

EVERETT PORT COMMISSION  
REGULAR MEETING MINUTES  
July 9, 2019

PRESENT:	Glen Bachman	President
	Bruce Fingarson	Vice President
	Tom Stiger	Secretary
	Les Reardanz	Executive Director
	Eric Russell	Chief Finance Officer
	Brad Cattle	Port Attorney

CALL TO ORDER: Commission President Glen Bachman called the meeting to order at 4:00 pm.

CONSENT AGENDA

- Approval of Special Meeting Minutes of June 4, 2019; and Regular Meeting Minutes of June 11, 2019
- Approval of Bills – June 2019

Commissioner Bruce Fingarson moved to approve the items of the Consent Agenda for July 9, 2019. Commissioner Tom Stiger seconded the motion. A vote was called for:

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

Motion carried.

1. CEO/EXECUTIVE DIRECTOR'S REPORT

Executive Director Les Reardanz reminded the Commission that there will be one Commission meeting in August which will be held on August 13, 2019 at 4pm in the Blue Heron Room. The August 6<sup>th</sup> meeting has been cancelled.

**Public Access Report**

Project Manager Brandon Whitaker provided the Port's annual Public Access Report reiterating the Port's commitment to its 2% for public access policy on construction projects requiring a substantial development permit under the Shoreline Management Act. Brandon Whitaker reported that since the 2% Public Access Policy was enacted in 1988, the Port has expended approximately \$4 Million on qualifying 2% for public access improvements. This amount does not include commercial projects that are public access in nature or maintenance and repair projects that improve public access features. Since 1988, total public access improvements, including the 2%, maintenance and capital projects, total approximately \$18 Million. The Port has implemented or programmed \$26 Million in public access from 2005 through 2025.

The Port recently completed some minor public access projects that were a large part of the Planned Development Overlay Agreement with the City of Everett for Waterfront Place Central – that being the Kite Shelters project at Boxcar Park and Jetty Landing, and the creation of Commodore Plaza at the South Marina. And, the Port has been implementing the trail system at Riverside Business Park that was part of the Port's agreement with the City of Everett.

Of significance in 2018, a qualifying project was the Port's South Terminal Modernization project that yielded a significant amount of money - \$586,000+ - as part of the 2% for public access policy. The Port continues to be in discussions with the City in terms of where to invest the \$586,000+ of public access money within the city.

**Economic Alliance Snohomish County Presentation**

Patrick Pierce, President & CEO of Economic Alliance Snohomish County (EASC) provided an overview of 2018 and future planned efforts for opportunities in growth

and prosperity for Snohomish County. EASC's momentum requires strengthening partnerships, both inside and outside the region, while delivering excellence in core activities that its partners expect, including marketing the region, responding to employer needs, attracting new investment, connecting regional leaders, improving quality of place, and engaging the community.

The unemployment rate remains low at 3.1% indicating that people have jobs, have wages and are spending money and generating taxes. Challenges for a lot of employers in the County include finding qualified employees to continue to grow to meet the demand is more and more challenging.

EASC took the lead last year and partnered with several agencies on opportunity zones that includes the Port's Riverside Business Park. Pierce said that EASC held a big Snohomish County Opportunity Zone symposium for manufacturing opportunities in the area that included the Cascade Industrial Center (former Arlington/Marysville manufacturing industrial center) which was a great success. There was a lot of interest from the attendees.

The Paris Air Show was held recently and Snohomish County was well represented, and there was a lot of interest in the Snohomish County region.

EASC supports Workforce and has placed a lot of focus on growing the STEM (science, technology, engineering & math) network here. Part of that is focusing on jobs right out of high school that might take a certificate or on the job training, all the way up to degreed engineering type positions.

EASC has worked with Greater Seattle Partners over the past 18 months in terms of growing the partnership regionally where they can focus on attracting attention to the Greater Seattle region and EASC is happy to take all of the leads that they want to generate and turn those into projects in Snohomish County. Other partnerships that EASC has been working on have been on trade relationships with China and the Korean Innovation Center in Silicon Valley.

Another great partnership has been with Naval Station Everett which had a \$297 Million economic impact to the regional economy in FY2017.

In conclusion, Patrick Pierce said he appreciated the continued partnership with the Port of Everett.

## 2. CHIEF FINANCE OFFICER'S REPORT

### Audit Exit Conference

Assistant State Audit Manager Kirk Gadbois provided the results of the Port's audit for the period of January 1, 2018 through December 31, 2018.

