

# Hold On Timber Sale

February 2026 Update

*Prepared by David Galle*

*January 28, 2026, 11:30am – US 101 mp 318.5 (Eldon)*



## *January 27<sup>th</sup> auction results*

• <b>Grose Construction Co Inc</b>	<b>\$536,666.66</b>
• Murphy Company	\$516,898.48
• Western Timber Inc	\$474,796.44
• Hama Hama Company	\$428,430.43
• Sierra Pacific Industries	\$387,124.00
• Erickson Logging Inc	\$327,001.00
• Net value (92 acres @\$536k bid)	\$5,833/acre

## *Minimum bid calculation*

• Gross timber value for planned area	\$1,190,000
• Adjusted gross (less deferred areas)	\$843,000
• Road expenses	(\$121,000)
• Logging expenses	(\$203,000)
• Average haul cost to Shelton/Elma mills	(\$142,000)
• Fees (see next page)	(\$54,000)
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• <b>Minimum bid</b>	<b>\$323,000</b>

# *Allowance for fees*

Fees include:

- \$12/ton of timber removed, paid into the Access Road Revolving Fund to cover future road construction, maintenance, and abandonment costs
- \$1,038 paid to Hama Hama Co for a Road Use Permit to haul state timber on the road across their land

# *Updated Hold On Revenue Distribution*

<b>Taxing District</b>	<b>\$323k (minimum) bid</b>	<b>\$536k bid</b>
• State School Parts 1 and 2	\$ 38,600	\$64,054
• Mason County	\$ 12,100	\$20,079
• Road District	\$ 14,000	\$23,232
• Public Hospital District #1	\$ 3,500	\$ 5,808
• Timberland Library	\$ 3,700	\$ 6,140
• School District # 404 - Hood Canal	\$ 11,500	\$19,084
<b>Total:</b>	<b>\$ 83,400</b>	<b>\$138,397</b>
<b>FDA:</b>	<b>\$ 24,300</b>	<b>\$ 40,324</b>

# *Closer revenue distribution – Lewis County*

<b>Taxing District</b>	<b>Distribution</b>
• LEWIS COUNTY	\$206,900
• STATE SCHOOL LEVY 1	\$347,300
• STATE SCHOOL LEVY 2	\$186,400
• TIMBERLAND LIBRARY	\$51,100
• LEWIS COUNTY - ROADS	\$279,600
• SCHOOL DIST #206 - MOSSYROCK	\$210,200
• CEMETERY DISTRICT #02	\$9,000
• HOSPITAL DISTRICT #1	\$57,100
<b>Total:</b>	<b>\$1,347,600</b>

# *Ghost revenue distribution – Thurston County*

<b>Taxing District</b>	<b>Distribution</b>
• THURSTON COUNTY	\$61,100
• STATE SCHOOL LEVY 1	\$105,700
• STATE SCHOOL LEVY 2	\$56,900
• MEDIC ONE	\$24,100
• PORT OF OLYMPIA	\$9,100
• TIMBERLAND LIBRARY	\$16,500
• COUNTY ROAD	\$51,600
• TUMWATER S.D. #33	\$279,100
• Thurston Co PUD #1	\$400
<b>Total:</b>	<b>\$604,500</b>

# *Ghost revenue distribution – Grays Harbor County*

<b>Taxing District</b>	<b>Distribution</b>
• GRAYS HARBOR COUNTY	\$6,900
• STATE SCHOOL LEVY 1	\$5,700
• STATE SCHOOL LEVY 2	\$10,600
• PORT	\$1,700
• LIBRARY	\$1,600
• ROADS	\$9,300
• HOSPITAL	\$2,700
• SCHOOL ENRICH.	\$14,600
<b>Total:</b>	<b>\$53,100</b>

# *Revenue to Counties from State Forest Transfer and Purchase Lands*

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Mason County	\$3,621,960	\$2,810,189	\$6,970,807	\$4,512,364	\$2,476,195	\$6,375,460	\$2,986,765	\$1,153,030	\$2,239,895	\$2,999,589
Clallam	\$7,938,764	\$6,543,420	\$2,987,754	\$6,611,511	\$5,617,183	\$6,720,926	\$5,914,742	\$10,716,878	\$6,206,970	\$6,977,231
Lewis	\$5,416,025	\$5,411,157	\$7,666,065	\$12,440,080	\$12,926,965	\$6,015,428	\$4,370,808	\$6,864,668	\$5,214,774	\$6,523,410
Skagit	\$8,592,232	\$14,533,379	\$15,534,103	\$11,695,390	\$8,582,680	\$8,974,733	\$3,361,442	\$4,873,328	\$4,656,034	\$2,387,474

Mason County revenue from State Forests compared to 3 counties with larger State Forest holdings. (20 of Washington’s counties have no state forests.)

