, and it was concerned with landscaping and the ten-foot setback. I've contacted her twice lately, saying we were anticipating further review comments, and she said she would check with the other departments. In the meantime, the preliminary work we've done, and what has been submitted for the site plan approval, has been on general information, including the assessor's maps, aerial photos and any available topography we could find. We've since gotten the survey done, including all the corners. With the topography information it should be more exact. The only comment from the City that affects the project is that we are showing a five-foot setback. Linda was pretty adamant that there should be ten, but the City doesn't really have a code regarding parking lots in the downtown area. She was analyzing four different sections of the code to try to apply the ten-foot buffer to the front. Five feet or ten feet doesn't seem like a big difference, but if we move everything five feet towards Martha Mary, there is either going to need to be substantial retaining walls, or we are going to lose several parking stalls. I recommend that we meet with the City and try to iron it out. Besides the setback, there is a large landscaping buffer where the angled boat parking is. Between the averaging, and the lack of code, it doesn't seem like they should be that adamant about the ten feet.

Commissioner Bockus: Are you sure about the code, because when we had our joint meeting with the City that subject was brought up, and the planner, Barry, said that there were new codes that dictated the ten-foot setback.

Commissioner Gilbert: But it was also obvious that he had not seen the plans, because he referred to our parking spots along Jensen as "nosed-in" when they are actually parallel to the sidewalk. The concern was that the car bumpers would hang over the sidewalk, but that would not be the case.

Kirk Stickels: The important thing, at this point, is that neither Mike nor myself has received what we perceive as formal staff comments that we can bring forward with recommendations to the Board, that we either want to go forward, or appeal the setback requirement, for instance.

Mike Wnek: The trade-off with the setback is losing spaces versus building retaining walls. Anything less than a four-foot wall is considered a landscaping wall. You don't need to engineer it and you don't have to get permits for it. The wall that is left from the demolition is not higher than four feet. Once the wall goes over four feet we have to get separate building permits and do the structural analysis. It will mean more cost. The northwest corner is what we have to consider. It is the tallest and steepest

slope. If they have past new codes since we submitted in March, we would be grandfathered into the older codes.

Commissioner Bockus: He alluded that the new code had been in place for some time.

Commissioner DeCarlo: I think what we need to do is ask them to present the code and when it was put in place. We can then ask for a waiver.

Kirk Stickels: Prior to that we need staff review comments. We don't have those, and unless we do, we don't know what issues we need to address. With the filing of the quick claim deed, that's a hurdle out of the way and we should start to gain momentum.

Mike Wnek: If we go back to the pre-application meeting, and Linda Mueller's paragraph where she specifies the area where she thinks landscaping is needed, she referenced several different codes and her feelings, etc. If Barry mentioned codes, those must apply only to commercial areas, but not to downtown zoning. I'll look into it, but if Linda didn't know that there was a specific code, I'm thinking it must not apply. They've had it for four months now and all we have gotten is one email concerning landscaping. You would think that the engineering, public works and environmental departments would have seen it by now and said "no comment", or listed their comments and officially produced a letter.

Commissioner Bockus: We purposely had that meeting at the beginning in order to expedite this because we wanted to have the parking lot in operation by the summer activities, available to boaters.

Commissioner DeCarlo: Perhaps Dave Musgrove can push some buttons and get this thing rolling.

Dave Musgrove: Yes I will. I was under the impression that this was solved after we had our joint meeting.

Commissioner Gilbert: Didn't we receive an email from the Mayor this week saying that we should get going on this?

Dave Musgrove: There were comments made that way. We were hoping that you would have this whole thing together in time to relieve some of the summer parking problems, so it doesn't quite make sense that it's stalled. I really don't know what the situation is, but I can certainly take a look.

Mike Wnek: This is only the site plan approval phase. You will still have to formally submit for construction approval, which will be basically the same drawings, plus whatever details and notes are included. Also, you are technically your own public

agency, so there is the question of whether you need permits from the City, or not. Of course, you would want to check to verify that before just moving forward.

Commissioner Bockus: So, where it stands now is that it is in the City's hands.

Kirk Stickels: I will email Linda Mueller in the morning and let her know that we have reviewed this, and ask her for formal staff comments in writing.

Carol Tripp: We emailed her on June 24th asking for formal staff comments in writing.

Commissioner Bockus: Include copies of tomorrow's email to all members of the Council and the Mayor.

