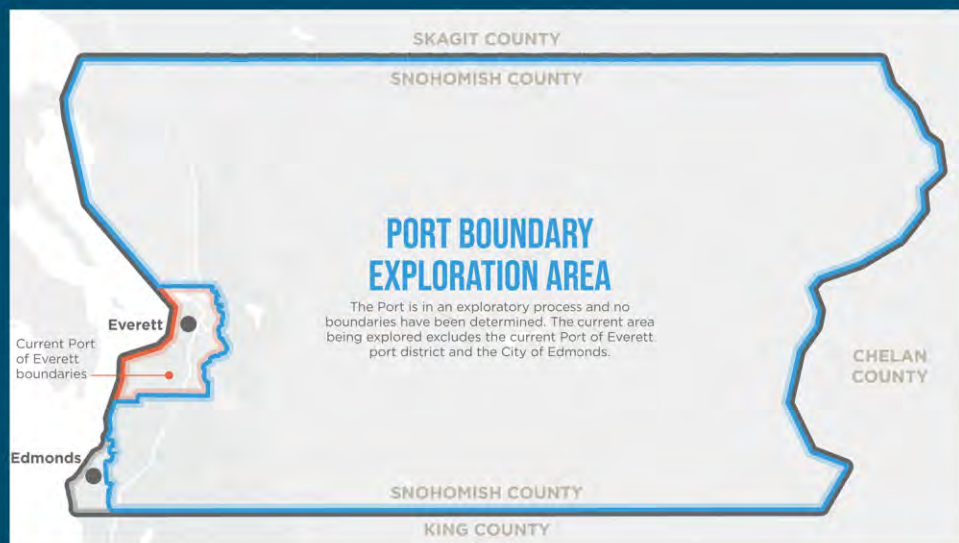




EXPLORING BEYOND OUR BOUNDARIES

Port of Everett Boundary Exploration
Economic Value Study & Legal Assessment
Stakeholder and Public Outreach Report



December 2023

TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
Key Takeaways.....	3
Next Steps	3
ABOUT THE PORT OF EVERETT	4
Current Operations	4
Vision, Mission & Core Values.....	4
Vision.....	4
Mission	4
Core Values	5
BOUNDARY EXPANSION EXPLORATION.....	5
Overview	5
Why Now?.....	6
Boundary Exploration Area	6
LEGAL ASSESSMENT	7
ECONOMIC VALUE STUDY	9
Overview	9
Timeline.....	10
Survey Engagement.....	11
Stakeholder Conversations.....	12
Tribal Engagement	12
Snohomish County	13
Snohomish County Cities	13
Community Survey	14
Key Takeaways.....	17
NEXT STEPS	17
APPENDICES	18
Appendix A: Boundary Exploration Informational Materials	19
Appendix B: Survey Report	92
Appendix C: Survey Engagement Materials Snapshot	309
Appendix D: Media.....	315
Appendix E: Background information	330

EXECUTIVE SUMMARY

During the Port of Everett's Strategic Plan outreach in 2018/2019, the Port sought public feedback to help set a roadmap for the next decade of Port initiatives (2020-2030). During various public engagement opportunities intended to inform the Port's 2020 Strategic Plan, the Port heard general interest in expanding Port District boundaries, linked to a desire to see the Port's strategic investments and infrastructure improvements stretch into other parts of Snohomish County.

While many large public port districts throughout Washington state are county-wide, the Port of Everett is not. The Port District boundaries as they are drawn today limit how the Port can partner with neighboring cities outside of the boundary lines to advance their community's specific economic and community priorities. In addition, with all of the Port's existing properties within its current district developed, in development now or programmed for future development, the Port is looking to the future to see how and where its unique tools and resources could be used to create new economic opportunity.

The topic of Port boundary expansion is not a new one. It is a topic that has come up many times over the course of the Port's 105 years of service as the current Port District and greater Snohomish County area have experienced significant growth and evolving economic needs over the past century. Prior to the boundary expansion exploration effort summarized in the subsequent report, there has never been a formal assessment of the economic value and legal implications of expanding Port District boundaries. There has also never been a formal call for input by community leaders, residents and business owners in the area to gauge interest in Port resources expanding into more areas of the County.