The auditors performed three separate audits on behalf of the Port of Everett for 2018 – the financial statement audit, federal grant compliance audit and accountability audit.

The Port received an unmodified opinion on the fair presentation of the basic financial statements in accordance with accounting principles generally accepted in GAAP. There were no significant deficiencies and no material weaknesses. No instances of noncompliance material to the financial statements of the Port were noted.

The auditors issued an unmodified opinion on the Port's compliance with requirements applicable to its major federal program. There were no significant deficiencies in the design or operation of internal control over major federal programs that were considered to be significant deficiencies. The auditors did identify deficiencies that were considered to be material weaknesses.

Kirk Gadbois explained that the Auditors did identify one issue. Whenever the Port spends more than \$25,000 on a vendor with federal funds, the Port needs to check to make sure that the vendor has not been suspended or debarred from receiving federal money before the federal funds are spent. Two purchases were identified where the Port paid these vendors/contractors without checking to see if they were suspended or debarred. The Auditors found that these were very unusual circumstances. When the Port was originally paying these contractors, Staff did not know it was going to be from federal funds and thought it would be from state and local funds and so Staff did not check. The Port knew that they had to check this process, but when the expense actually occurred, Staff did not realize the funds were from the federal side. So, the Auditor's recommendation to the Port was to put a clause in all contracts and then that box can be checked. The Port provided a response to the Auditors that they were already working on implementing strategies to correct this issue going forward. Again, Kirk Gadbois said that the Auditors identified the issue, talked about it with the Finance folks and immediately had results that the Port was working on a solution to fix the issue moving forward.

In the Financial Federal Audit Report is the full version of the finding and also the corrected action plan being implemented by the Port.

For the Accountability Audit, there were some exit item recommendations, but these were minor housekeeping and best practice type items.

The next State Audit is expected to be conducted in the Spring of 2020 and will likely cover Accountability for Public Resources, Financial Statements and Federal Programs.

**Ratification of 2019 Property and Crime Insurance Binder**

Controller Bob Marion reported that for property and crime insurance, the Port purchases insurance through an 8-port buying group managed by the Port's broker, Alliant Insurance Services. For 2019, the premium increased \$127,983, or 22.2% over last year.

Marion said that the property portion of the insurance program renews on July 1 of each year. There were no substantial changes in coverage or deductibles. The renewal with the selected coverage, taxes and fees is \$720,645.71. Replacement value for Port property increased this year by 7.2% or 23.6 Million. The premium increase is the result of growth in replacement value along with continued catastrophic losses in the market related to severe storms and wildfires. In addition to the market pressure due to experienced losses, this volatility has caused major domestic markets, Lloyd's, and FM Global to reduce their U.S. capacity. The property rate per thousand is .20, which is a .024 (or 14%) increase per hundred of replacement value.

The crime policy has remained flat at \$1,476.50 since 2016.

Upon discussion, Commissioner Bruce Fingarson moved that the Port Commission ratify the renewal of the Port property insurance policy, and the Port crime insurance policy for 2019. Commissioner Tom Stiger seconded the motion. A vote was called for:

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

Motion carried.

**Amendment to Rail Bank Loan #4 (RRB 1183)**

Chief Finance Officer Eric Russell explained that the Amendment to Rail Bank #4 was obtained for the South Terminal expansion project. The loan amount was \$5 Million at 1% interest rate over repayment of 10 years with the first payment due July 1, 2020. The loan was used as matching funds for Federal grants and the Port has drawn down the total amount.

Russell stated that additional funds for the Rail Bank loan were awarded during the recent legislative session and have become available as of July 1, 2019. Amendment #1 adds \$6.157 Million to the existing balance, changes the first payment from 2020 to 2021, amends the scope of work on the warehouse from demolition to relocation and provides for other minor administrative changes. Eric Russell asked the Commission to approve of the amendment.

After discussion, Commissioner Bruce Fingarson moved that the Commission approve the Amendment to Rail Bank Loan #4 (RRB-1183) from the Washington State Department of Transportation, Rail Division, adding \$6,157,000 to the loan amount, adjusting the first payment date to July 1, 2021 and providing for other administrative updates. Commissioner Tom Stiger seconded the motion. A vote was called for:

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

Motion carried.

3. PUBLIC HEARING ON LIMITED TAX GENERAL OBLIGATION NOTE, 2017B-2 (PRIVATE ACTIVITY – AMT)

The Port took a brief recess at 5:20 pm for approximately 10 minutes. The meeting was reconvened at 5:28 pm.