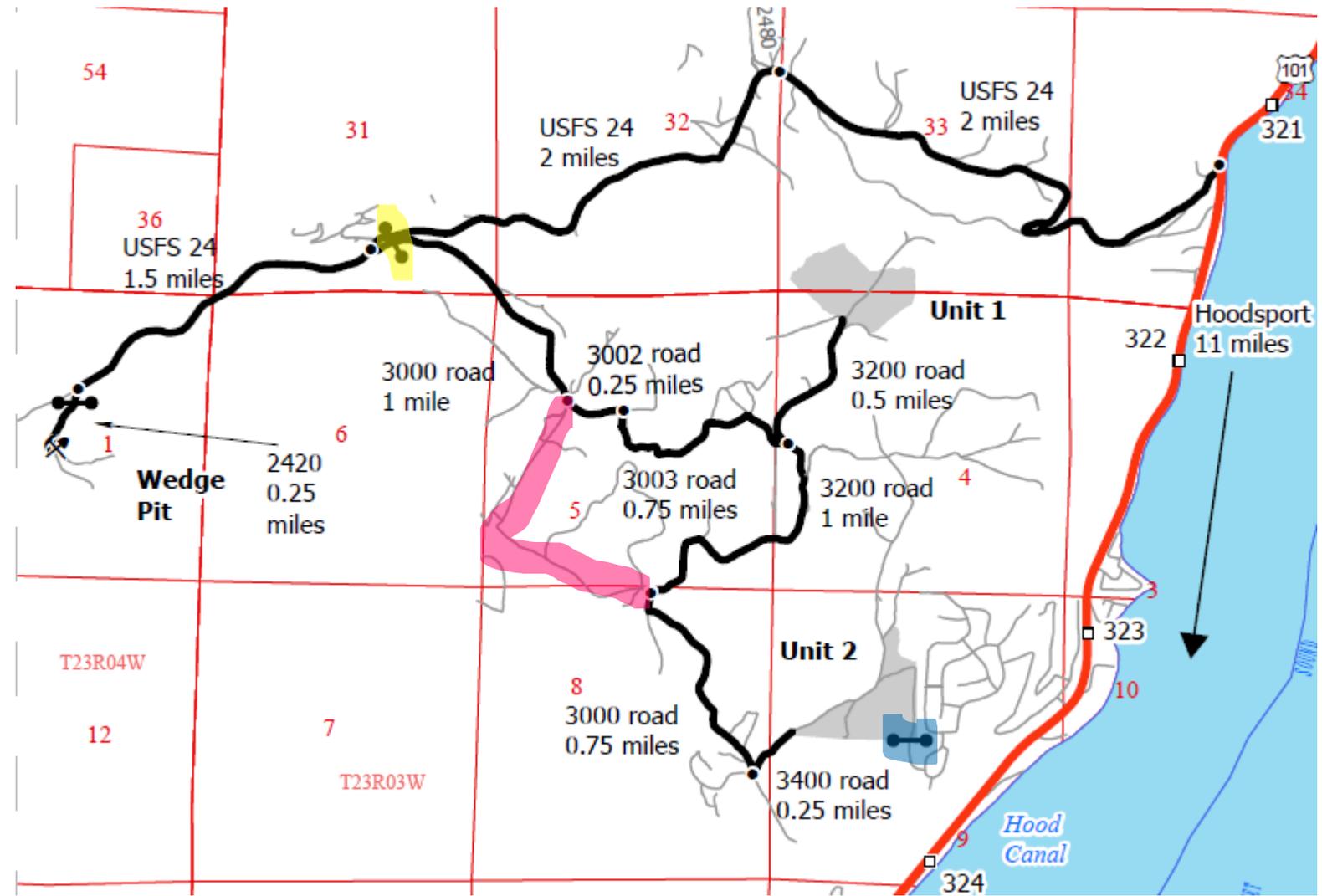
# Hold On Vicinity Map

Harvest units 1 and 2

Heavy black line indicates timber haul route and Wedge Pit access

Gates indicated by yellow and blue bars

Red line indicates segment of current access route to be abandoned



# Roads

Entrance to 3000 Road from USFS 24  
(Jorstad Creek Road)

(Note excellent condition of road here.)



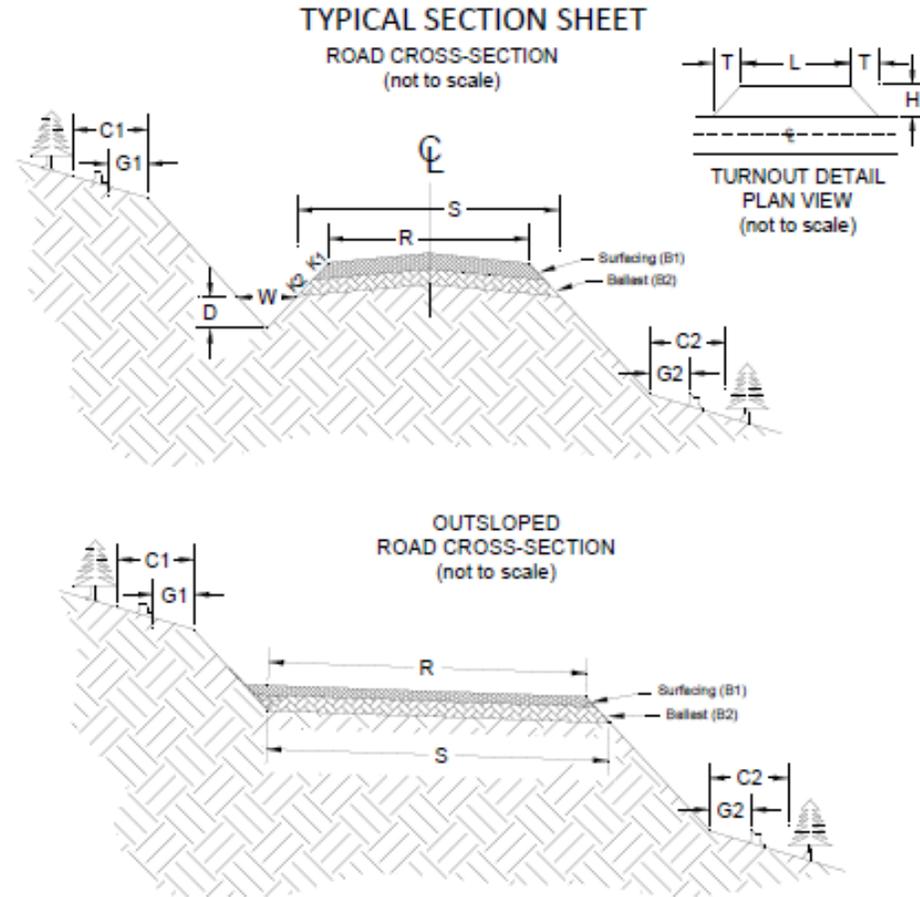
## *Pre-haul maintenance*

May include grading of surface and turnouts, brushing along roadsides, application of crushed rock, debris removal, installation of temporary or permanent culverts, etc as necessary to prepare a road for loaded logging trucks

# Road cross-sections

Measurements vary

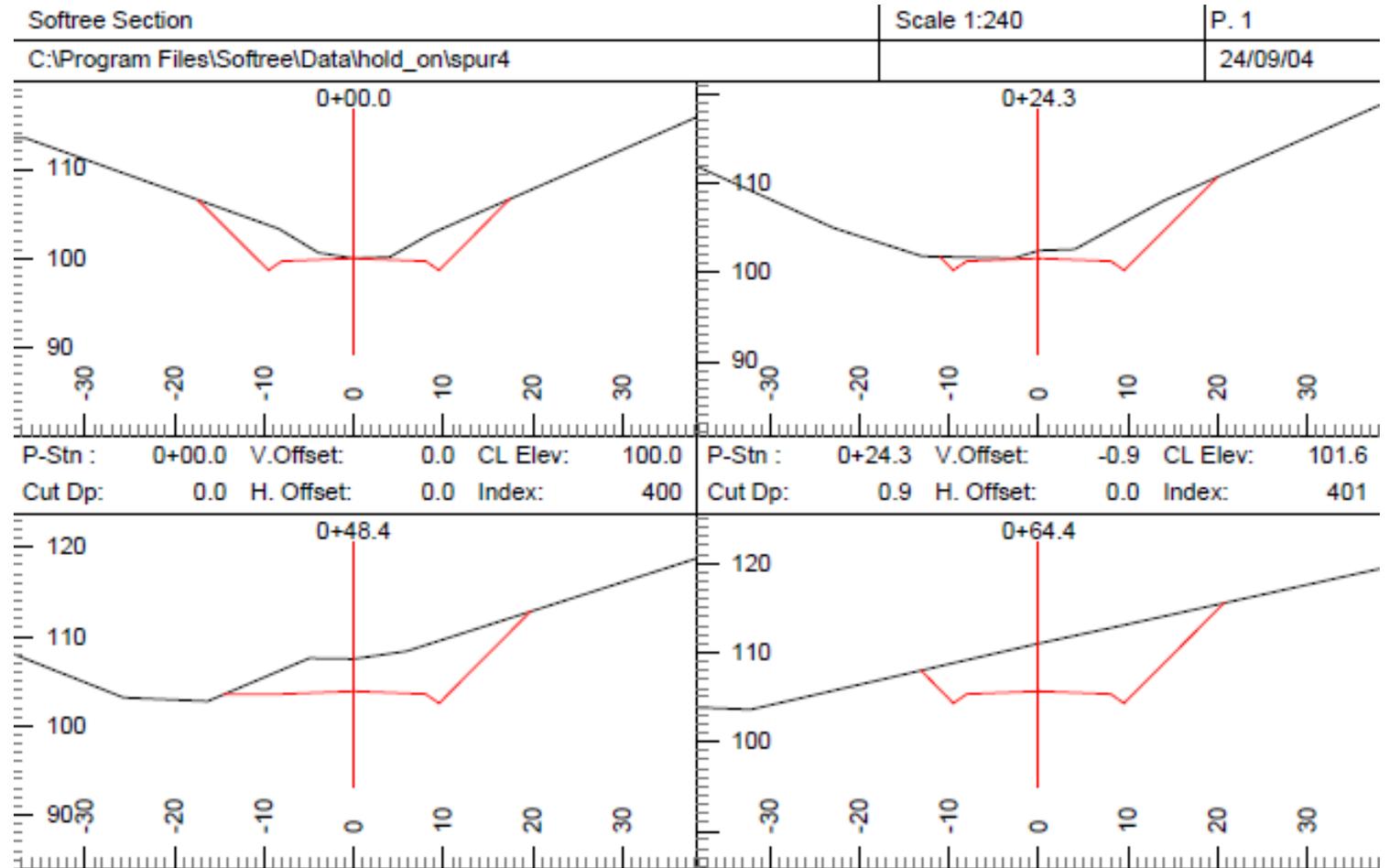
(Turnout detail viewed from above road)