Given the Port's current limitations to support economic and community priorities outside of its current boundary line, combined with the significant economic challenges and opportunities facing the County today and initial community interest, the Port Commission tasked staff with formally pursuing the topic of potential boundary expansion. It became a Strategic Action Item of the Port's 2020 Strategic Plan, adopted by the Port Commission in December 2019, as shown below.

"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"

Since that time, Port staff, in partnership with Port Legal Counsel Anderson Hunter Law Firm and third-party consultants Maul Foster & Alongi and Critical Data Strategies, conducted the following:

- **[A legal assessment:](#)** The legal assessment included examining the electoral process that must be followed for the Port to enact new boundaries. Before a proposed boundary expansion could be voted on by voters in a proposed expanded Port District, a proposition must be approved by the Port Commission and the Snohomish County Council. If passed by voters, a boundary expansion would likely mean that the Port would be required to submit a proposition to the voters to increase the number of Port commissioners from three to five members. The Port would then undergo a redistricting effort to ensure that each new voting district (regardless of whether it is 3 or 5 districts) has, as nearly as possible, equal population. See [page 7](#) for full summary.
- **[An economic value study:](#)** The economic value study was specifically designed as an information-gathering effort rather than an economic impact study. It was approached through conversations with various leaders and stakeholders throughout Snohomish County to learn how the Port could support their communities. The study began following a Port staff report at

the 2022 Port of Everett Commission Workshop on March 3, 2022, and subsequent announcement of the Port's boundary exploration effort at the annual Economic Alliance Snohomish County Port Report in July 2022. It concluded with a month-long community survey opportunity from October 25 – November 26, 2023. As part of the community assessment, the Port conducted 22 briefings with community leaders and partners across Snohomish County, including leaders from the Tulalip Tribes, County leadership, and mayors and staff from Snohomish County cities. In addition, the Port participated in various community events and meetings where the topic was discussed. The Port received anecdotal feedback as well as 1,514 completed survey responses, representing a cross section of residents and business owners of greater Snohomish County.

Key Takeaways

In both the briefings with community leaders and partners across Snohomish County and via the community survey, the Port heard a clear understanding of the value that the Port could bring to other areas of Snohomish County, and interest in various ways that the Port could partner in their area to support key economic and community priorities, if boundary lines were to allow.

In looking at both the briefing and community survey data, the priorities that rise to the top include transportation improvements, job creation, and waterfront development and access. The residents in the community survey highlighted environmental cleanup and sustainability initiatives as a top priority while both the residents and businesses highlighted habitat restoration and recreational amenities. In briefings, especially with city leadership, the Port also heard a strong interest in access to grants and project funding, and the unique authorities and economic development tools available to port districts, including Foreign Trade Zones.

There exists an opportunity for the Port to continue to educate those within the community who may lack some awareness of, or connection to, the Port, its mission, and its overall daily value to the communities it serves, and of the vital role and value of ports to our economy in general. As the benefits to these communities continue to be explained and understood, along with discussions regarding the viable projects of Port investment and involvement that the residents and business owners participating in this study shared that they feel are needed, the Port will continue to better understand the ways it can best partner in communities outside of its boundaries and where that partnership is most desired.

Next Steps

This report summarizes the request from the Port Commission to take a formal look at the topic of potential boundary expansion, including a legal assessment and an economic value study. Based on the engagement and research of which is summarized in this report, Port staff expects to make a recommendation on next steps to the Port Commission during the regularly scheduled December 12, 2023 Port Commission meeting.

ABOUT THE PORT OF EVERETT

The Port of Everett (Port) is located in Washington State on Port Gardner Bay at the mouth of the Snohomish River. The Port was originally formed by the citizens of Everett in 1918 to create economic opportunities and protect the waterfront for the community. The Port has a long history of providing marine-related services and appropriate public access to the waterfront.

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 through environmental remediation, pollution prevention and resiliency planning.