As part of the record, port attorney Brad Cattle made the following comments: “Under the IRS code, it may have suggested that you recess into Executive Session. For Bond Counsel’s benefit, under the Open Public Meetings Act, an agency cannot do anything in a recessed status and holding a public hearing requires action by the Commission. The minutes need to reflect that the reason the Port did not “recess” in order to hold the public hearing is because under Washington State law, the Port couldn’t do that, but the Port did effectively hold the public hearing in order to accomplish the requirements of the tax code.”

The Commission concurred.

Chief Finance Officer Eric Russell reported that the tax rules associated with the 2017B-2 Note (Private Activity – AMT) require that a public hearing prior to the Port utilizing the funds which is designed to allow the Commission to hear from the public on the use of this type of financing. No action is required by the Commission; the public hearing is strictly to take comments from the public. This is a procedural issue to make sure that the Port satisfies the tax rules, even though there is no substantial issue for the Port. Bond counsel will enter the minutes from the hearing into the record for the transaction to show that the Port held the hearing. The Port has provided the notice of the public hearing as required under the tax regulations and has received no written comments prior to this hearing.

This particular transaction is the letter of credit that the Port recently renewed with U.S. Bank designed to allow the Port to purchase financing for the K-C property which will be refinanced at some point in the future.

*Open Public Hearing at 5:30 pm.*

Commission President Glen Bachman opened the public hearing at 5:30 pm and announced that the purpose of the hearing was to take comments, if any, from the public on the Port’s financing of a real property acquisition under the terms of the Port’s 2017B-2 Note (Private Activity – AMT), evidencing a line of credit with U.S. Bank National Association. Commissioner Bachman asked for public comments.

There were no public comments.

*Close Public Hearing*

4. AMENDMENT TO RESOLUTION NO. 1012 ESTABLISHING A MASTER RESOLUTION WITH BANK OF AMERICA FOR EQUIPMENT LEASING  
**Resolution No. 1128 (2019)**

Eric Russell reported that the Port entered into a Master Equipment Lease/Purchase Agreement with Bank of America in 2014 for \$11.4 Million to provide an umbrella agreement to allow flexible financing of equipment purchases. While the Agreement establishes the framework for borrowing, each individual transaction continues to come before the Commission for approval. To date, the Port has used the Agreement for five transactions totaling \$7.7 Million.

Port Staff are requesting an increase in the Agreement to a maximum of \$20 Million to allow for future financing of the cranes at the South Terminal, as well as other equipment the Port may acquire. Transaction No. 6 will be presented to the Commission in August to reimburse the Port for funds previously spent on the cranes, as well as establishing an escrow agreement for future crane costs.

Upon discussion, Commissioner Bruce Fingarson moved that the Commission adopt Resolution No. 1128 (2019) amending the Master Equipment Lease/Purchase Agreement (Resolution No. 1012) with Bank of America, dated September 1, 2014 substantially in the form presented. Commissioner Tom Stiger seconded the motion. A vote was called for:

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

Motion carried.

5. INITIATIVE ONE: SEAPORT MODERNIZATION

Lisa Lefebber reported that the Port completed a large construction contract with the crane acquisition and subsequent media campaign. The Port partnered with the Port of Los Angeles, Foss Tug & Barge and Everport to get the cranes to Everett and received quite a bit of media coverage. The cranes are off the barge and in place, and the crane bracing is currently being removed. Staff met with Port Gardner Neighborhood on May 13 in advance of the crane arrival so that they knew the cranes would be coming. Staff also did an informational neighborhood mailing prior to the cranes arrival so the rest of the neighborhood would be expecting the cranes.

On May 14, the Commission unanimously voted to condemn the K-C property on June 4. The Port filed the lawsuit with the courts on June 12 and K-C accepted service on June 20.

On the finance side, in March 2019, the Port submitted a \$15.5 Million grant request to help offset infrastructure investments for the acquisition of Kimberly-Clark. The Port will be submitting a similar application for the Build Grant which is due July 15. Lefebber said it was confusing as to what the \$300,000 appropriation was for in the State budget, but the Port found out two weeks ago that it was for the South Terminal Modernization project which was great news. As a result, the Port will be seeking reimbursement for some of the crane transportation costs.

The Port received \$16 Million for the Mill-A cleanup, and the Port is working with Ecology on loan options given the fact that Weyerhaeuser is not participating financially at this time.

The Rail Bank loan was approved for \$6.2 Million which has very favorable terms.

