



Memo

To: Mayor Samuelson, City Council
From: Jeff Arango, AICP, CFM
Date: September 28, 2011

Re: Interlocal Agreement with the Port of South Whidbey

The City of Langley and the Port of South Whidbey signed the interlocal agreement in April of 2007 and made amendments in July of 2007 and December of 2008. The Port officially took ownership of the marina and uplands on January 1, 2009.

The key provisions of the interlocal agreement are:

- The Port and the City were to update the Boat Harbor Master Plan developed in 2004. It was to be the highest and most immediate priority. While an attempt at updating the plan occurred in 2007 and produced a draft document it does not appear the plan was ever adopted by either party. The City and the Port share responsibility for not meeting this requirement of the interlocal agreement.
- The Port and the City are to work together on pedestrian connections from the marina to the downtown in a pedestrian friendly manner and to address parking issues. No significant progress to date on the design or construction of upland improvements. Recent discussions have centered on the use of the funicular to access remote parking lots such as the Langley Middle School and the CMA Lot thereby expanding access for boaters while minimizing the demand for parking at the marina. Parking does not have to be immediately adjacent to the marina to satisfy previous grant applications that mandate the preservation of access for small boaters. The grant authority, RCO, has a grant application that could offer funding for the funicular. The City recently applied for RTPO funds for the funicular project, but was unable to secure funding. The City continues to explore funding options.
- The City and Port agree that the marina should be expanded and include both permanent and transient slips, but permanent slips will not likely be included in the first phase.
- The City and Port agree it is a priority to attract passenger ferry service and small cruise ships provided the ships don't exceed the agreed upon optimal capacity of the marina.

- The City and Port agree to work together to address the need for greater self-reliance in planning for the delivery of goods over water during an emergency.
- The Port agreed to purchase the 400' breakwater and install it within five years from the date of transfer (2014) subject to permitting.
- The Port agreed to upgrade Phil Simon Park, which was completed in 2009.
- Amendment #1, July 2007 – Port agreed to remove the Hein Dock, sunken tire reef and other maintenance responsibilities.
- Amendment #2, December 2008 – The City acknowledged it had not completed the boat ramp reconstruction project. The Port agreed to assume responsibility and it is intended to be included in Phase 1A. The project has not occurred to date and it is our understanding the grant funds the City secured for the project had to be returned to the grant authority.

Project Expenditures

As of 2008, before the formal transfer of ownership, the Port had spent \$300,000 on engineering and technical assistance for the harbor expansion project. As of today the Port has spent +/- \$1.2 million dollars on the marina including the breakwater (\$400,000); improvements to Phil Simon Park and the boat ramp; and engineering, technical assistance and planning for the harbor expansion (+/- \$700,000).