B. "C" Dock Project – Port Manager

Kirk Stickels: I have been in contact with the contractors who are going to do the sewer connection, which is the first part of the project that we are starting on. Also, Coast and Harbor Engineering is assisting me because they have most for the drawings in their office, and we are applying for a new JARPA permit for that project. We are not throwing out the old one, but this new one will address the movement out from the silted area to prevent grounding. That was at their suggestion from talking with the Department of Fish and Wildlife. They said that when we approach the termination date on the existing JARPA permit we will put in the language for the new one, which will anticipate moving other portions of the Port further water-ward. Both myself, and the engineer, thought that the language was in the old one that would allow for that, but their determination was different, and there was a slight change in the footprint, so they've asked us to do it. Meanwhile, we are still moving along with sewer connections and plumbing up to the point that we can.

Commissioner Gilbert: Do we have to relocate the transformer? And can we get E and F dock included in that new JARPA, or will we have to apply again?

Kirk Stickels: Yes, we will move the transformer. Fish and Wildlife's suggestion was that we deal with C dock right now. We have a little less than two years left on that permit, and unless we were ready to go on the E and F dock project he thought it would be better to wait, putting the language in that would allow us to move any dock anywhere in the Port.

Carol Tripp: This one expires the end of 2012.

Kirk Stickels: The new permit will specifically address C dock. The next one will include language to cover movement of any dock and a new breakwater. We don't have to be specific, and will be able to remove the old stave piling system and replace it. The permits are not too difficult and we are able to put any language in

there, but if it's not in there, then we have to go back and ask for it. The float will be wider. We will be removing three creosoted pilings, which they are happy about, and we want to put back in steel piling in slightly different locations. We are supposed to put the new pilings in as close as possible to the old locations.

Commissioner Gilbert: Do they specify how close the new ones must be put in near the old locations?

Kirk Stickels: What they want is that they be right next to the old location. We've stayed as close as we can, and that has been our intention the whole time. In my discussion with the local wildlife biologist, he said it was not what was in the original permit but they understand our needs to move water-ward, and they have concerns about our docks continuing to land on the sea floor. So, he said put in for the JARPA permit for this one, and they'll move it forward as quickly as possible, but he didn't give me timeline, and also that we should use any of the other supporting documents that we have from the old one. He didn't anticipate any difficulty.

Commissioner DeCarlo: Our fuel dock will be moved out eventually, too?

Kirk Stickels: Yes, probably about to where this (multipurpose room) building is.

Commissioner Gilbert: Is that just a matter of extending the lines that are there?

Kirk Stickels: Yes, although we will more than likely make up new flex lines at new lengths, which are relatively short.

Commissioner Gilbert: That's a matter of unhooking and reconnecting with new lines.

Kirk Stickels: We'll do a hard-line extension, and we may have to modify the float to put the utilities underneath it in a utility case, which is what we have now. It will be a big job.

Commissioner DeCarlo: The office will be moved too then. I think I mentioned this before, but maybe we ought to think of extending the laundry/restroom building out on pilings, to include room for a new office.

Kirk Stickels: In discussion with the Outdoor Recreation Committee, they wouldn't support a grant for construction of an office, but they would support reconstructions of showers and those things that directly support the public. So, it would be a shared cost depending on the total cost. Last year and this year those large and small boat grants have been limited.

Commissioner DeCarlo: With most of that money going to the State?

Kirk Stickels: Yes, but hopefully things will pick up. So, we would have to research funding sources. It's been a number of years since construction of that building.

Commissioner Bockus: We have had to do a lot of repairs to it.

Commissioner DeCarlo: We've moved things around too, including the laundry room. I was just thinking since we have to move things around down here we might want to take a second look at moving a permanent office onto shore. We could have a meeting room over there, also.

Commissioner Bockus: A second meeting room up there would give us more use for the yacht clubs.

6. New Business Items –

A. No items for public comments/motions/discussions.

B. WPPA –

Commissioner Bockus: We got a notice from the WPPA that they are buying a piece of property in Olympia. To do this, they are going to assess a portion of the cost to every member. We just reestablished our membership with them, and we complained about the drastic increase in our dues from \$600.00 to almost \$3,000.00. I had questioned, at that time, what do we really get out of it? Between Tony and I, in the past five years, we have probably attended four or five different training meetings. The meetings are repetitive. It is the same thing year after year, and it really just turns into a social event. For the amount of money that they are asking us to pay in dues, I don't think it is worth it. Now, with this piece of office building property that they want to buy, it is going to cost us an additional \$1,355.00. I'm for going back to what we did a couple of years ago where we did not renew our membership. We do get one thing out of them – they are the biggest lobbying effort on our behalf in Olympia. Some of the lobbying that they do is very beneficial to all of the ports in Washington.