# New spur road construction contours

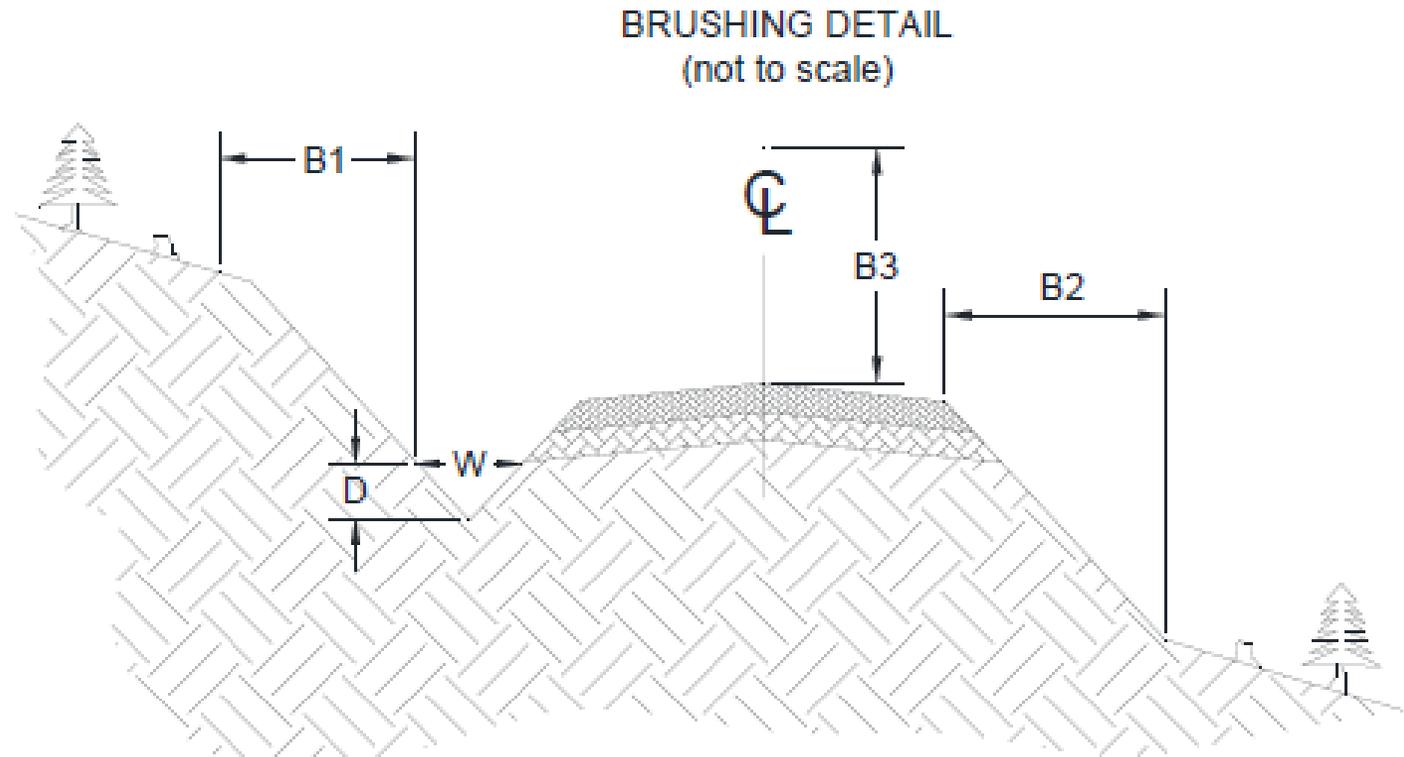
Black line = existing contour

Red line = road/ditch contour



# *Brushing requirements*

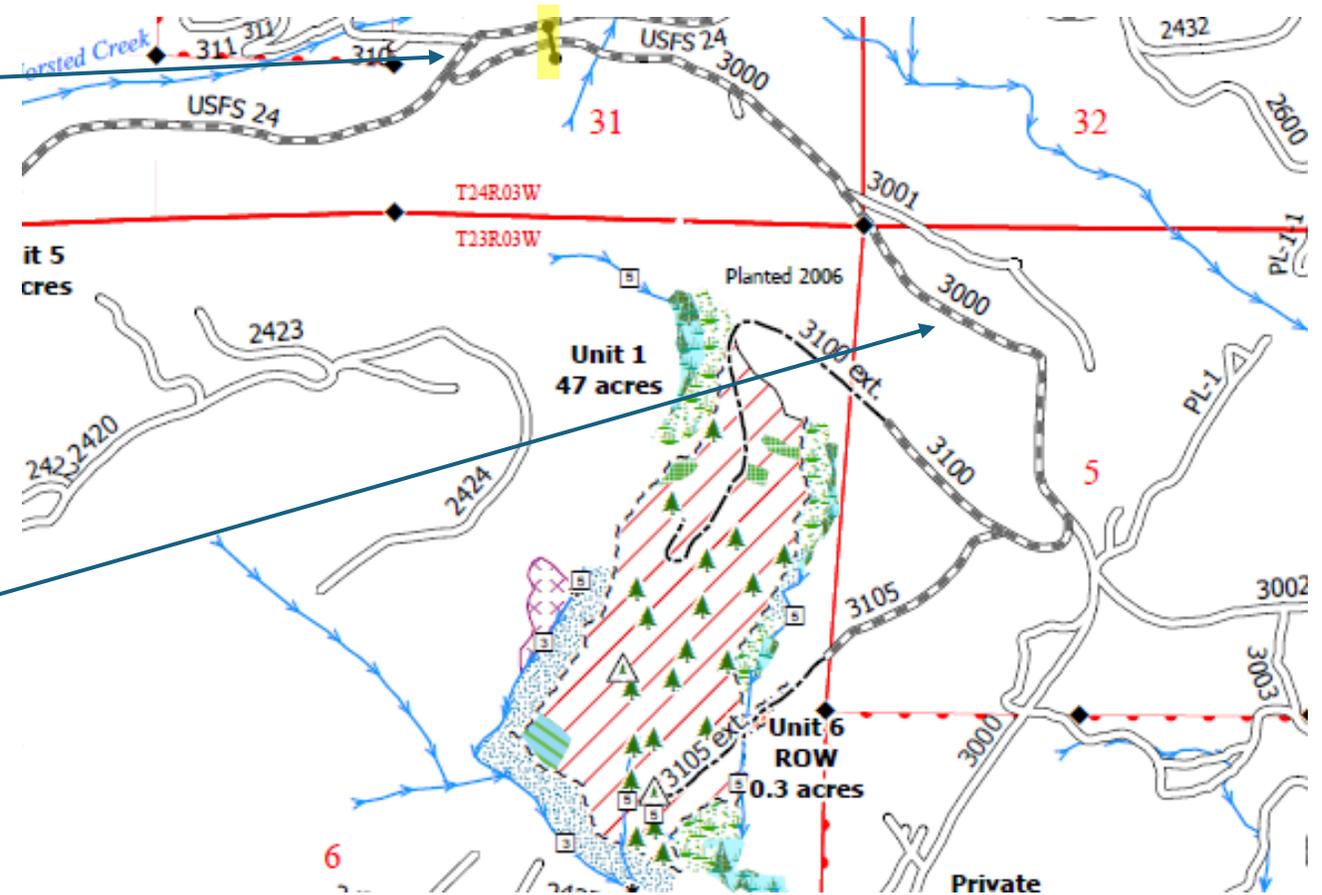
Measurements vary



# Serendipity Unit 1 sale map (auctioned in 2025)

Required pre-haul maintenance on USFS 24 between US 101 and yellow gate (approx 3.6 miles) last year for the Serendipity sale. For the Hold On sale, pre-haul maintenance is also required for USFS 24 due to heavy public traffic on that road.

