

**Minutes of Everett Port Commission
Regular Meeting
January 10, 2023**

PRESENT:	Glen Bachman	President
	Tom Stiger	Vice President
	David Simpson	Secretary
	Lisa Lefeber	Executive Director
	Eric Russell	Chief Finance Officer
	Jordan Stephens	Port Attorney

CALL TO ORDER: Commission President Glen Bachman called the meeting to order at 12:00 p.m.

CONSENT AGENDA

- Approval of Special Meeting Minutes of December 12, 2022
- Approval of Bills for December 2022
- Fisherman's Jack – Lease Amendment

Commissioner David Simpson moved that the Commission approve the items on the consent agenda for January 10, 2023 including the Special Meeting Minutes of December 12, 2022; Approval of the Bills for December 2022; and Fisherman's Jack – Lease Amendment. Commissioner Tom Stiger seconded the motion. A vote was called for:

Vote: 3-0
Yes: Simpson, Stiger, Bachman
No: None
Abstained: None
Motion carried.

Commission President's Report

Commission President Glen Bachman thanked the PUD for cleaning off the graffiti along the walls on Marine View Drive and hopefully the rest of the graffiti will be cleaned off soon.

Commissioner Bachman mentioned the commissioners received a cover letter from a citizen with neighbors' signatures attached on a separate page. He asked for some clarification and comments on the letter from CEO/Executive Director Lisa Lefeber. Lefeber stated there was a letter (with signatures attached hereto) received concerning the lighting at the former Kimberly-Clark mill site, now the new Norton Terminal. Lefeber shared that staff did go through the full public process and the lights currently follow all the permits and regulations. However, the Port has a responsibility to not only operate a facility of statewide significance in a safe and secure manner but also have a responsibility to be good neighbors. What the Port is looking at doing is testing different levels of lighting to be able to properly secure the facility from a Homeland Security standpoint. Lefeber really wanted to step back a minute and stress the importance of why the ports need to be secure. After September 11, there were two areas identified as threats, airports and seaports, for the nation's security. If the facility is not secure, it is not hard for those with bad motives to get in and manipulate cargo that is headed out on truck or rail. The Port is governed by the U.S. Coast Guard, U.S. Customs, as well as Homeland Security. The Port has a responsibility to make sure the cargo coming in and out of Everett is secure and the workforce can work there safely which is why the lights are so important. Staff is looking at different options that comply with the rules and regulations and safety protocols that do minimize and reduce the impact on the adjacent neighborhood. Last night, about half of the lights were turned off and it was still well-lit so staff believe they may be able to reduce them a little bit more while in the testing phase. Other options that staff are looking at deal

with additional screening of the lights. Part of the challenge is that the industry standard, not only for maritime industry but lighting in general, is a shift to LED lights, which are brighter than the previous standard sodium lights. Industry standard is a soft white LED light. Lefeber wanted to assure the Commissioners that staff are well aware of the lighting concern. The engineering team, communications team, security team, and operations team are all working to find a solution. However, Lefeber wanted to make it clear, the Port is complying with applicable permits and could operate the way it currently is but, in deference to the neighbors, staff will try to find a way to minimize the impact. The Port is a facility of statewide significance, it is a cargo terminal, it is maritime trade, there is going to be lights and there is going to be activity on the site. One of the challenges the Port has run in to is that it was so long between the Kimberly-Clark mill closure in 2012 to when the Port got the property and put it back into use. It is important to remember the industry, activity, and lighting that used to occur on the site before Port operations. Staff will continue to report back to the Commission and Lefeber wants the neighbors to know that staff is working on it, it does take time. The Port has not received or accepted the terminal, so the Port is still working with the contractor to make changes. Lefeber knows by the end of the testing, the Port will provide a better experience for the neighbors.

Commissioner Bachman asked if the author of the letter was here today and asked if they wanted to make a comment to the commission.