Commissioner DeCarlo: I am not sure where their office is now.

Kirk Stickels: It is in Olympia near the Department of Natural Resources.

Commissioner Bockus: It is a rental office that they have used for the past several years.

Commissioner DeCarlo: I think what they should have done is polled all of the ports regarding this request.

Commissioner Bockus: That is essentially what they are doing at this meeting that they will have tomorrow. They are asking for approval to purchase the property. We

brought it up at the All-Ports meeting. Jack Bailey from Brownsville, who is on the WPPA Board, said it's a done deal – that it will be approved. I asked the questioned there, what does everyone get out of it. The unanimous thoughts where that they do a lot of lobbying for us.

Carol Tripp: We actually do get several valuable things out of membership with them. One of the bills that came up would have directly impacted our Port, in particular, They were very supportive and actually called me right away. Another example was in the newsletter from WPPA today, which gave me a couple of places to go look for grants. I wouldn't discount their contributions to this Port. We do get something out of membership, though that amount will be significant to pay.

Commissioner DeCarlo: I admit that a lot of the bills that they are lobbying for directly affect the Port. I can see that some ports may not benefit as much as others, such as the major ports in Seattle with railways, for instance.

Kirk Stickels: This meeting is not until August, but there is a ballot in there asking for a decision to support, or not to support. At this point, we can do further research, and if the Port is not in support of purchasing the building, we can put the ballot in that way, and then at the August 19th meeting we can speak directly to them. Meanwhile, maybe there are other ports that are not in support of it, and they may step forward.

Commissioner DeCarlo: Are they taking over the whole building or are they going to sublease portions of it, and what kind of income are they going to get? Maybe that income would offset some of the cost compared to what they are paying now. The building may be self-sustaining.

Carol Tripp: I was also going to mention, if you remember when the Port was redoing the personnel manual, WPPA is the one who gave us a blank boilerplate. We didn't use it, but it was there. We have two forms, which I know of right now in our office, that are directly from WPPA.

Kirk Stickels: When I was with the fire department, the department bought the building they were leasing, and there were a lot of fire chiefs who didn't consider it a good idea, because our budget was small and lay-offs were occurring then, too. What finally persuaded us was that the organization would no longer be paying rent, and a major portion of the savings went to keeping the dues down. This may be similar, so we should ask them about it at the meeting.

Commissioner Bockus: Let's respond to the ballot, and have a representative at that meeting to ask those questions. We will sign the ballot as "undecided per discussion at the meeting".

C. Accountant's Report -

Carol Tripp: There are two reports in your packet tonight. One of them is a comparison for first and second quarters of this year, between the budgeted figures and what were the actual amounts. You also have a summary of the financial statements for the first six months of this year. We had a net gain for the month of June of \$701.96, and a net loss for the year of \$16,945.97. Last month was a good month for fuel sales, although we were still down 2,000 gallons compared to last year at this time. Our boat nights were also down compared to last year. I had budgeted 60,000 plus for fuel sales for 2011, and you can see we are almost at 30,000. We had a very large boat come in yesterday, that purposely came to Poulsbo because we had the cheapest price per gallon.

Kirk Stickels: We continue to sell gallon after gallon of alcohol free, uncontaminated gasoline. People come in with cans, sent from small engine repair shops from all over Kitsap County. Their mechanics are telling them to come here. There are repair shops out there, where the first thing they are doing is dropping all of the gasoline and refilling with ours, which has no ethanol. The ethanol is destroying outboard and inboard engines, alike.

Commissioner Gilbert: I remember fifteen or eighteen years ago in Iowa they went to 100% ethanol. My dad lived there. He had a Ford, and he had to have it in the shop three times for that. He said that everyone he knew with an old engine had the problem. It causes damage to the carburetion and other parts.

Commissioner DeCarlo: At first, one of the big problems was that a lot of the rubber hoses were not resistant to alcohol. So a lot of rubber products in boats and other equipment started deteriorating.

Kirk Stickels: Because of this problem you can no longer clean your carburetor yourself. In order to clean them, they must be taken out and cleaned with ultrasound cleaning machines. There is one place in Jefferson County and one in Kitsap County who do this. Before they started added up to 10% in this county, it wasn't a problem. That's when we started selling ethanol-free gasoline.