Since the first mile of the 3000 Road had pre-haul maintenance last year before the Serendipity sale, pre-haul maintenance will be optional for the Hold On sale due to restricted traffic on that road.



# Road maintenance/Right Of Way construction - 1

3000 Road – optional pre-haul maintenance from yellow gate to powerline

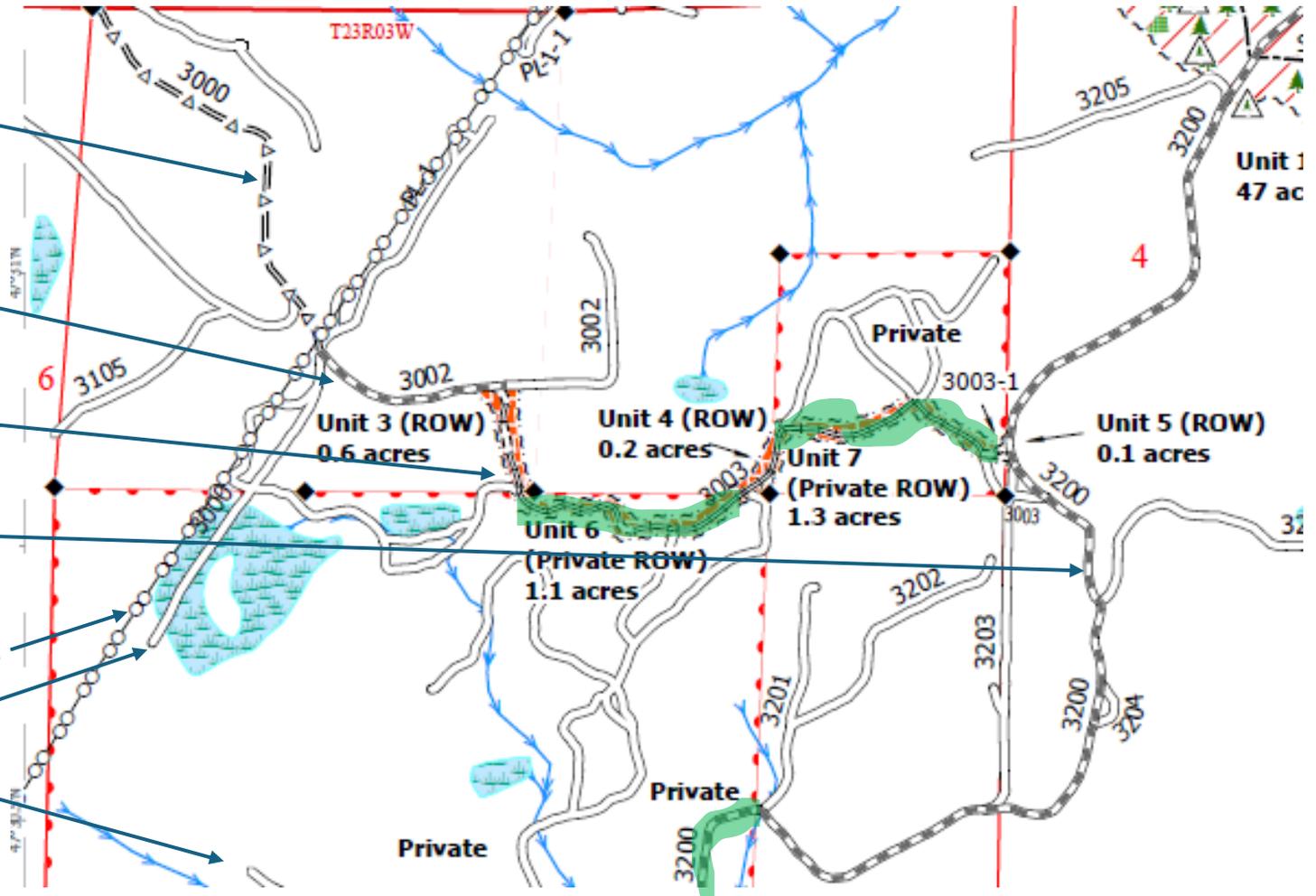
3002 Road – required pre-haul maintenance

3003/3003-1 Road – new ROW construction/reconstruction

3200 Road – required pre-haul maintenance both directions

Note BPA powerlines (double circles), wetlands, abandoned 3000 Road stubbed in both directions