The Port has received Marine Highway project designation which means the Port is eligible for a Marine Highway grant. The applications are due August 15 for consideration of equipment and facility upgrades to be able to place the container cranes into operation, as well as other terminal improvements that enhance cargo flow as it relates to Marine Highway.

On permitting, contracts and construction, the Port is progressing for a December 2019 substantial completion of the South Terminal Wharf Upgrade. There have been a couple of change orders as it relates to a process to address the power feeds for the Los Angeles cranes, and an additional cost for the pile cap repair that was found during the project.

Because of the height of the new cranes, there is a 200-foot height requirement – anything over 200 feet requires an FAA aeronautical study to determine the safety of navigation for aircraft. Providence Hospital has a helipad right behind South Terminal, as well as the Navy, it is low enough where it doesn't trigger the Paine Field threshold at 600 feet, but the Port still has to go out for an aeronautical review. There are two options dealing with this issue, it is either 1) painting where it is white with the orange stripes, or 2) white very bright intrusive blinking lights. The lights are not recommended for urban areas, but Staff is waiting to hear what the FAA is recommending.

On the budget side, the Port is currently tracking at \$50.4 Million for the South Terminal project, and with the known change orders, the number is \$52.4 Million. Port Staff expects that number to move up as labor change orders begin to trickle in for the crane offloads.

On the K-C project, Port Staff has met with the PUD to discuss power needs to the site, and also with the private parties to discuss possible partnerships either on-site or off-site at different industrial locations the Port has on Port waterfront. Staff has met with the City to discuss the stormwater needs of the K-C site and how that relates with the clarifiers. Some of the next steps include seeking public use and necessity, and then possession and use. From a practical standpoint in terms of getting the property back into productive use, the Port is looking at marketing the site for cargo as well as the warehouse. The Port has reserved all of the power on the waterfront from K-C to the South Terminal until there is a new substation built. So if the Port started tomorrow, it would take about four years to build a new substation on the site. When the Port met with the City yesterday, they were very interested in that process because they are going to need power for their clarifiers project when they get that up and running. Also, the Port will continue to push forward for the rubble removal and the environmental aspect of the property.

#### 6. INITIATIVE TWO: WATERFRONT PLACE CENTRAL

Chief of Business Development Terrie Battuello reported that American Classics appears to be “over the NOAA hurdle” which turned out to be an error related to American Classics abbreviating the description of the stormwater system and them not getting the full information which triggered NOAA to review the project. The project is now going to the loan committee and Staff will keep the Commission apprised as things move forward. Within 10 days after the preconstruction meeting is held, American Classics should be under substantial construction.

Hotel Indigo is starting to pave their parking lots and fill the rooms with furniture. They expect to open on August 1, 2019, but that is a soft date.

Ameron has confirmed that they will be leaving as early as January of 2020, although their lease is through June of 2020. They are consolidating their facilities to Alabama. Staff is working on plans for the repurposing of the Ameron site.

Staff is continuing to negotiate on the A-7 ground lease for 9,000 square feet of restaurant space in the Waterfront development. Staff has been evaluating due diligence items and capital cost considerations for each site with the Waterfront development. Once the A-7 lease signed, the others should fall quickly into place.

The esplanade at Fisherman's Harbor, Guest Dock 5 and Dock K will open July 16, and included in that is the parking lot that is a Marina reserved parking lot that is behind the hotel. On July 20, Staff anticipates the Southeast Mill Wright Loop to be open. Staff has been trying to funnel all the Farmer's Market traffic and the Jetty Island traffic to 10<sup>th</sup> Street and holding 13<sup>th</sup> to be exclusively for the Central Marina slipholders and the hotel and yacht clubs on Sundays. Assuming the hotel opens, the Port will open the Seiner Drive road completely from West Marine View Drive to 13<sup>th</sup> Street. That will have two-hour parking and ADA parking, plus it will serve the fountains and also provides continued slipholder access to the docks that are still open.

The major modification was completed. The City did approve the straightening of Weaver Street without any complications. The Commodore Plaza is now open, and Anthony's Woodfire now has a walk-up fish bar available to the public. The Port also learned this month that the Grand Avenue bridge construction and placement is delayed until August – there is no BNSF permit as yet, so that is a placeholder. If they do not get it in place before October 1, there is a four-month moratorium by BNSF.

The PUD substation is underway with approximately a 9-month construction period and to energize in 2020.

