



EXPLORING BOUNDARY EXPANSION

LISA LEFEBER

PORT OF EVERETT

CHARLA SKAGGS

MAUL FOSTER & ALONGI



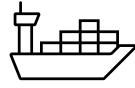
RCW 53

What's the purpose of a port district?

“acquisition, construction, maintenance, operation, development and regulation within the district of harbor improvements, rail or motor vehicle transfer and terminal facilities, water transfer and terminal facilities, air transfer and terminal facilities, or any combination of such transfer and terminal facilities, and other commercial transportation, transfer, handling, storage and terminal facilities, and industrial improvements”

RCW 53

What powers does a port district have?



Operation of foreign trade zones



Intermodal movement of interstate and foreign cargo



Acquisition of property and operation of facilities



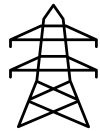
Community revitalization financing



Cooperative watershed management



Construction, upgrading, improvement and repairs to streets, roads and highways



Construction, purchasing, and acquisition of telecommunications facilities



History

Since its establishment, the Port of Everett has expanded with intention – and with the interests of the community in mind.

- **1918** – Port of Everett established
- **1920** – Port builds Mukilteo Ferry Landing to support service to Clinton
- **1928** – Dedication of Everett Airport, Snohomish County's first airport
- **1929** – Acquisition of 14th St. Dock, Jetty Island, Preston Point
- **1942** – Track O taken over by U.S. Navy to support shipbuilding during WWII
- **1951** – Port approves bonds for the enlargement of Tract O
- **1965** – Port dedicates new 950-slip "Everett Yacht Basin," (Central Docks)
- **1968/69** – Port builds alumina dome at seaport and installs first crane
- **1972/73** – Removal of City Dock (Pier 2); Hewitt Terminal Expansion
- **1977** – Port opens boat launch (then six lanes)
- **1980** – Completion of first phase of Norton Terminal for cargo operations
- **1983** – Acquisition of Weyerhaeuser Mill A
- **1987** – Port sells 110 acres of seaport to Navy for Naval Station Everett

History, cont'd

- **1988** – South Terminal developed into log export facility
- **1993** – Expansion of boat launch, development of a chill facility at the Seaport, acquisition of former Biringer Farm (Blue Heron Slough)
- **1983** – Port begins expanding shipping terminals to support aerospace
- **1998** – Acquisition of the Weyerhaeuser Mill B property
- **2005** – Port installs two 40-ton container cranes at Pacific Terminal
- **2007** – New 220-slip yacht basin opens (North Docks)
- **2008** – Mount Baker Terminal opens to support aerospace
- **2011** – Waterfront Center and state-of-the-art boatyard opens
- **2013** – U.S. Air Force transfers Mukilteo Tank Farm to the Port
- **2016** – Port transfers ownership of Mukilteo tank farm to the state, City of Mukilteo, Sound Transit, and the Tulalip Tribe
- **2019** – Port acquires former Kimberly-Clark mill site for maritime use
- **2020** – Formalized partnership with Arlington & Marysville for CIC
- **2020** – Port completes \$36M Central Marina Recapitalization project
- **2021** – Opened modernized S. Terminal; Norton Terminal groundbreaking
- **2021** – First housing in the history of the waterfront opens; dedication of new fishing dock in Mukilteo
- **2021** – Port and Dept. of Ecology complete Bay Wood shoreline cleanup
- **2022** – Port starts building restaurant row; secures private developers
- **2022** – Kicks off visioning exercise for Mukilteo Waterfront