Green lines indicate haul route segments on Hama Hama land



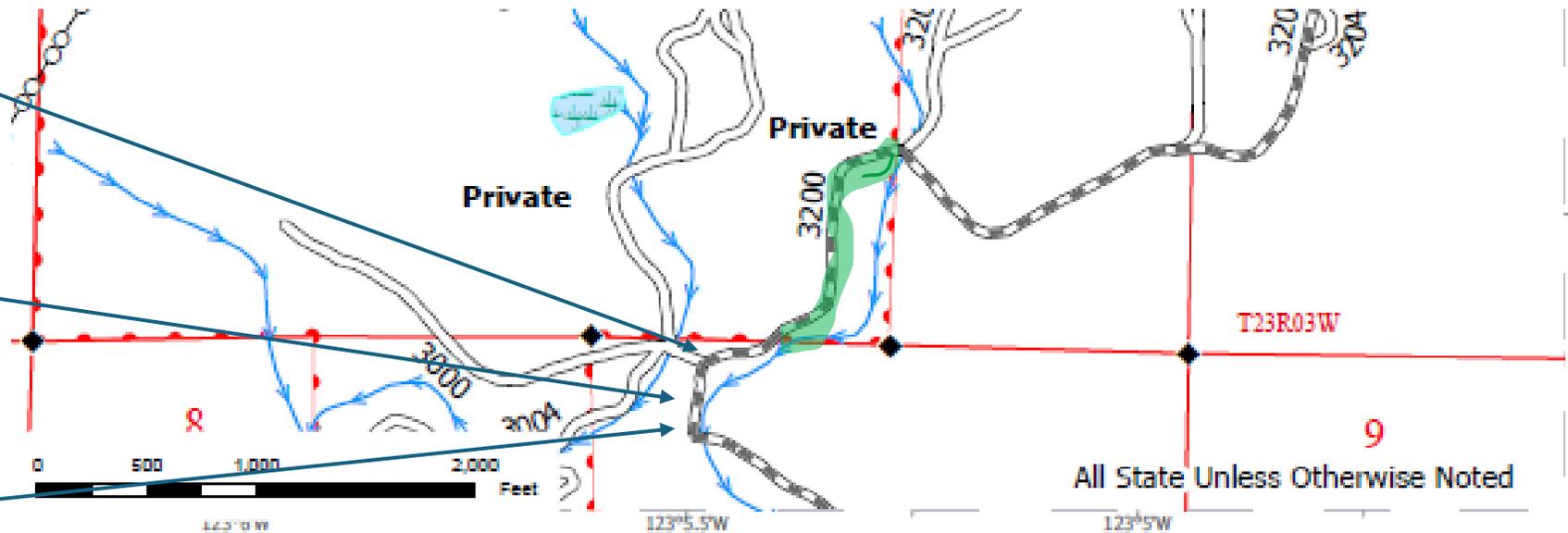
# Road maintenance - 2

Note junction of 3200 Road and 3000 stub west (abandoned) on DNR land;  
3000 Road continues to the south and east

Required pre-haul maintenance on 3200 and 3000 Roads

Green line indicates haul route segment on Hama Hama land

Use legend for maps on preceding and following pages



Sale Area	Existing Roads	Streams
Right-of-Way Harvest	Required Pre-Haul Maintenance	Wet Area
Leave Tree Area	Required Construction	Leave Tree Area <1/4-acre
Riparian Mgt Zone	Required Reconstruction	Non-Tradeable Leave Tree
Sale Boundary Tags	Optional Pre-Haul Maintenance	Survey Monument
Right of Way Tags	Optional Construction	
Power Lines	Property Line	

# *Wetland/culvert area on abandoned 3000 Road*

3000 Road here is a former railroad grade (ca 1920)



Culvert



(see slide 18 for general location map, exact culvert location not shown)

# 3003/3003-1 Road ROW construction detail

DNR land in green,  
Hama Hama land  
in white

Numbers in boxes  
indicate distance –  
ie, 2+73 is 273 feet  
from the 3002/3003  
Road junction

End of 3003-1 Road  
at 3,998 feet, and  
5,806 feet from  
3200/3000 Road  
junction (see  
previous 2 maps)



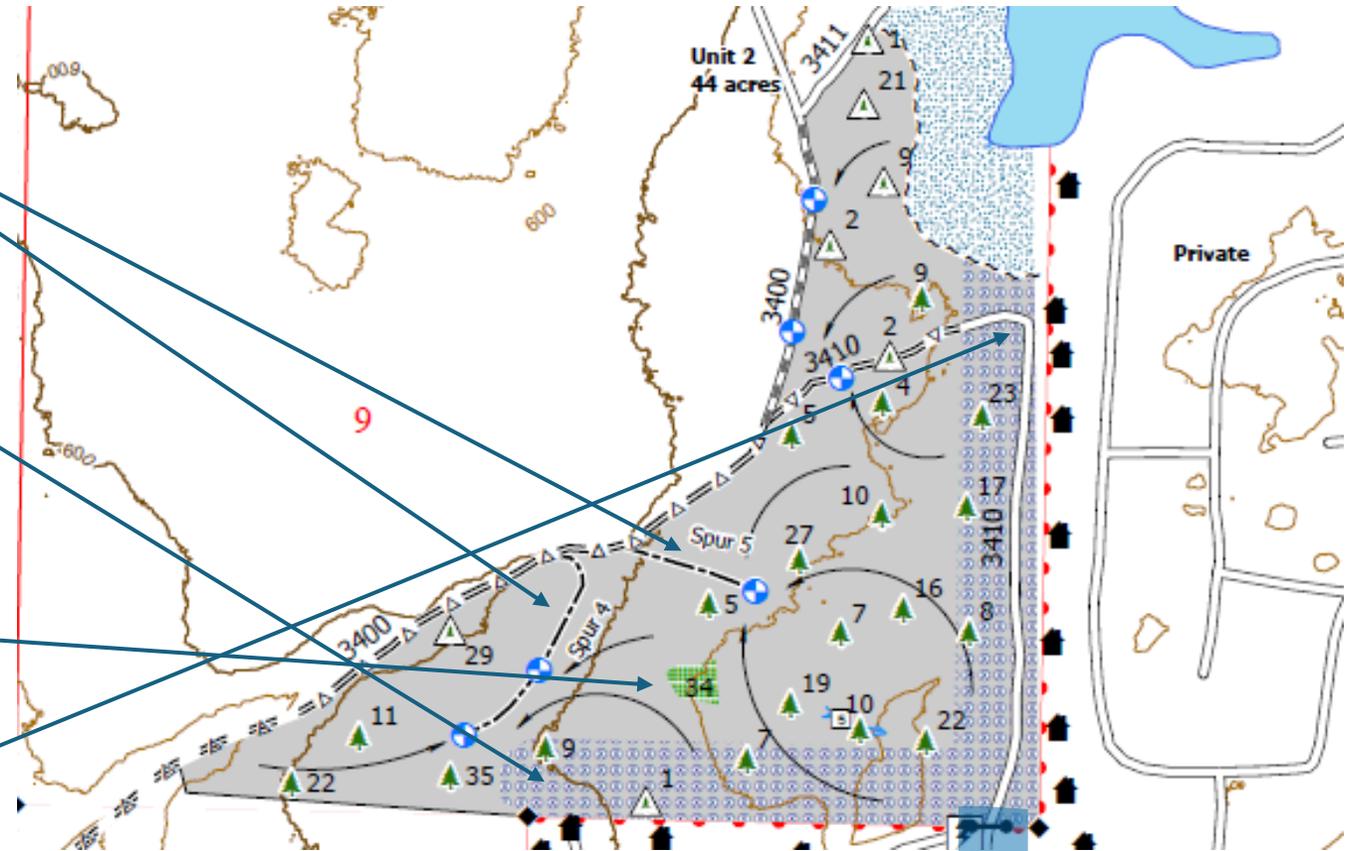
## *Timber cut on ROW units*

- Units 3, 4, 5 (DNR land) – timber cut for clearing here is included in the timber sale volume
- Units 6, 7 (Hama Hama land) – timber cut for clearing here belongs to Hama Hama, to be stacked away from the road on cleared portions of ROW