Carol Tripp: Valvtech, which is our brand of fuel, advertises on their main webpage which marinas carry Valvtech fuel. They also had a blurb today in a boating magazine. I have a copy in my email.

Kirk Stickels: If you are a gas station outside of the populated counties, King, Spokane, Pierce, Kitsap, Thurston, for instance, you are able to buy ethanol-free gasoline. The most populated counties cannot, and they are shipped gasoline with ethanol. For the State to be able to say they are 2% ethanol across Washington, it is an average, where the populated counties are being shipped 10% while the other counties can buy 0%.

Carol Tripp: As a reminder, budget time is coming up, and the budget will need to be presented at the first meeting in September.

Commissioner Bockus: We just got a grant, can you explain what it was for?

Carol Tripp: It was from the State for C dock to get sewer connections, etc. and new stationary pump-out. It was approved, and we got all of the final paperwork signed off for it last week. I'm hoping we can get one other grant for the Parkside pump out replacement project. My communication has been with the Program Manager for Washington Parks Department Clean Water Proposal. We already had the one grant that we got this year for the two portable pump-outs, and we just received this one for the C dock project. I asked him if we could ask for one more grant to replace this stationary pump-out, in addition to replacing all of the piping up the ramp with thin-wall stainless steel.

Kirk Stickels: We are going with thin-walled stainless with a different type of coupling mechanism, and getting away from the Schedule 80, which has been subjected to sun and weather, and has been here for over a decade.

Carol Tripp: In my conversation with Alan yesterday, he said that we would need to be prompt to get this grant because the money would not be there for long. The portable pump-outs were approximately \$19,000. C dock was \$85,000. For this third one, it is estimated that it will be \$23-25,000.

Kirk Stickels: We are not only replacing the float and the landing, but also putting a portable pump-out over there with a dump station and a cart, so that we can pump ashore to the city sanitation system. The perspective is - eliminate what goes in the water, and pump it ashore to be treated.

Carol Tripp: I've also talked to him about D dock as a project we are planning to do next year. He's been very supportive, and I see no problem in obtaining the grant funding we need for that project.

Kirk Stickels: With the work Carol has done with the grants, our capital improvement program funds will enable us to do the whole C and D dock connection system, as well as tying into the city's sewer. It is going to be 75%/25% split.

Commissioner Gilbert: Are we still planning to do a floating shower and restroom on the permanent side, and is there a grant available for that? Should we pursue it at this time? That's \$100,000.

Carol Tripp: There is money, and I would be happy to write it.

Kirk Stickels: That's Washington State Parks, too. We had this plan drawn, but we shelved it because of the ongoing cost of cleaning and servicing it on a daily basis. The hours we would have to commit to that in staff maintenance did not pencil out. We are further ahead with portable pump-out carts that the tenants pump and discharge themselves. That system would not be plumbed all the way back and we

would have to have staff manage the transfer of sewer to shore. We've got the drawings, so the plan could be resurrected in the future if we decided to do that.

D. Port Attorney -

Greg Norbut: 1.) The first matter is with regards to the four-foot strip. ADA has completed drafting the before and after plan that is required for the boundary line adjustment filing. They are also going to revise the legal description of the area, principally because the description is so old and many of the calls on the meets and bounds description are inconsistent. As a consequence, they have used a different legal description. I delivered that to the City. It is exactly the same thing as we had before with a different diagram. I asked them to review the legal description, to get their approval, because I didn't want to have to do it again. At this point, it is with the City, and I anticipate contact with them again tomorrow, to try to push the matter ahead. ADA has exceeded their estimate on this, and they attribute that to the work on changes of the legal description. It would be appreciated if they had called when they were getting close, before they had cost overruns, but that was not the case.

Greg Norbut: 2.) Regarding the abandoned vessel, the publication has occurred now for five weeks in the paper. The last publication for service of summons will be on August 5th. At that point, we'll be able to take a default judgment. We'll provide that, with an actual decree, to the Department of Licensing. I think we are moving right along on it.

Carol Tripp: Did you receive the documentation regarding the individual who was in the court system?

Greg Norbut: That would be victim's crime compensation. I did receive a packet on that. Frankly, being a municipal corporation, I don't think that we are going to be able to anticipate getting any type of remuneration from the defendant. Very rarely do we see these things monitored through the probation system. The likelihood of us getting repaid is remote, though I did bill it out.

E. Manager's/Maintenance Report -

Kirk Stickels: 1.) For the last two weeks, we've had staff using accumulate vacation and leave time. For one period of about a week Melanie was on vacation, and I pulled one of our maintenance into the office for assistance.