Current Operations

The Port of Everett currently operates three lines of business:

- 1) international shipping terminals
- 2) marina facilities, and
- 3) real estate development

The Port operates eight shipping berths situated on approximately 125 acres of land, and specializes in handling high-value, conventional and overdimensional cargoes in support of the aerospace, military, construction, manufacturing, agriculture, energy and forest products industries. Most notably, the Port of Everett serves as an extension of the aerospace manufacturing process, accommodating all of the oversized aerospace parts for the 747 (retired), 767, 777, 777X and K-C Tanker.

The Port of Everett runs the largest public marina on the West Coast with more than 2,300 recreational boating slips and the largest boat launch in the state, a 13-lane public boat launch facility. On the real estate side, the Port owns approximately 3,300 acres of waterfront property, including the about 1,500-acre Jetty Island and new 353-acre Blue Heron Slough, and works to return environmentally damaged property to productive use, restoring economic prosperity to the waterfront. The Port's properties also provide numerous public access and recreational opportunities for area residents and visitors to enjoy, supporting a vibrant, livable and balanced waterfront that generates economic and recreational opportunities.

Through its operations, the Port supports nearly 40,000 jobs and contributes \$433 million to state and local taxes.*

**The 2019 Economic Impact of the Port of Everett by Martin Associates*

Vision, Mission & Core Values

Vision

The Port's vision is to create quality jobs and support a healthy and attractive quality of life for District residents and businesses. We do this, in part, by investing in a balanced waterfront that improves the region's economy, commerce, community, environment, recreation and supporting high-functioning infrastructure.

Mission

Enhancing maritime commerce, jobs and a healthy community

Core Values

- Highest ethical standards
- Honor our commitment to our community
- High-performers that value the privilege of public service
- Embrace the richness of a diverse community
- Responsible stewards of community resources and the environment
- Dependent and supportive partner

BOUNDARY EXPANSION EXPLORATION

Overview

As an economic development enterprise, the Port is always looking at ways to enhance the community by leveraging the tools and resources unique to port districts to bring economic opportunity and added value to the communities it serves (see figure 1 for a snapshot of some of the unique tools and authorities of port districts).

During the Port's Strategic Plan outreach in 2018/2019, Port staff sought public feedback to help set a roadmap for the next decade of Port initiatives (2020-2030). During various public engagement opportunities intended to inform the Port's 2020 Strategic Plan, the Port heard general interest in expanding Port District boundaries, linked to a desire to see the Port's strategic investments and infrastructure improvements stretch into other parts of Snohomish County.

While many large public port districts throughout Washington state are county-wide, the Port of Everett is not. Currently, the Port's boundaries (shown in Figure 2) encompass most of Everett, portions of Mukilteo, and small parts of Marysville and unincorporated Snohomish County with about 110,000 residents. To put this into perspective, with nearly 830,000 residents (about 303,000 households) and counting, only about 15% of the County has port representation (including the Port of Everett and Port of Edmonds).