Terrie Battuello said that Staff is very glad that the roll out of the parking management plan is done and mock patrols have been completed, including a two-week courtesy period. About a week ago, Diamond Parking began issuing tickets. The first ticket is a warning ticket, and the next ticket would be a \$25 fee. As complaints are received by Diamond, they are discussed weekly and the committee tries to resolve the issues. On Sundays, the Port is processing approximately 1,500 to 2,000 cars on market days; on the 4<sup>th</sup> of July concert day, there was 1,000 cars; and at the first one or two concerts at Music in the Park, there were 130 cars. Parking Management folks are collecting parking counts of the lots so that the Port can have more confident information about the number of parking stalls that are required for integration into the traffic planning and future planning for parking to make sure that the Port is adequately tracking all parking uses.

## 7. DEPARTMENT REPORTS

### Projects Update

#### Central Marina Improvements, Phase 4 – Contract Award

Chief of Engineering & Planning John Klekotka reported that the existing Port-owned boathouses at Central G-Dock are over 50 years old and are at the end of their useful life. The Central Marina Improvements Phase 4 project will accomplish 1) demolition of the existing Port-owned boathouses on G-Dock and reconstruct a new dock; 2) perform maintenance dredging in the area around Central G-Dock and north of South P and Q-Docks; and 3) relocate and consolidate existing private boathouses from various areas around the Marina to the east side of the new Central G-Dock and east side of the existing Central I-Dock.

This project was planned and designed in-house by Engineering & Planning except for the electrical engineering which was performed by Harbor Power Engineers functioning as a sub-consultant to the E&P Staff. In-water work permits have been received for the dredging. The demolition and reconstruction of G-Dock, as well as relocation of private boathouses, are covered under the Port's Programmatic permit, which was received in May.

The project was advertised for bids on May 16, 2019 and bids were received on June 20, 2019. Two bids were received from American Construction and Pacific

Pile & Marine. The low bidder was submitted by American Construction for Schedules A, B and WSST with a grand total of \$3,366,468. This bid was less than the budgeted amount for construction for 2019 and 2020, so Staff recommends award to American Construction. Klekotka said that if the Commission awards the project as presented, construction would begin in the fall of 2019, with project completion during the second quarter of 2020.

After discussion, Commissioner Bruce Fingarson moved that the Commission award the public works contract for the Central Marina Improvements Phase 4 project to the lowest responsive and responsible bidder, American Construction Co., in the amount of \$3,366,468.00, including Washington State Sales Tax (WSST). Commissioner Tom Stiger seconded the motion. A vote was called for:

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

Motion carried.

#### **South Marina Lift Station & Grease Interceptor – Contract Closeout**

John Klekotka explained that the purpose of the South Marina Lift Station & Great Interceptor project was to replace worn out infrastructure in the South Marina, including Marina Village. The South Marina Lift Station serves the former Marina Office at the South Marina, as well as the entirety of Marina Village. The restaurants in Marina Village contribute a significant grease load on the system, resulting in significant on-going maintenance needing to be performed by Marina Staff.

A study was performed by the engineering firm Otak, Inc. in 2015, and this construction contract implemented the recommendations of the study, including removal of an obsolete 1,000-gallon grease interceptor and installation of new storm drainage infrastructure, demolition of an existing grease interceptor with installation of a new 3,000-gallon grease interceptor at the Woodfire Grill Restaurant, and complete reconstruction of the South Marina Lift Station. The total 2018 construction budget for the work was \$630,000, not including contingency.

The project was bid in late summer 2018 and four bids were received in September. All bids were above the engineer's estimate and the project budget. In October 2018, the Commission awarded the contract to McClure & Sons, Inc. in the amount of \$758,826.71, (including WSST) with Commission action that also included approval of a budget transfer of \$50,000, for a total amended construction budget of \$760,000, including contingency. McClure began work in January 2019, and completed all work, including punchlist work in early June. The only change order on the project was an extension of time to accommodate delays due to the snowstorm in February. The final cost was less than the original contract due to underruns in unit price items and minor changes being less than budgeted.

John Klekotka asked that the Commission accept the project as complete and authorize the closeout of the contract as presented.

Upon discussion, Commissioner Tom Stiger moved that the Commission accept the South Marina Lift Station & Grease Interceptor project as complete and authorize contract closeout with McClure & Sons, Inc. in the final total amount of \$692,829.72, including WSST. Commissioner Fingarson seconded the motion. A vote was called for:

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

Motion carried.