Citizen Comments

Robert Carkeek, 2316 Grand Ave, Everett, WA, wrote a letter plus petition to the Commission, attached hereto; as well as made a comment during the meeting.

Carkeek stated, Lefeber failed to mention there was a petition signed by 47 people, a small percentage of the people effected by the light trespass into their neighborhood, along with the letter in her remarks. He asked why Lefeber did not mention that part. Port Attorney Jordan Stephens stated that this was an opportunity for Carkeek to discuss and not dialogue with the Commission and feel free to make the points he would like to make.

Carkeek stated his position is that the 15 lighted arrays are out of compliance with the city code light trespass. Next point, in regard to impact, the recent settlement with the Bargreens awarding a little over half million dollars in a dispute over the color of a crane is a wonderful contrast in regard to the impact of the light trespass is having on his neighborhood. Carkeek's understanding is that there is only two deep water anchorages off the Port of Everett, two or three more in Holmes Harbor. In his mind, that pretty much limits the development and job potential in the community. The size of the storage area does not reflect that limitation. The impact does not reflect that limitation as well. Currently, nationwide, everywhere is suffering a housing shortage. The storage facility impacts the property values and development potential of the Grand Avenue residents who have enjoyed the wonderful views to the northwest. Another point is that all of this was sorted out, the Norton Terminal development, during closed meetings for a year when the public was not afforded an opportunity to participate other than a Zoom correspondence which is difficult, if not impossible, for many people. That in of itself is a good base for further discussion as to the impact of the Norton Terminal and the wisdom of choosing that style of land development in the first place.

Port Attorney Jordan Stephens clarified, with regards to Carkeek's comment on closed meetings, during Covid, the governor's orders were that public meetings, because people could not attend in person, must occur openly via Zoom and that is exactly what the Port did do; it did comply with all of the regulations regarding open public meetings during that time. And what the Port and municipalities throughout the state noticed and observed during that time is that there was actually greater participation when meetings

became available to the public by Zoom which is why many agencies, including the Port of Everett, have decided to continue to allow people to participate via Zoom. Stephens, again, clarified that there have been no closed meetings, and the Port continued to have open meetings.

Commission Discussion

Commissioner David Simpson reported that he will be attending the PSRC Operation Committee and Executive Board meetings on January 26.

CEO/EXECUTIVE DIRECTOR'S REPORT

2023 Legislative Priorities

CEO/Executive Director Lisa Lefebber reported it is start of session and a budget year. Staff have several activities planned down in Olympia and meetings with the Legislators on Port priorities as well as a Port Day which the commissioners may all be in attendance.

Government Affairs Manager Adam LeMieux reported that the Washington State Legislature met yesterday to begin the new year. As Lefebber mentioned, this is a budget year, meaning the session will be a long session lasting until April 23. Since it is a budget year, many of the Port's priorities are going to be focused on the two year spending plan for the state. This will also be a year of educating the many new State Legislators on the role of Washington Public Ports, the value of the seaports to the state and nation's economy and the impact of public ports on family wage job creation and community development. The Port's own legislative district in the City of Everett has two new state representatives and the Port is fortunate that they both know the Port of Everett well and are regular waterfront users. The Port has two budget requests this year, one would be a direct investment of \$2 million into the construction of the improved trail system on the waterfront and second would be to fund the port infrastructure account in which the Port of Everett was successful in creating last year within the Department of Commerce \$5 million of which would be requested for the Port. Those funds are intended for improvements to be made at the seaport and to help leverage federal investments in seaport infrastructure. The Port is also supportive of the governor's budget proposed funding levels for the model toxic control (MTCA) account. The Port has been working for many years with partners at Ecology on the Mill-A MTCA cleanup and as a result has secured \$35 million in the first tranche of funds for this project on the proposed project list. This was possible due to the Ports work that created extended grant agreements and the Port of Everett is the first entity to enter into such agreement with the State for the Mill-A cleanup.

Additionally, beyond appropriations, the Port is looking to create some flexibility in the Rail Bank Loan program which the Port has used heavily over the years. This would require the legislature to look at the program's authorities regarding payment terms and loans.