Figure 1: Unique tools and authorities of port districts

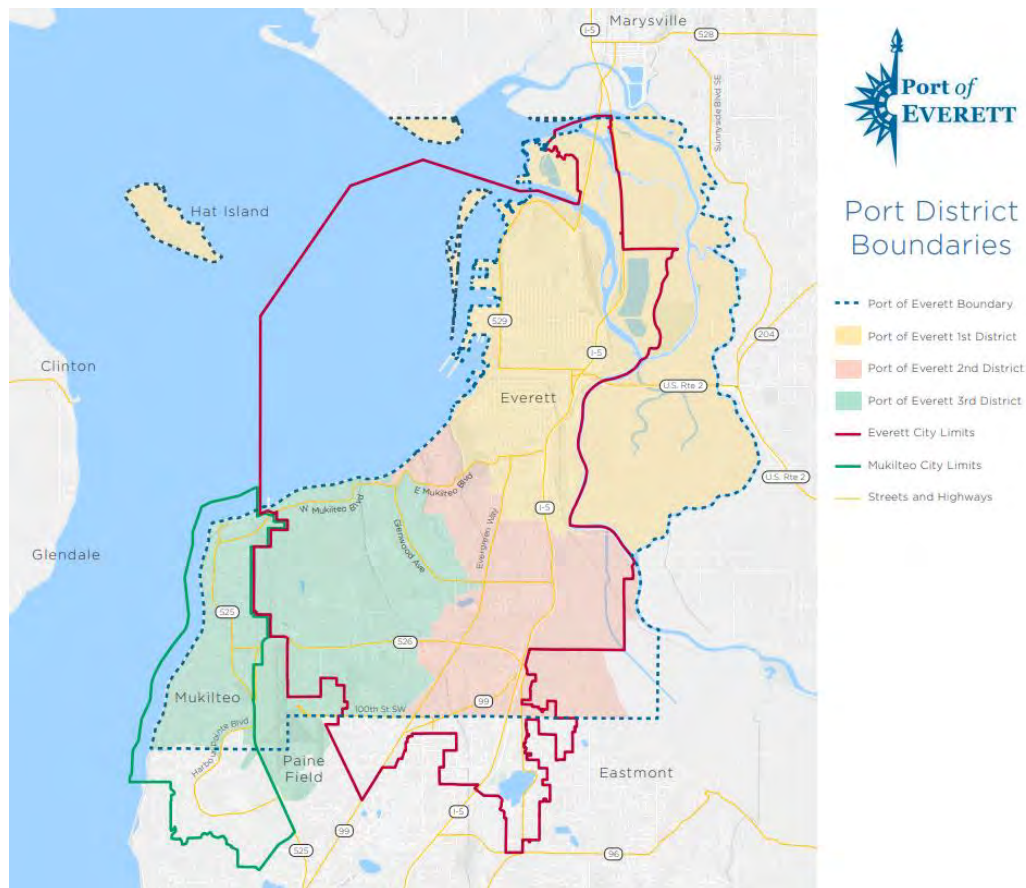


Figure 2: Current Port of Everett district boundary

Why Now?

With all the Port's existing properties within its current district developed, in development now or programmed for future development, the Port is looking to the future to see how and where its unique tools and resources could create new economic value throughout its district and greater Snohomish County.

The Port District boundaries as they are drawn today limit how the Port can partner with neighboring cities to advance their community's specific economic and community priorities – whether that be transportation improvements and close-to-home job opportunities or quality-of-life enhancements by way of community revitalization, mixed-use and recreational amenities, environmental initiatives and more.

Given these limitations and the initial community interest, the Port Commission tasked staff with taking a more formal look at the topic of boundary expansion, including an economic value study and legal assessment of what it would take to expand — and most importantly — a community assessment to see if, and where, Port partnership is desired.

Boundary Exploration Area

The Port began boundary exploration as a true exploratory effort and has not defined potential expanded boundaries, aside from confining its exploration limits to Snohomish County. The only area explicitly excluded from the Port's Boundary Exploration Area within the County are the City of Edmonds limits, because their community already has a port district (see Figure 3).