**Commission President's Report**

Commissioner Bachman commented that Greater Seattle Partners is recognizing the Cascade Industrial Manufacturing Corridor and may receive global attention to the industrial center.

Rucker Avenue is closed with a lot of detours for several months which may run into the construction of the Grand Avenue Bridge.

Commissioner Bachman said he was excited about the opening of Hotel Indigo.

**Commission Discussion**

Commissioner Stiger reminded folks that the Port Report is July 11 in the Blue Heron Room. On July 31, there will be a pet parade at the Riverside Business Park in recognition of the opening of the trails and viewpoints at the park.

Commissioner Fingarson thanked Staff for the information about public access and the parking management program.

**Citizen Comments**

There were no Citizen comments.

The meeting was recessed into Executive Session at 6:34 pm for approximately 45 minutes – to 7:25 pm. The purposes of the Executive were to discuss with legal counsel 1) a real estate litigation matter; 2) the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price; and 3) to consider the minimum price at which real estate may be offered for sale or lease when public knowledge regarding such consideration would cause the likelihood of decreased price; and 4) to review the performance of a public employee.

Port attorney Brad Cattle, in open session, extended the Executive Session by 20 minutes – to conclude by 7:45 pm.


At the conclusion of the Executive Session, there was no action taken by the Commission and there were no announcements.

THE REGULAR MEETING WAS ADJOURNED at 7:45 pm.

APPROVED this 13<sup>th</sup> day of August, 2019.

EVERETT PORT COMMISSION

By:   
Glen Bachman, President

  
Bruce Fingarson, Vice President

  
Tom Stiger, Secretary



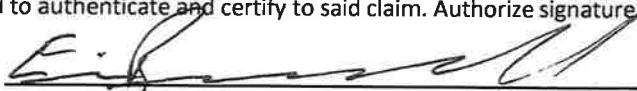
Port of Everett

Port of Everett  
Voucher Certification and Approval  
for the month of  
JUNE  
2019

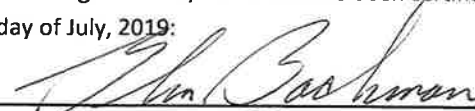
ORIGINAL


		<b>Total</b>
<b>Claims Voucher Nos</b>	<b>87158 - 87385</b>	<b>\$3,931,442.36</b>
<b>Claims - PCard Transactions</b>		<b>\$70,085.10</b>
<b>Claims Electronic/Wire Transfers:</b>		
6/3, 6/7, 6/10, 6/14, 6/20, 6/21, 6/28	Electronic Transfer - Health Equity/Navia	10,485.11
6/3, 6/17	Electronic Transfer - IRS	\$ 214,714.60
6/25	Electronic Transfer - WA St Dept of Rev	\$ 57,963.36
6/3	Electronic Transfer - U.S. Bank	\$ 9,784.35
6/3	Electronic Transfer - U.S. Bank LOC	\$ 5,513.79
6/18	Electronic Transfer - Guardian Dental	\$ 10,311.94
6/10	Electronic Transfer - ACH - Banc of America	\$ 390,093.62
6/25	Electronic Transfer - ACH - Adv American Const.	\$ 1,552,459.06
6/10, 6/25	Electronic Transfer - ACH - Foss Maritime	\$ 436,000.00
	<b>Total Claims</b>	<b>\$6,688,853.29</b>
<b>Payroll Voucher Nos.</b>	<b>50106 - 50129</b>	<b>\$ 283,616.97</b>
<b>Payroll Wire Transfers:</b>		
6/4, 6/11, 6/18, 6/21, 6/25	PMA Payroll (Longshore Labor)	\$ 253,383.72
	<b>Total Payroll</b>	<b>\$ 537,000.69</b>
<b>Wire Transfers:</b>		
6/3	Wire Transfer-US Bank USB Bond 07	\$ 103.13
6/3	Wire Transfer-US Bank USB Bond 13	\$ 287,437.50
6/3	Wire Transfer-US Bank USB Bond 15	\$ 163,550.00
6/3	Wire Transfer-US Bank USB Bond 16	\$ 522,825.00
6/11	Wire Transfer - LGIP	2,300,000.00
6/21	Wire Transfer - BONY	32,758.89
<b>Total Payments</b>		<b>\$10,532,528.50</b>

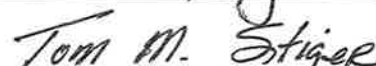
I, the undersigned, do hereby certify under penalty of perjury that the material have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a 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 9th day of July, 2019:

 President

 Vice President

 Secretary