Current boundaries & governance structure



DAVID
SIMPSON
DISTRICT 1



TOM
STIGER
DISTRICT 2

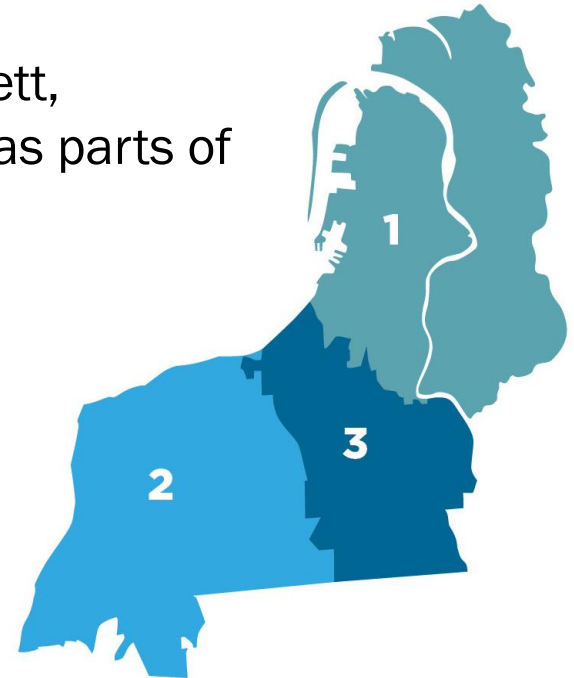


GLEN
BACHMAN
DISTRICT 3

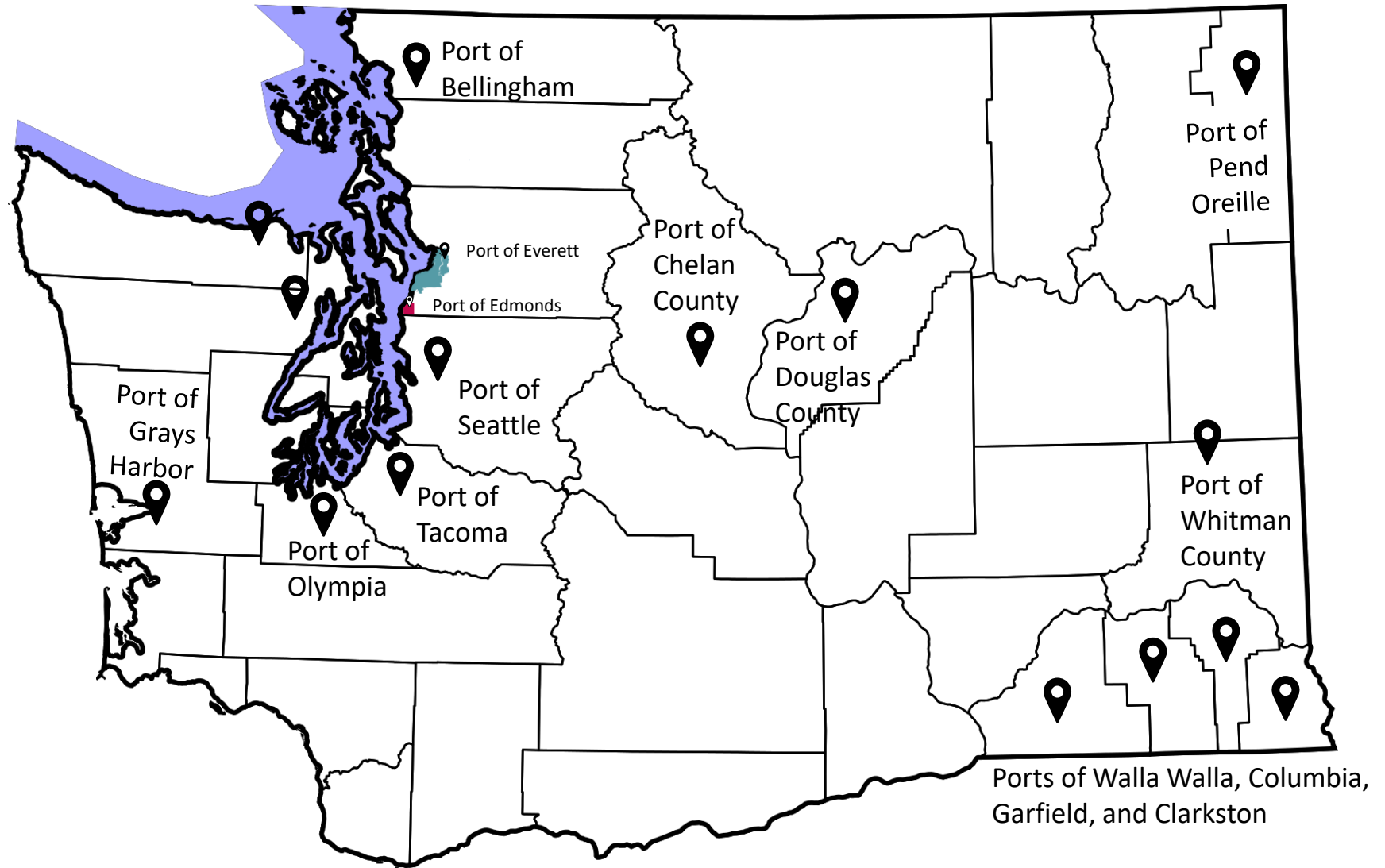


LISA
LEFEBBER
EXECUTIVE DIRECTOR

- ✓ The Port District encompasses most of Everett, portions of Mukilteo and Marysville, as well as parts of unincorporated Snohomish County
- ✓ Governed by three elected commissioners; six-year terms
- ✓ The Commission is responsible for setting the policies the Port operates under
- ✓ The Commission hires an Executive Director/CEO to carry out its policies



Most WA ports are county-wide



2020 Strategic Plan

✓ Boundary expansion

- ✓ Conduct an economic value study and legal assessment of expanding the Port District boundaries beyond our current footprint to be better positioned to bring value and economic opportunities to other parts of the county