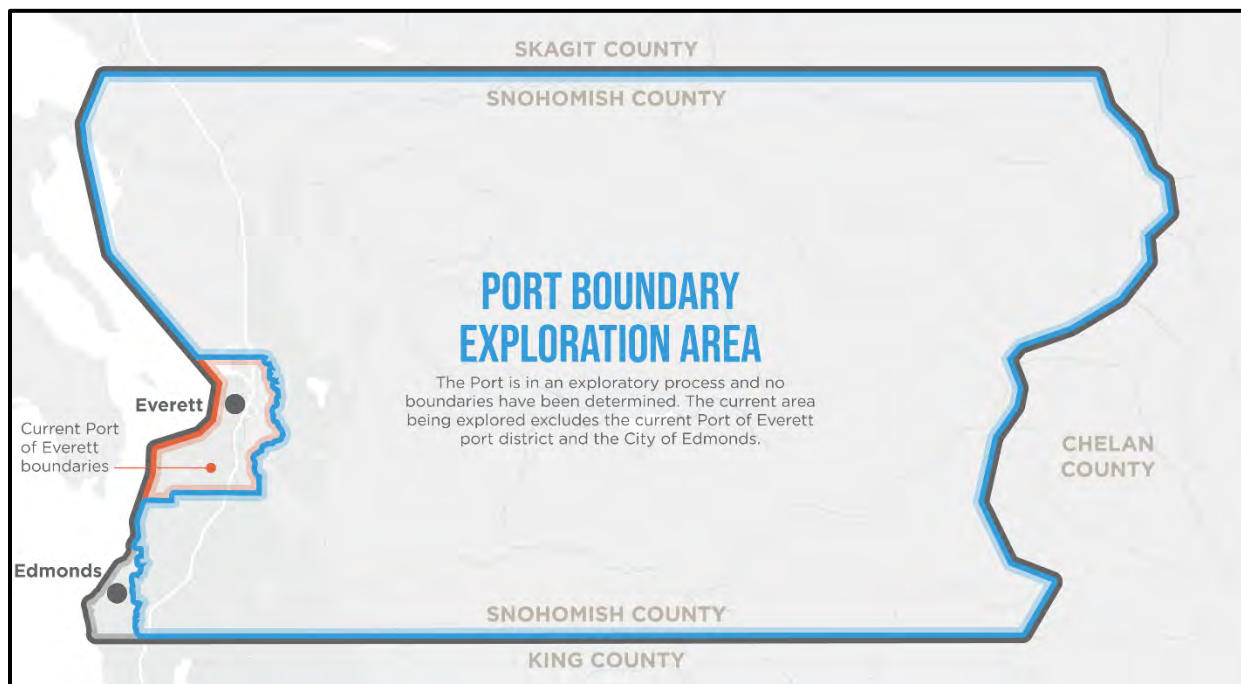


Figure 3: Port of Everett Boundary Exploration Area

LEGAL ASSESSMENT

The legal assessment included examining the electoral process that must be followed if Port staff were to recommend, and the Port Commission were to take action, to authorize new boundaries.

1. **Port Commission approval:** The first step in the process is for the Port Commission to approve, by a petition made by resolution (“Resolution Petition”), the proposed Port of Everett District boundary map. The new map must include contiguous boundaries, which means that all parts of the district are in physical contact with some other part of the district.
2. **Snohomish County Council approval:** The Port would then need to file the Resolution Petition with the Snohomish County Auditor, who then sends it to the Snohomish County Council who shall submit the proposition for inclusion on the ballot. The proposition will be submitted at the next general election or, if the Resolution Petition requests, a special election.
3. **Voter approval:** To go into effect, the voters residing within the proposed expanded portions of the District would have to pass the proposition at 50.01% (or simple majority). The voters in the current Port District would not vote on this proposition as their status as Port District residents would not change.
4. **Governance structure:** The Port is currently governed by three elected commissioners who serve six-year terms in their respective sub-districts (see Figure 4). The Commission is responsible for setting Port policy and hires an CEO/Executive Director to carry out the work of the Port. If boundary expansion was approved by voters, and the population of the new Port District exceeds 500,000, it would prompt a ballot vote at the next district general election to expand the Port Commission to five commissioners per [RCW 53.12.120](#). The Port could include the option on that ballot to have the two additional commissioners be at-large positions per

[RCW 53.12.010](#)(2)(a). The option to have the two additional positions be at large can also be presented at a later time to the voters.

- a. If the option to have the two additional commissioner positions be at-large is not included on the ballot, and the voters vote in favor of increasing the number of commissioners to five, then the default would be that the Port be divided into five districts per [RCW 53.12.130](#).
 - b. If the option to have the two additional commissioner positions be at-large is included on the ballot, but the voters vote against the at-large positions but in favor of increasing the number of commissioners to five, then the Port would be divided into five districts per [RCW 53.12.130](#).
5. **Redistricting:** After a vote to expand the Port Commission to five commissioners, the Port would then go through a redistricting process to redistrict the newly expanded Port boundary map to (i) enlarge the current three districts (in the event the voters vote for the two additional positions to be at-large or the voters vote against increasing the number of commissioners from 3 to 5), or (ii) expand to five districts (in the event the voters vote against the two additional positions to be at-large or such at-large option is not presented to the voters). In either case, the districts must have, as nearly as possible, equal populations.