Last year's passing of the 16-year transportation package had many significant investments in critical freight corridor and as the transportation budget is created this year the Port will be advocating for favorable project timelines for the 41st Street Freight corridor and the U.S. Trestle. The Port is also socializing the idea of creating an infrastructure bank loan program that would help Ports fund critical infrastructure.

The Port is also working with likeminded partners within the region on port economic development initiatives. The Port is supportive of Washington Public Port Association (WPPA) legislative priorities and those of the Economic Alliance Snohomish County.

Seattle Boat Show – February 3 – 11

CEO/Executive Director Lisa Lefeber reminded the commission that the Seattle Boat Show is a little later this year starting on February 3 through February 11 and Chief of Marina Jeff Lindhout will report back at the February 14 commission meeting.

SEAPORT MODERNIZATION

NORTON TERMINAL

MIE Norton Terminal Change Order Authorization Request

Project Manager Elise Gronewald reported Strider Construction was awarded the construction contract for Norton Terminal on August 10, 2021. The Notice to Proceed was issued on September 2, 2021, and Strider began construction shortly thereafter. Work has proceeded continuously since then. In February of 2022, due to supply chain issues and increased scope, the Contract Substantial Completion date was extended to November 23, 2022, an additional 47 days. The Contractor was able to reach substantial completion by that date. The Contract was suspended from December 21, 2022 to December 27, 2022 for inclement weather making the new required Physical Completion date January 13, 2023.

Supply chain issues have not completely resolved and there are still a few items that need to be installed for the Contractor to reach Physical Completion. These include the two modular buildings for the longshoreman restroom and breakroom, final electrical power to the site (currently powered with temporary power), and final pavement within Federal Ave. The electrical equipment was originally ordered in May of 2022 and the buildings were submitted to L&I for approval in the summer of 2022. Supply chain and outside review delays have pushed delivery dates of these items into the first quarter of 2023. Neither the Port nor the Contractor could have predicted these delays.

Physical Completion was set for January 13, 2023 per Change Order 02 and as a result of the Contract Suspension. This request would add additional time to physically complete the project. This request includes a week for Service Electric to install electrical equipment once it arrives, two weeks for the PUD to be onsite to hook up that electrical, two weeks for the buildings to be delivered and installed, and a week for paving Federal Ave in anticipation of possible weather delays. This totals a 45-day extension request. The Port will suspend the Contract when work is not happening onsite. The change order will extend the Physical Completion date from January 13, 2023 to February 27, 2023, with possible additional time due to Contract Suspension.

This Change Order also includes an additional cost of \$14,571.53 to add razor wire to the existing fencing around the site to meet security needs. This increases the Contract amount from \$30,097,228.54 to \$30,111,800.07, not including Washington State Sales Tax.

After discussion, Commissioner David Simpson moved that the Commission approve Change Order No. 9 to Strider Construction's Contract to (1) add 45 days to the contract time between substantial completion and physical completion and (2) approve the Contract increase of \$14,571.53 for a total Contract amount of \$30,111,800.07 not including Washington State Sales Tax.

Commissioner Tom Stiger seconded the motion. A vote was called for:

Vote: 3-0
Yes: Simpson, Stiger, Bachman
No: None
Abstained: None

Motion carried.

CEO/Executive Director Lisa Lefeber also reported that the Port has been working with the City of Everett along with the Exxon cleanup and as a result, Federal Avenue had not been paved yet to be able

to move cargo. Even though it was substantially completed, the Port needed to have Customs and Bond approval for use of the facility as well as the road paved. Those two items have now been complete, so the Operations team expects to start putting cargo in the facility in the coming weeks.

WATERFRONT PLACE

CEO/Executive Director Lisa Lefeber gave a general update on Waterfront Place. Staff are making good headway on A8 (Fisherman Jack's and Southfork Bakery) and A17 (restrooms and brokerage). The Port expects for those businesses to open in late spring 2023. A6 and A12 are substantially leased, and design is underway with a target of breaking ground later in 2023 with a 2024 opening.