# Unit 2 logging plan map

- \* Spur roads 4 and 5 and landing sites (blue circles) (Spurs 1, 2, and 3 are in Unit 1)
- \* Black curved arrows indicate direction of yarding logs to landings
- \* Blue mesh at CS boundary – hazard abatement area (200' slash removal)
- \* Numbers at icons indicate leave trees remaining after harvest (the 34 tree area is greater than ¼ acre)
- \* Most of the 3410 Road won't be part of the haul route, since the curve at the north end is too sharp for loaded trucks to negotiate – hence no pre-haul maintenance beyond 624 feet on 3410 Road



## *Required post-haul maintenance*

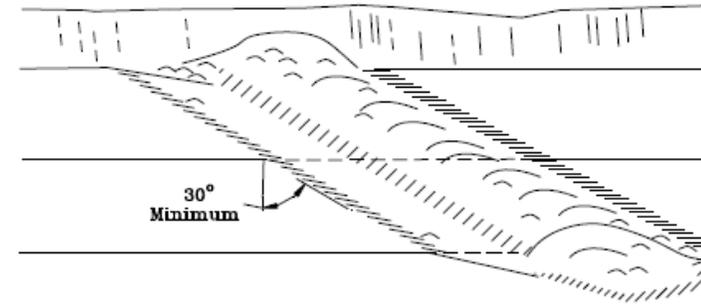
- All roads except for 3410 beyond 624 feet – *Grading*
- 3410 (624 feet to blue gate) – *Return to a condition that will allow passage of light administrative vehicles.*  
(ie, DNR 4wd pickup trucks)
- *Abandon/decommission all spurs and remove temporary culverts*  
(Spur road 4 will have 2 temporary culverts installed and removed)

# *Drivable water bar on 3400 Road at 610 feet*

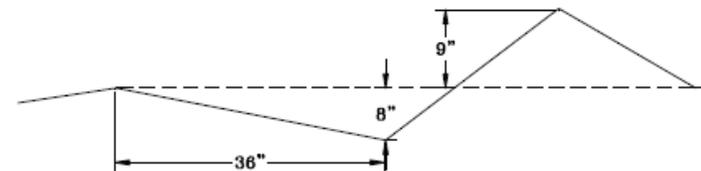
A structure similar to a speed bump, designed to divert water runoff and reduce erosion of the road, replacing a non-functional metal culvert (plugged at both ends).

Drivable Water Bar  
Detail

Cross Ditch



Cross Section at Centerline



## *Work plans and schedule*

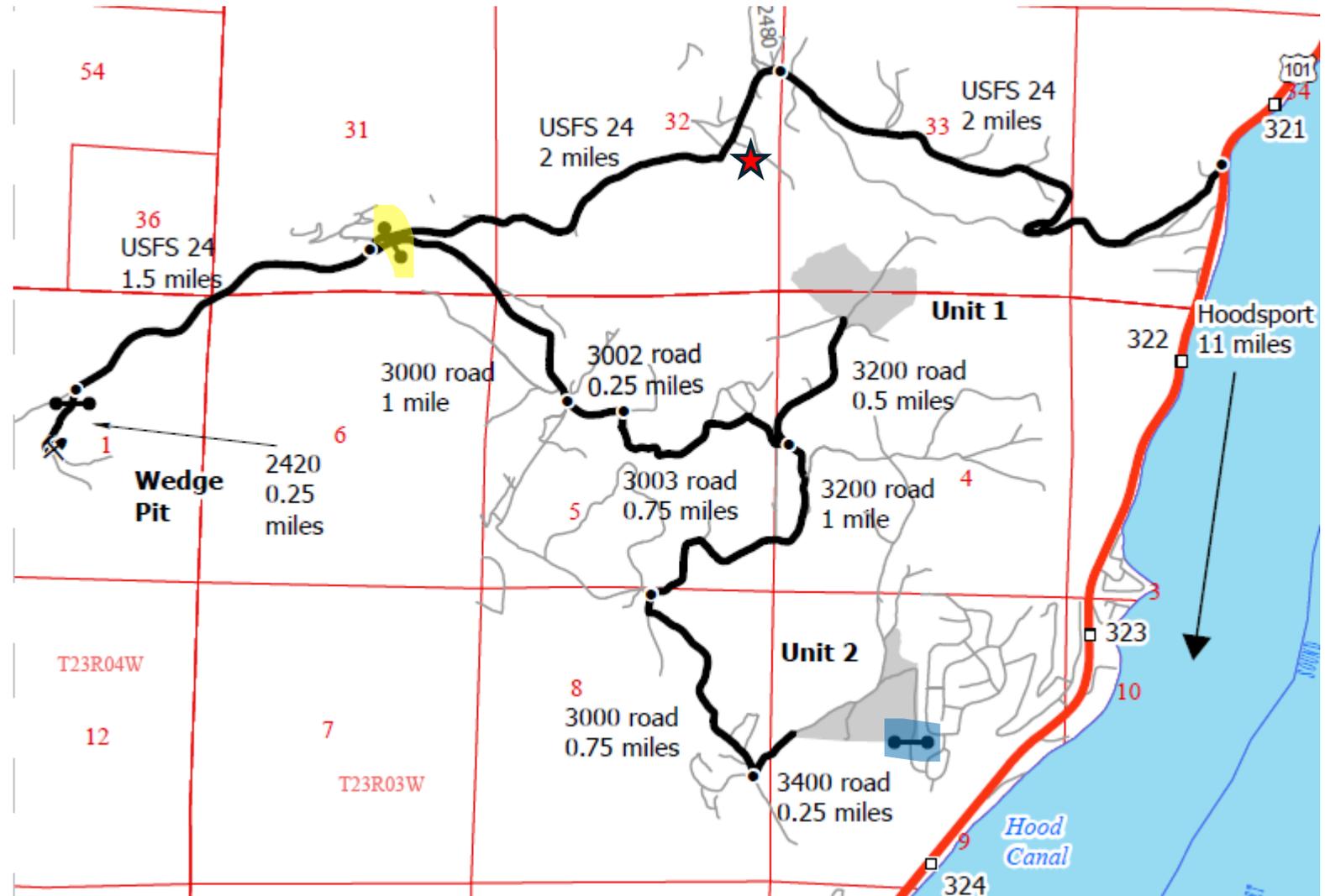
- Contractor must submit written road work and logging plans to DNR for approval before beginning work.
- Road work and harvest hours – 7am to 7pm weekdays, no activity permitted on weekends and holidays.
- Weather (excessive rain, snow, low humidity, etc) may restrict or postpone activity to prevent excessive rutting of forest soils and damage to roads, or due to wildfire risk.