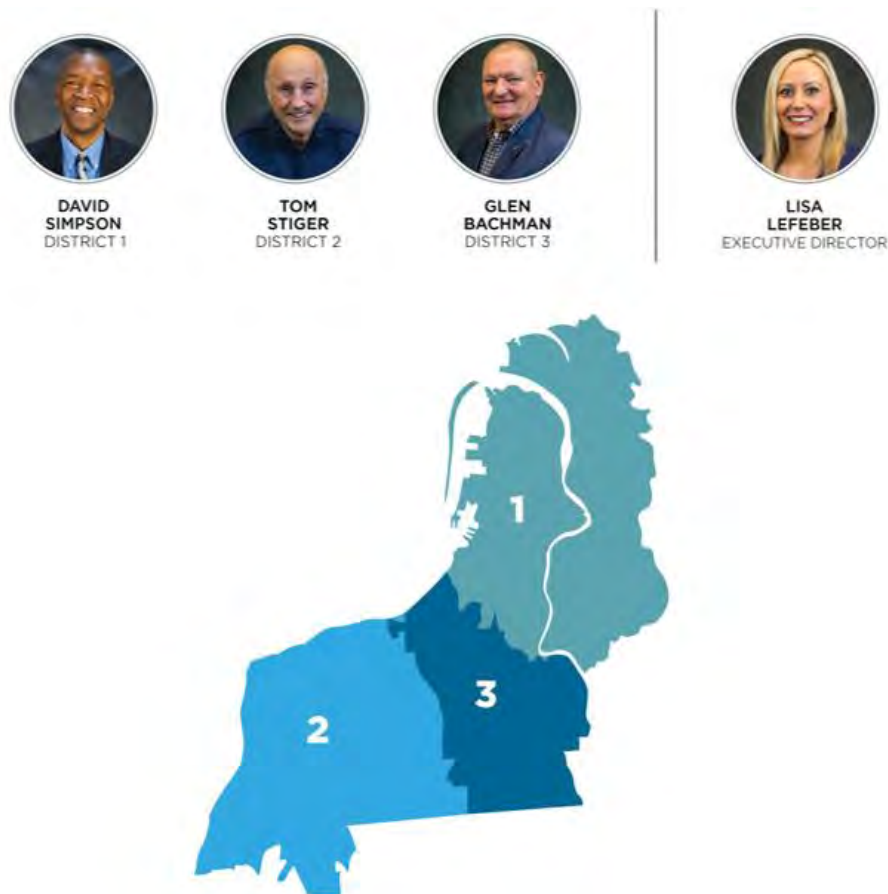


Figure 4: Current Port of Everett districts, commissioners, and Executive Director

ECONOMIC VALUE STUDY

Overview

As part of taking a more formal look at potential boundary expansion, the Port Commission tasked staff with conducting an economic value study to determine if, and where, Port partnership is desired. As part of the economic value study, the Port:

- Held twenty-two briefings with leaders and partners across Snohomish County, including leaders of the Tulalip Tribes, Snohomish County leaders and staff, as well as mayors and staff of Snohomish County cities within the Boundary Exploration Area, in partnership with our consultant Maul Foster & Alongi (MFA).
- Provided information on the topic at twelve community meetings and events across Snohomish County to connect directly with community members and business owners.
- Provided a community survey opportunity for residents and business owners to gather feedback from a cross-section of the greater Snohomish County area; the survey, conducted in partnership with qualitative research firm Critical Data Strategies, had 1,514 responses.