Kirk Stickels: 2.) We've been continuing to work on our monthly checks, finishing up some additional small projects, such as addition protections on the fire-line, checking for stray current, and meter reading.

7. Public Comments -

David Musgrove: Regarding the ethanol in gasoline, there was recently a suit filed in California against airports, because the FAA was allowing aircraft to use fuel other than ethanol added fuels. The bottom line is that the FAA is stepping up their research in order to find an alternative, which doesn't absorb water, create ice crystals or turn bad as fast. One of the problems is with fiberglass fuel tanks that delaminate with the ethanol. So, you probably have issues like that with the boats.

Kirk Stickels: Most of those boats were in the late-seventies to early eighties era. They had other problems, so many of them are no longer in use. It's not uncommon to hear stories where the tank was leaking. Often they were laid up with the hull, which led to structural problems. There's one floatplane in particular that comes here for our ethanol-free gasoline.

David Musgrove: Also, the APA is now authorizing a mandatory increase from 10% to 15%.

Kirk Stickels: There was a push against it in Olympia. The fuel suppliers went down to testify. The real problem with the increase is with filters. The filters will disintegrate in anything higher than 10%. The State of Washington is going to allow this to impact our county. You can go north of Marysville and buy clear gas. So, counties such as ours will be carrying the weight to meet this 15%. All of the fuel filter manufacturers are saying that the design criteria are for particulate, water and fuel. Until the filters are redesigned, they will need to be changed at very frequent intervals. All of this was explained in Olympia, but to no satisfactory response.

8. Commissioner Comments -

Commissioner Bockus: County payments were brought up at the All-Ports meeting. The general consensus was to drop payments to the County, and mail checks directly to the State.

Carol Tripp: Even though we make deposits to the bank daily we must send copies to Kitsap County. In order for us to close our books we must wait for a reconciliation summary from the County. We didn't get ours until mid month. It would not be as big of a problem if we had several staff managing it, but it is just me who has to complete all of those forms in a short time when it is late. I sent an email, and the reply was that there was a holiday, and then they are closed on Friday, so it was a short week. Basically, I was told that this is how it is. We may consider opening our own account. I have to look at it to see what would be best. I may have to work 40 hours that week, and 20 the next to balance it out.

Kirk Stickels: Why should we now have to adjust for changes in the County? Our staff shouldn't have to accommodate in this way. The County's current schedule is expected to continue. What if Carol is hurt or on vacation?

Commissioner DeCarlo: At the Port meeting we were only talking to other Commissioners. We should ask other financial personnel.

Kirk Stickels: I think that it is significant enough that it should be addressed with the County.

Commissioner Bockus: That's what we did at the All-Ports meeting, and we were the only ones with this problem.

Kirk Stickels: I will contact the County then, and invite someone here to discuss our concerns.

Commissioner Gilbert: Silverdale has made their small works roster available, mostly to smaller ports.

Commissioner Bockus: They essentially established a resolution that could go out to other ports for their use.

Kirk Stickels: We may have some companies on ours that Silverdale and other ports can use. Ours is on our website, and when contractors and others come up we put them on it.

Commissioner Gilbert: I may be missing the next meeting due to some orthopedic surgery that I will be having done.

Commissioner DeCarlo: I may be taking time off in September.

10. PORT OF POULSBO BOARD MEETING FOR JULY 21, 2011 ADJOURNED AT 9:15PM




COMMISSIONER BOCKUS



COMMISSIONER GILBERT



COMMISSIONER DECARLO



PORT SECRETARY ANDREA NIX

PORT OF POULSBO

PAYMENT VOUCHER

Post Office Box 732
Poulsbo, WA 98370


Kitsap County, WA

August 5, 2011

We, the undersigned Board of Commissioners of the Port of Poulsbo, Kitsap County, Washington do hereby certify that the merchandise or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of \$10,209.65 and from the General Fund, this 5th day of August 2011.


Antonio DeCarlo, Commissioner

ATTEST:



Andrea Nix, Recording Secretary


Glenn E. Gilbert, Commissioner


Arnold Bockus, Commissioner

Voucher #	Claimant	Amount
P10422	Kirk Stickels	\$1,369.82
P10423	Richard Stice	\$1,512.49
P10424	Brady Miller	\$1,139.80
P10425	Jannese Petersen	\$1,066.19
P10426	Carol Tripp	\$1,664.02
P10427	Melanie Winnett	\$1,106.26
P10428	Charles Schmidt	\$209.73
P10429	Jonathan Davis	\$272.35
P10430	Arnold Bockus	\$657.30
P10431	Antonio DeCarlo	\$520.82
P10432	Glenn Gilbert	\$494.63
P10433	Andrea Nix	\$196.24
TOTAL		\$10,209.65

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, the labor performed, or the expense incurred as described herein and that the claim is a just, due and unpaid obligation against the Port of Poulsbo and that I am authorized to authenticate and certify to said claim.