30% Design – South Marina Destination Retail

Project Manager Joe Eagle presented the South Marina Destination Retail progress update. Eagle went over the project overview for construction of three multi-tenant retail buildings, complimented with landscape and hardscape improvements, along the central esplanade of South Marina. It will provide approximately 15,000 square feet of prime retail space for multiple tenants. It is a combined effort with Developer. The Port scope consists of site and soil improvements. The elements of focus right now are to maximize accessibility, parking, pedestrian, and dock access. The goal is to align site and civil efforts with architectural building design and pre-planning with the City of Everett to ensure a smooth permitting process. The development is on track for opening in Spring 2025.

PND Contract Modification

Project Manager Brandon Whitaker reported in early 2015 the Port Commission awarded a task-order based Professional Services contract to PND Engineers to help implement the Port's Waterfront Place Central (WPC) strategic initiative.

Since the initial award, PND's contract has produced the planning, design, and construction support for all Waterfront Place. This effort has paved the way for over \$100 million in private investment towards WPC, in the form of residential, hospitality, and multiple commercial uses. Contract Modification No. 7 continues this investment in WPC. The request of \$1.52 million will progress the Port's work in the following categories: Major design work for continued Millwright District infrastructure and the replacement of Bulkhead Segment E in the Central Marina; Construction assistance for the Port's current projects and those scheduled for the near term; and support for smaller scale projects design. It is anticipated there will be additional contract modifications in the future as progress continues on WPC.

Following discussion, Commissioner David Simpson moved that the Commission approve Modification No. 7 to PND Engineers Inc. PSA #1-2015-05 for Waterfront Place Central design and engineering services, increasing the total contract amount on a time-and-materials basis by \$1,520,000 to a total of \$11,720,000. Commissioner Tom Stiger seconded the motion. A vote was called for:

Vote:	3-0
Yes:	Simpson, Stiger, Bachman
No:	None
Abstained:	None

Motion carried.

DEPARTMENT REPORTS

Marine Terminals

End of 2022 Cargo Report

Marine Terminals Director Walter Seidl presented the end of 2022 cargo report. Overall port calls for the year went up by 39 or 23 percent. Of the 17 barges, there was ten Lehigh barges, one scrap barge, one break-bulk cargo barge, one container barge, and four Boeing barges. Vessel calls for break-bulk

averaged two per month. January and February saw the completion of diverted consumer goods containers from 2021 holiday rush.

Overall tonnage only increased by three percent despite the shortfall of 15,269 tons of cement versus 2021. The imports were primarily container tonnage, products from electrical vehicles, steel, and break-bulk products through Westwood. Exports were driven by pulp and container traffic to Korea.

On the container front, the Port smashed container records a year ago and continued into 2022. Westwood volumes remained flat from 2021. The 53 foot business was strong through third quarter then tapered off slightly. Discretionary consumer container traffic ended at the end of first quarter. There were no Kinross volumes in 2022. Kinross is a Canadian company that performed mining in Russia. After the invasion of Ukraine, Kinross sold this business to a Russian company ending a partnership the Port had since 2005.

The first two weeks of January and early in December, the Port saw an extreme cold snap, but the maintenance staff and the longshoremen pulled together and kept moving ahead. The 53 foot business continued with three primary customers that supported the Port all year. Westwood Shipping Line break-bulk volumes have increased, especially of late. One of the biggest accomplishment of 2022 is that the Port loaded the first intermodal on-dock rail train in February for Amazon with a total of 14 double stack and hope to do more in 2023. The volumes for the electrical vehicle construction project was very strong in 2022 with cargo going to the Mid-west and Canada. Short sea shipping barge loaded to Vancouver, B.C. was another great accomplishment as well and will see more in 2023. The Port received a new reach stacker in August. There was a coil shipment in December and continue to develop that relationship in 2023. The Port also received an excavator import in mass, first time since 2009.