In preparation for the stakeholder briefings, the Port also assessed ways that the Port was already serving the entire County, and beyond, with its limited resources:

- The Port of Everett is Snohomish County's only urban, deep-water international seaport.
- The Port of Everett is the third largest container port in Washington State.
- The Port of Everett's international seaport supports the movement of more than \$21B in exports annually, representing the second largest exports customs district in Washington State, the fifth largest on the West Coast.
- The Port of Everett is one of only five seaports on the West Coast that holds Commercial Strategic Seaport Designation from the Maritime Administration, serving a critical function in supporting national defense.
- The Port provides critical infrastructure to support Snohomish County's two largest employers – The Boeing Company & Naval Station Everett.
- Through its current operations, the Port of Everett supports 40,000 jobs throughout the region.
- Snohomish County is located in the most trade dependent state in the nation and 60% of jobs in Snohomish County are tied to trade.
- The Port of Everett operates one of Snohomish County's top destinations, Waterfront Place – a draw that both locals and visitors use and enjoy regularly; Waterfront Place features the largest public marina on the West Coast with 2,300 recreational boating slips and 9 guest moorage docks, a 13-lane public boat launch facility (largest in the State), and acres of mixed-use and recreational amenities. According to Datafy, visitor trends indicate an estimated 1.8 million visits to Waterfront Place annually, with the majority of these visits representing people who live

outside of the Port District in other areas of Snohomish County and beyond.

Timeline

The Port Commission directed staff to conduct an economic value study in 2020 as part of the [Port of Everett's 2020 Strategic Plan](#) (adopted December 2019). Due to the COVID-19 pandemic, community outreach was slightly delayed, beginning informally in 2021, with mention at various meetings, outreaches, and presentations within the community. Formal outreach kicked off following a Port staff report at the 2022 Port of Everett Commission Workshop on March 3, 2022, and ended at the conclusion of the community survey on November 26, 2023.

Table 1 captures a comprehensive, but not exhaustive list, of the briefings and presentations conducted as part of the economic value study. The list below also includes Port publications sent with updates about the boundary exploration process. Digital, media, and social media engagement specific to

Activity
2022
2022 Port of Everett Commission Workshop <i>Presentation about boundary exploration</i>
Economic Alliance Snohomish County (EASC) 2022 Port Report <i>Slide about boundary exploration effort</i>
October 4 Port of Everett Commission Meeting <i>Report from CEO/Executive Director on boundary exploration</i>
2023
Winter 2023 Portside Newsletter <i>CEO update on boundary exploration effort</i>
2023 Port of Everett Commission Workshop <i>Presentation about boundary exploration effort</i>
The Greater Marysville Tulalip Chamber 2023 Marysville Business Summit <i>Presentation that included boundary exploration</i>
Briefing with Snohomish County Executive Dave Somers
Briefing with City of Marysville
Washington Public Ports Association Spring Meeting <i>Presentation that included boundary exploration</i>
Briefing with City of Lake Stevens
Briefing with City of Arlington
Briefing with Everett City Council <i>Presentation that included boundary exploration</i>
Briefing with City of Mukilteo
Summer 2023 Portside Newsletter <i>Article about boundary exploration effort</i>
Briefing with Snohomish County Councilmember Lowe
Briefing with Snohomish County Councilmember Peterson
Briefing with City of Mill Creek
EASC 2023 Port Report <i>Presentation that included update on boundary exploration</i>
Briefing with Snohomish County Councilmember Nehring
Briefing with Snohomish County Auditor
Briefing with Snohomish County Councilmember Dunn
Briefing with City of Snohomish
Briefing with City of Everett