# *Restricted entry signs*

To be replaced by:



# Mason Co PUD #1 Jorstad substation ★

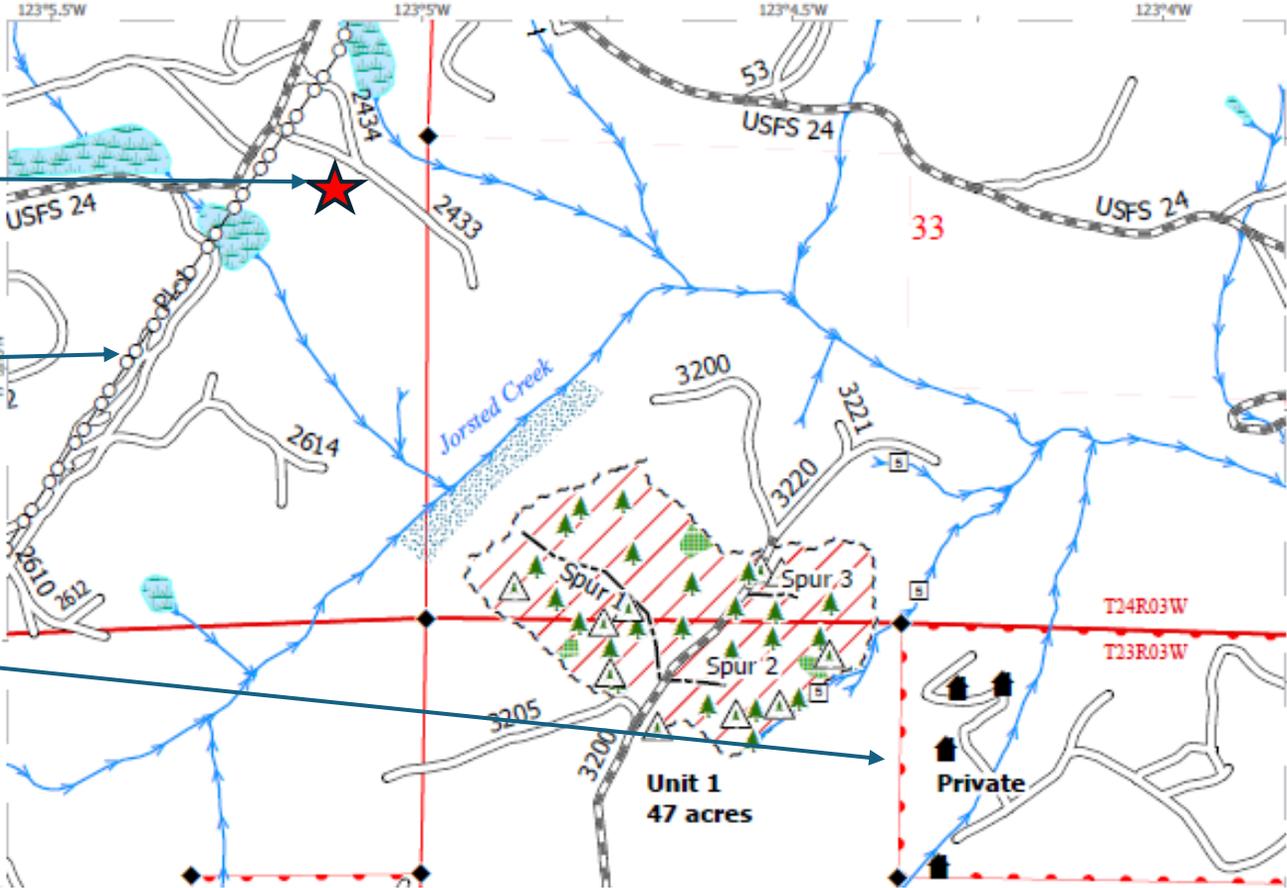


# Jorstad substation/Hold On Unit 1 map

Jorstad substation location

BPA powerlines

Hamma Ridge



# *Jorstad substation area photo*

Facing southeast, conifers on horizon are in Hold On Unit 1 (visible thru the alders in the near background that have lost their leaves)

SF1 115kV powerline

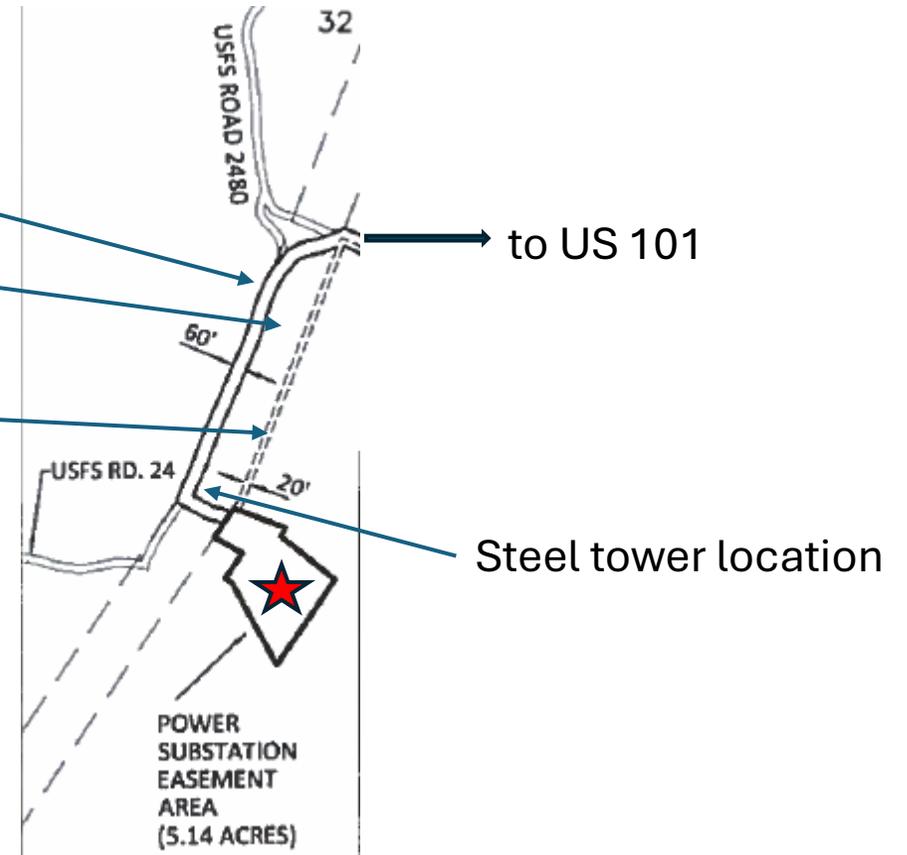
Approximate Jorstad substation site behind steel tower (see map on next page)



# Jorstad substation area easements

- 60 foot easement for USFS 24
- 257.5 foot easement for BPA lines
- 20 foot easement for 2 PUD power lines and 1 fiber optic line (all underground)

(Two 12.7kV PUD lines will continue underground along USFS 24 for 2 miles to US 101, then one line each direction North/South)



# *Jorstad substation connection to BPA powerline*

★ The Jorstad substation will connect to BPA's 115kV Shelton-Fairmount #1 line.