Port Auditor

~~~DIRECT DEPOSIT ADVICES~~~

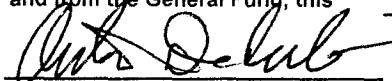
PORT OF POULSBO


PAYMENT VOUCHER


Post Office Box 732  
Poulsbo, WA 98370

Kitsap County, WA August 5, 2011

We, the undersigned Board of Commissioners of the Port of Poulsbo, Kitsap County, Washington do hereby certify that the merchandise or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of \$3,303.38 and from the General Fund, this 5th day of August 2011.

  
Antonio DeCarlo, Commissioner

  
Glenn E. Gilbert, Commissioner

  
Arnold Bockus, Commissioner

ATTEST:  
  
Andrea Nix, Recording Secretary

| Voucher #    | Claimant                    | Amount     |
|--------------|-----------------------------|------------|
| ACH 08/05/11 | US Treasury/Financial Agent | \$3,303.38 |
|              | TOTAL                       | \$3,303.38 |

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, the labor performed, or the expense incurred as described herein and that the claim is a just, due and unpaid obligation against the Port of Poulsbo and that I am authorized to authenticate and certify to said claim.

  
Port Auditor

~~~ ACH ~~~



PORT OF POULSBO

PAYMENT VOUCHER

Post Office Box 732
Poulsbo, WA 98370


Kitsap County, WA

August 5, 2011

We, the undersigned Board of Commissioners of the Port of Poulsbo, Kitsap County, Washington do hereby certify that the merchandise or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of

\$47,002.82

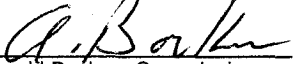
and from the General Fund, this 5th day of August 2011


Antonio DeCarlo, Commissioner

ATTEST:


Glenn E. Gilbert, Commissioner


Andrea Nix, Recording Secretary


Arnold Bockus, Commissioner

| Voucher # | Claimant | Amount |
|--------------|-------------------------------------|--------------------|
| 10912 | ADA Engineering, LLC | 1,031.80 |
| 10913 | Associated Petroleum Products, Inc. | 31,549.12 |
| 10914 | Associated Petroleum Products, Inc. | 376.93 |
| 10915 | Bainbridge Disposal Inc. | 107.76 |
| 10916 | Bank of America | 569.83 |
| 10917 | Cass/Cade Distributing, Inc. | 148.17 |
| 10918 | CHS, Inc./Cenex | 75.01 |
| 10919 | Coast to Coast Hardware | 9.85 |
| 10920 | Home Depot | 103.85 |
| 10921 | Intelligent Products, Inc. | 200.90 |
| 10922 | International Belt & Rubber | 227.43 |
| 10923 | James Lumber & Ace Hardware | 42.99 |
| 10924 | Kitsap County Dept of Public Works | 41.35 |
| 10925 | Kitsap Networking Services | 400.50 |
| 10926 | NAPA/Westbay Auto Parts | 41.69 |
| 10927 | The Norbut Law Firm | 1,630.54 |
| 10928 | Office Depot Credit Plan | 49.71 |
| 10929 | Seattle Injector, Co. | 258.61 |
| 10930 | Silverdale Plumbing & Heating | 266.07 |
| 10931 | Staples Advantage | 201.97 |
| 10932 | Kitsap Sun | 55.00 |
| 10933 | Michael F. Wnck, PE PS | 5,237.75 |
| 10934 | City of Poulsbo | 2,068.26 |
| 10935 | Jerry Frye | 146.24 |
| 10936 | Larry Meyer | 148.56 |
| 10937 | Barbara McKenna | 135.00 |
| 10938 | Tony Solis | 84.52 |
| 10939 | Cynthia Walker | 191.16 |
| 10940 | Edward Jones | 1,602.25 |
| TOTAL | | \$47,002.82 |

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, the labor performed, or the expense incurred as described herein and that the claim is a just, due and unpaid obligation against the Port of Poulsbo and that I am authorized to authenticate and certify to said claim.


Port Auditor