For 2023, 53 foot container volume will continue, cargo for electrical vehicle project continues, Rotoflex machine volumes will continue, steady volumes for Eastern Car Liner and Westwood Shipping Line project cargo in energy, wind, and mining, machinery is expected to remain strong and the biggest goal for 2023 will be to fill the new Norton Terminal with cargo.

Lefebber noted there was a mention earlier about anchorages. One of the things that the new Norton Terminal will do is prevent the reliance on anchorages because the Port is adding additional capacity to the United States West Coast. Anchorages are not an indication of a ports capacity. When ships are at anchor and using one of those anchorages, it's because there isn't enough capacity upland. With the opening of the new Norton Terminal facility, at least from the Port of Everett's standpoint, people should see less ships at anchor in Holmes Harbor and Port Gardner Bay.

Lefebber thanked the Seaport Operations team. It was a busy year; the team did not miss a beat and expects 2023 to be just as promising. Staff are working on getting a new job description out for Director of Trade Development to help the team on the marketing aspects of the new facility.

Properties

Wicks Tide Flats Acquisition

CEO/Executive Director Lisa Lefebber reported that the Port of Everett was approached by C.J. Ebert regarding a donation of approximately ten acres of the Wicks tidelands to the Port in exchange for environmental indemnification. The tidelands are located south of the former Jeld-Wen property on West Marine View Drive. While the tidelands are being donated to the Port, the Port is responsible for the recording fee for the deed, \$10,000 broker commission, and real estate excise tax, to the extent applicable. This is estimated at no more than \$15,000. Wicks Family Properties LLC will pay the Port half of its attorney's fees incurred in this matter up to \$2,500. The assessor's office lists the value at \$192,600.

The Port has completed its due diligence. A site visit was performed by Environmental Director Erik Gerking and an environmental assessment was performed. The property is contaminated by chemical compounds regulated by the State of Washington and is currently being studied by the Department of Ecology (Ecology) and Jeld-Wen as part of the Jeld-Wen MTCA Cleanup Site. In the current Draft Cleanup Action Plan, Ecology and Jeld-Wen plan to dredge significant volumes of contaminated sediment and monitor the site to ensure sediment quality is cleaned up over time.

In the current draft plan, some contaminated sediment will be left onsite as part of a natural attenuation cleanup process. The source of chemical contamination on the Wick tideland property is determined in the Remedial Investigation and Feasibility Study to have originated from the Jeld-Wen upland area. Therefore, there does not appear to be cleanup responsibility associated with the Wick property that is not covered by Jeld-Wen, the current performing party. As a result, the Port of Everett agrees to hold harmless, indemnify and defend Wick, its managers, members, employees, and agents, from claims or liabilities arising from actual or asserted Hazardous Materials at or under the Property. The Port will receive a Quit Claim Deed to the land.

After discussion, Commissioner David Simpson moved that the Commission accept the donation of Wicks Family Properties, LLC, tax parcel number 290507-001-008-00 and authorize the CEO/Executive Director to execute the Donation Agreement for such property.

Commissioner Tom Stiger seconded the motion. A vote was called for:

Vote: 3-0
Yes: Simpson, Stiger, Bachman
No: None
Abstained: None
Motion carried.

Executive Session

No Executive Session was held.

THE REGULAR MEETING WAS ADJOURNED at 1:10 p.m.

APPROVED this 14th day of February, 2023.