\* Built in 1949, SF1 is a segment of BPA's first transmission line to connect Olympia and Port Angeles (107 miles). The 60 mile length of SF1 will be rebuilt due to age and deterioration – project completion is scheduled for 2028.

\* BPA's fiber optic cable from Olympia to Port Angeles (attached to SF1 poles) will also be replaced as part of the project.

\* Yellow substations are owned by BPA; the Jorstad and Duckabush substations are owned by Mason County PUD #1; the Quilcene substation is owned by Jefferson County PUD.



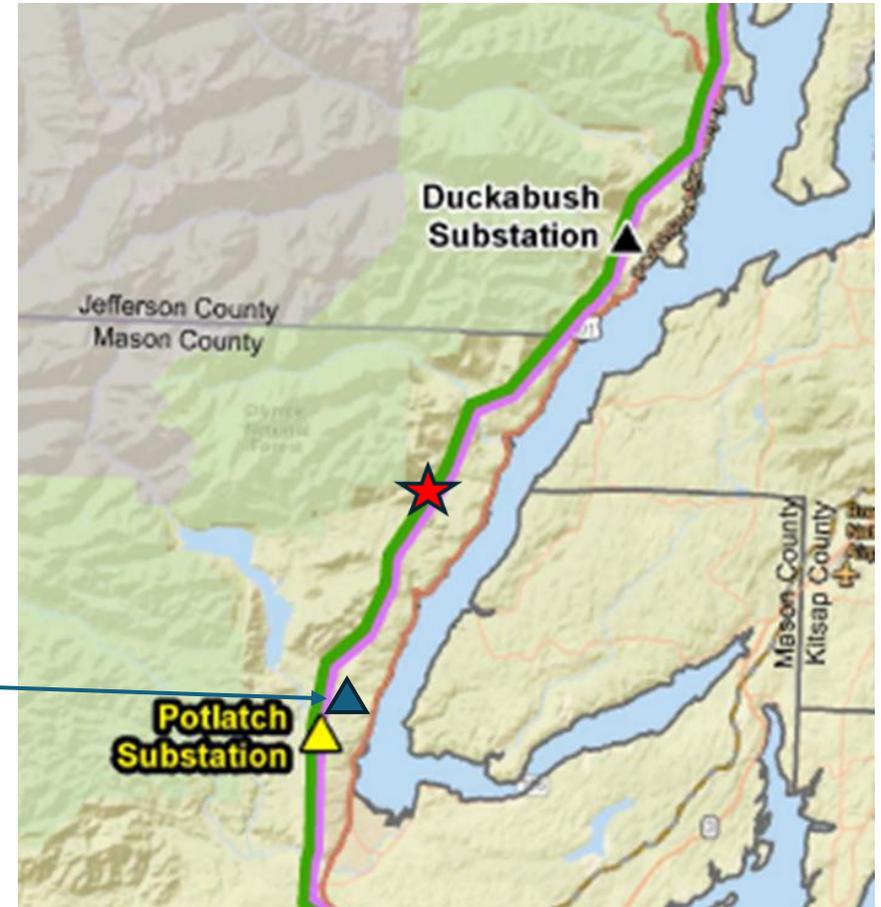
# *Jorstad substation – need for backup power source*

Colony Surf gets its power from BPA's Potlatch substation via the PUD's Hoodsport substation.

Until 2005, the PUD's Duckabush substation was a potential backup source of power for CS when either the Potlatch or Hoodsport substations were out of service.

Since 2005, the Duckabush substation has been unavailable for backup to CS due to load growth in the Brinnon area.

Hoodsport Substation



## *Jorstad substation – history*

- In a February 1999 storm, a mudslide north of Lilliwaup Bay buried US 101 and destroyed several PUD power poles that carry power from the Hoodsport substation to CS. As a result, US 101 southbound was closed to all traffic for over two months.
- A second mudslide north of Ayock Beach also closed US 101 northbound to all traffic, but the slide never reached the PUD power poles there, and the Duckabush substation provided CS with power while the Lilliwaup slide was being cleaned up.
- The Jorstad substation will provide CS with a backup source of PUD power that has been unavailable for the past twenty years.

## *Jorstad substation – benefits*

- No more overnight outages when BPA performs annual maintenance on their Potlatch substation.
- Only 2 miles of overhead lines between CS and Jorstad Creek (with underground lines between US 101 and the Jorstad substation), compared to the present 10 miles of overhead lines between CS and the Hoodsport substation, should mean fewer power outages for us.
- A backup power source (Hoodsport substation) will be available any time the Jorstad substation is out of service, or when there is a problem with the overhead lines between CS and Jorstad Creek.

## *Jorstad substation – status and timeline*

- 35 year easement secured from DNR for \$83,400 (\$200/month)
- Permits secured, environmental reviews complete
- Substation and exit feeder design and engineering in progress, PUD ordering a power transformer this spring, distribution system construction to start this summer
- Funding – \$1.1 million Congressional appropriation in January 2026, additional grants from FEMA and WA Dept of Commerce are pending
- Estimated total project cost approx \$8 million
- In-service date estimated to be 2030

# *Duckabush substation (completed in 1960)*



# A final thought ... (from January)

December 2025 timber sales				
sale	harvest acres	minimum bid	value/acre	
rocky road	124	\$854,000	\$6,887	
copper head	99	\$1,218,000	\$12,303	
dendrophobia	38	\$867,000	\$22,816	
hold on	92	\$323,000	\$3,511	
tuckered out	54	\$1,027,000	\$19,019	
beets	72	\$770,000	\$10,694	
flea flicker	145	\$985,000	\$6,793	
hamski	106	\$655,000	\$6,179	
January 2026 timber sales				
spruce almighty	192	\$921,000	\$4,797 (includes thinning - tonnage)	
lost glove	155	\$842,000	\$5,432 (64% white woods)	
closer	177	\$2,348,000	\$13,266	
leggo my loggo	120	\$922,000	\$7,683	
hope fire salvage	126	\$640,000	\$5,079 (Stevens County - tonnage)	
ghost	142	\$2,482,000	\$17,479	

# References

- BNR webpage – materials for 12/2025 and 01/2026 meetings

<https://dnr.wa.gov/dnr-boards-and-commissions/board-natural-resources>

- DNR Annual Report FY 2024

<https://dnr.wa.gov/data-dashboards-business-and-reports/dnr-annual-reports>

- Dnrtrustlands101 website

<https://dnrtrustlands.org/trust-lands/trust-lands-101/>

Questions?