2020 Strategic Plan

- ✓ *Transportation improvements*
- ✓ *Freight mobility*
- ✓ *Quality of life*

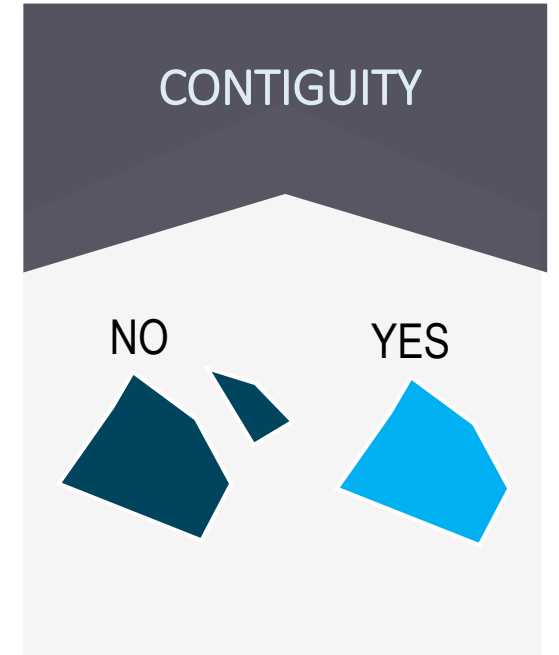
- ✓ *Partner with the Cascade Industrial Center in Arlington/Marysville in a mutually beneficial way to promote economic development and job growth in the north county area*
- ✓ *Participate and advocate in regional transportation funding efforts and projects to ensure freight mobility needs are being properly addressed*
- ✓ *Explore partnerships to enhance transportation options to improve connectivity of Port facilities to other areas by land and water*

Exploring boundary expansion

The legal assessment

To be enacted, proposed boundary expansion must be:

- 1 *Contiguous*
- 2 *Passed by the Commission*
- 3 *Approved by Snohomish County council prior to being added to the ballot*
- 4 *Passed by voters who are in the new expanded area by 50.01% (or simple majority)*



Value proposition

Initial value proposition

YOUR PORT DELIVERS

- ✓ *investments in a thriving Snohomish County*
- ✓ *a diverse, sustainable economy that generates family-wage jobs in Snohomish County*
- ✓ *environmental stewardship that improves the quality of life for Snohomish County residents*
- ✓ *goods from around the world delivered efficiently to your doorstep*

Mission statement: *The Port strives to bring quality jobs, business, and tourism opportunities to its local and surrounding communities, and is committed to enhancing, restoring and preserving the overall environmental health of our waterfront.*

Approach

- 1 *Identify and inform key stakeholders*
- 2 *Prioritize areas of interest*
- 3 *Meet with Snohomish County cities to understand investment priorities*
- 4 *Gather feedback on the public's interest and/or desire for port district expansion*
- 5 *Summarize feedback and provide recommendation on path forward*

Proposed Timeline

*All dates are tentative and
subject to change.*

Q1 2022

- Review and finalize draft outreach approach
- Review value proposition

Q3 2022

- Launch public survey
- Summarize feedback and provide recommendation on path forward

Q2 2022

- Prioritize areas of interest
- Meet with key stakeholders and city leadership
- Develop public survey

Q & A



Back pocket slides



Mission, Vision & Core Values

WHO WE ARE

(Mission)



An economic development enterprise carrying out the public's trust to manage and develop resources, transportation facilities and supporting infrastructure

WHAT WE DO

(Core Competencies)



Seaport

Real Estate

Marina/Marine Services

Environmental Stewardship

Public Access

HOW WE DO IT

(Focus Areas)



Financial Sustainability

Partnerships

Community Engagement

Environmental Stewardship

WHY WE DO IT



Strong Economy

Competitive Region

National Security

Disaster Resiliency

Strong Environment

Livability

Core Values & Striving For a Strong Operating Environment
(Regulatory, Legislative, and Economic)

About us

✓ The Port District and boundaries formed in 1918; serves nearly 100,000 people

✓ Not countywide

✓ Governed by three elected commissioners

✓ Special Purpose District
'economic development'

✓ Supports 35,000 jobs in the region

✓ Contributes \$373M in taxes

✓ Operate three lines of business; Seaport, Marina, Real Estate

✓ Homeport to Naval Station Everett

✓ Largest public marina on the West Coast

✓ Everett's customs district ranks 2nd in the state at \$21 BILLION in exports (including airplanes)

✓ 3rd largest container port in the state

Pushing through the pandemic

Even amid a global pandemic, the Port of Everett kept freight moving & essential functions operating safely