EVERETT PORT COMMISSION

By: 
Glen Bachman, President

By: 
Tom Stiger, Vice President

By: 
David Simpson, Secretary

ORIGINAL



Port of Everett
Voucher Certification and Approval
for the month of
DECEMBER
2022

AP Claims Transactions		Total
Claim Checks Issued	92074 - 92176	\$2,062,912.20
P-Card Transactions		149,394.05
ACH Transactions	#2618 - 2711	3,928,901.59
Total Claims Check Register		6,141,207.84

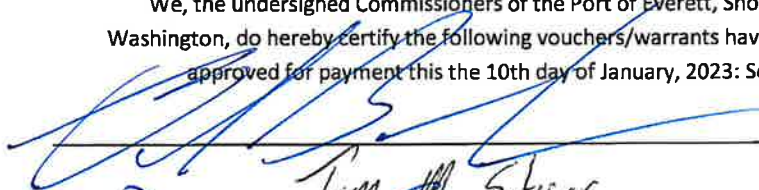
Electronic Claims Transactions:		
12/1, 12/2, 12/7, 12/8, 12/12, 12/15, 12/16, 12/21, 12/29	Electronic Transfer - Health Equity/Navia/Guardian/Accrue CMS	\$13,864.58
12/14, 12/29	Electronic Transfer - IRS	238,859.43
12/22	Electronic Transfer - WA St Dept of Rev	79,511.67
12/1, 12/2, 12/5, 12/6, 12/19	Electronic Transfer - U.S. Bank	9,423.16
12/1	Electronic Transfer - U.S. Bank LOC Fees	10,234.38
12/29	Electronic Transfer - Paylocity	2,908.68
Total Electronic Claims		354,801.90
Total Claims		6,496,009.74


Payroll Transactions		
Payroll Checks Issued	Dir Deposit/Check	\$633,501.62
12/6, 12/13, 12/20, 12/28	PMA Payroll (Longshore Labor)	425,226.50
Total Payroll		1,058,728.12
Total Payments		7,554,737.86

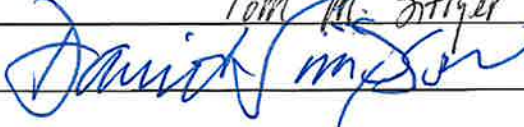
I, the undersigned, do hereby certify under penalty of perjury that the material have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a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

Attest:  _____ Port Auditor

We, the undersigned Commissioners of the Port of Everett, Snohomish County, Washington, do hereby certify the following vouchers/warrants have been certified and approved for payment this the 10th day of January, 2023: See Attached

 _____ President

 _____ Vice President

 _____ Secretary

Everett Port Commissioners
1-9-23

PETITION TO HALT
12 31 22

TO HALT THE NIGHT TIME BURNING OF FIFTEEN 75
FOOT HIGH LIGHT ARRAYS On the Former Kimberly Clark
Property, currently named The Norton Terminal, a new
multimillion dollar storage facility created by the Port of Everett .
Because of the Covid Virus three Everett Port Commissioners
were able to close their open meetings to the public while sorting
their plan to develop condemned prime water front property into a
storage facility.

No Post-Hearing dates for public comment were communicated
to residents in the effected area. The office of the Hearing
Examiner, Everett Code Enforcement, and The Port of Everett
have as of this day failed to correct the lights nonconformance with
Everett Municipal Code.

The night lighting of this enormous storage area smack-dab in the
middle of our residential view area is in violation of Everett Code
concerning Light Trespass into residential neighborhoods, And the
findings of the Hearing Examiner to maintain a "Dark Sky "
qualification.

The light arrays glare 90 degrees from the tops of their poles
directly into the windows of Grand Avenue residences at eye
level. They create enormous light pools over a massive paved area
in front of our homes, and destroy neighborhood views of the
western horizon obliterating the night sky.

Federal Security Standards can be met without burning those lights
all night long by employing a motion actuated system, Guard
Stations, and fencing .

Please join with me in protest by exercising your right to a fully
transparent democratic process. Sign this petition against the Port's
arbitrary sinister indifference to public trust, and disregard for the
care of their residential neighbors as it concerns the night time
burning of those lights. Sincerely, Robert Carkeek

, 2316 Grand Ave, Everett WA. 98201

CITIZEN'S PETITION AGAINST NORTON TERMINAL
NIGHT TIME LIGHTING.

12 29 22

NAME	ADDRESS	EMAIL
JAMES EDWARDS	2322 GRAND AVE EVERETT	JDEBOATE@comcast.net
Cloyd Weller	2132 Grand Ave. EVR	Cloydweller@comcast.net
Gregory Francis	2208 Grand Ave EVR	
JUDITH KIRKHUS	2210 GRAND AVE #1 EVERETT	jakirkhus@gmail.com
JOSH CARASSO	2210 GRAND AVE #4 EVERETT	JOSH_CARASSO@GMAIL.COM
Suzanne Karr	2224 Grand Everett	224 Grand
Ashley Spiegelberg	2228 Grand Everett	ashley.devi@hotmail
Wendy Mechum	2230 Grand Ave. EVR	wendymechum27@gmail
Rolanda Campbell	2232 Grand #A Everett	2232 Grand
Diana Grant	1211 23rd St	dianagrnt33@hotmail.com
Brina Smith	2302 Grand Ave	brina.smith@gmail.com
Robert WTLAR	2312 GRAND AVE	NSR_Robert@msrl
Susan Cole	2312 Grand Ave.	onetwobfree@aol.com
TOM Paschen	2314 Grand AVE.	tcpaschen@yahoo.com
Ric Aherman	2326 " "	R Aherman@comcast.com
Blake Rehbein	2332 Grand Ave Everett	blakerhbein@gmail.com
ANELINE BROWN	1217 24TH ST, EVERETT	ANELINEGB@gmail.com
Rebecca Winkler	2410 Grand Ave	rlwinkler91@gmail.com
Norino Holland	2422 Grand Ave	
Ariel Natan	2422 Grand Ave unit A	arielnatan@rocketmail.com
Aurelio NUÑEZ	2426 GRAND AVE	Cecilia
Chris Sato	1212-25th St - Everett	
Deborah Walker	1214 25th St. Everett	D.W.snupl@gmail
Alex Facholas	2630 Grand Avenue	alex.facholas@gmail.com
James Facholas	" "	James.facholas@gmail.com
Kimberly A. Larson	2502 Grand Avenue	larsonk059@gmail.com
Travis Wnt	2504 GRAND AVE	TravisWnt
Eileen Hatt	2514 Grand Ave	mneethdrg@yahoo.com
Michael Hatt	2514 GRAND AVE	MIKEYSO2@Gmail.com
Sandra Padilla	2522 Grand AVE	
Aaron Newman	2620 Grand AVE	aaronnewman9000@gmail.com
MARISH RUGE	2107W Grand Ave	RUGE.MARISHA@gmail.com
Rodv Linscott	2528 Grand Ave	Rlinscott@gmail.com
TIM Russell	2532 Grand Ave	TimRussell@gmail.com

NIGHT TIME LIGHTING:

12 29 22

NAME	ADDRESS	EMAIL
B. W. [unclear]	2402 Grand Ave #3	BILGEMAT777@MSN
ONY MENDOZA	2316 Grand Ave, 98201	Mobil1AutoLube@yahoo.co
CLYNDLVN V DAVIDSON	2210 Grand Ave #3 98201	GLUYN YTHLPCO@YAHOO.COM
Travis Brooks	2312 Grand Ave 98201	fravisb@yahoo.com
Michael Chen	1215 24th St	mchen1220@gmail.com
Robert Caslake	2316 Grand Ave #102	robertjcaslake@gmail.com
Melissa Murphy	2225 Grand Ave	mmurphy475@gmail.com
Shannon Reynolds	2231 Grand Ave	schweled@gmail.com
Arlene Cahoy	2301 Grand Ave	arlc98201@gmail.com
Raymond Cunningham	2321 Grand Ave	ihatesadvents@gmail.com
Melissa Mawret	2331 Grand Ave	melissamawret@yahoo.com
Kate Brown	2115 Grand Ave #2	kmbrown2v@gmail.com
Bryce Rollett	1303 25th St Apt #202	Spriterplite@gmail.com