Activity
Briefing with City of Stanwood
Briefing with City of Monroe
Briefing with City of Bothell
Briefing with City of Lynnwood
Briefing with Snohomish County Treasurer
Briefing with Snohomish County Councilmember Mead
Briefing with City of Sultan
Briefing with Tulalip Tribes
October 4 Port Gardner Rotary Meeting <i>Presentation that included boundary exploration</i>
October 4 Mukilteo Chamber of Commerce Speaker Series <i>Presentation that included boundary exploration</i>
October 10 Port of Everett Commission Meeting <i>Report from CEO/Executive Director on boundary exploration effort</i>
October 19 Maritime Career Exploration Event <i>Presentation that included boundary exploration/booth</i>
City of Mukilteo Boo Bash <i>Booth with information on boundary exploration</i>
October 25 – November 26 Launched Community Survey Opportunity
November Port Report – Full-page advertisement in Herald Business Journal/Everett Herald <i>Update on boundary exploration</i>
November 1 Mukilteo Waterfront Open House <i>Booth with information on boundary exploration</i>
November 7 EASC Coffee Chat: Exploring Port Boundaries <i>Presentation about boundary exploration</i>
November 9 EASC State of the Station <i>Booth/materials with information on boundary exploration</i>
November 13 Snohomish County Tourism Retreat <i>Presentation that included boundary exploration</i>
November 17 The Greater Marysville Tulalip Chamber: Port of Everett Economic Development Report <i>Presentation that included boundary exploration</i>
November 21 Valley View neighborhood <i>Presentation that included boundary exploration</i>
November/December Harborside newsletter <i>Update on boundary exploration effort</i>

Survey Engagement

In addition to the stakeholder informational briefings and in-person engagement captured above, there was significant digital, media, and social media outreach to residents throughout Snohomish County to encourage public participation in the community survey. Table 2 below summarizes these efforts.

Table 2: Summary of survey engagement

Type	Engagement Tool
Media Outreach	Port of Everett press release
	My Everett News article
	Everett Herald news article
	Lynnwood Times news article
	Lynnwood Time news article
	Snohomish Tribune news article
	Pacific Maritime news article

Type	Engagement Tool
Digital Outreach	E-mail Distribution of press release/Portside articles
	Targeted Programmatic Digital Ads (<i>via Sound Publishing</i>)
	Targeted Social Media Ads – Snohomish County (<i>via Port of Everett social media</i>)
	Targeted Social Media Ads – Cities (<i>via Port of Everett social media</i>)
	Digital Ad on My Everett News
	Boundary Exploration Webpage
	Targeted E-mail Blast to Boundary Exploration Area (<i>via Sound Publishing</i>)
	Port of Everett Marina Slipholders E-mail Blast
	Snohomish County Executive Newsletter
	EASC Coffee Chat: Exploring Port Boundaries E-mails
	Social Media (<i>Facebook, Instagram, X (formerly Twitter), LinkedIn</i>)

Stakeholder Conversations

As part of the community assessment, Port staff met with leadership of the Tulalip Tribes, Snohomish County, and cities within the Boundary Exploration Area. As part of these briefings, the Port provided background information on the role of port districts in Washington state as special purpose districts focused on economic development and job creation in the communities they serve; an overview of the Port of Everett, its existing business lines, and its value in its District and in greater Snohomish County; and an overview of its boundary expansion exploration and outreach timeline. At the conclusion of each presentation, attendees had the opportunity to discuss the value of an expanded Port District specific to their community needs. Summaries of these conversations are captured below.

Tribal Engagement

During the Port’s boundary exploration outreach, the Port had the opportunity to meet with leadership of the Tulalip Tribes and share information with the Stillaguamish Tribe. Key takeaways from the conversation with the Tulalip Tribes included:

- Concerns around infringement to usual and accustomed (U&A) fishing areas:** Tribal leaders clearly expressed their concern of larger boundaries affecting their U&A rights. The Port reassured Tribal leadership that in the event of Port boundary expansion there would be no change to existing regulatory structures in place today. The Port shared that boundary expansion would not give the Port any new authority, but could offer the ability for the Port to partner, invest in and do business in expanded areas if there was a need/desire.
- Potential interest in partnering with the Port to enhance the Tribe’s marine facilities:** Tribal leaders shared some of the issues they have been managing related to their waterfront, including lack of access for tribal fishermen to launch their boats, silting in of Tulalip Bay, and declining habitat for salmon upstream. The Port explained that if its boundaries included those areas, the Port could be a resource in resolving these concerns.
- Desire for continued conversation with tribal members:** Tribal leaders requested that the Port provide a briefing to tribal council, as well as legal and treaty rights staff. The Port said they would welcome this opportunity and is committed to continued conversations as this effort unfolds.

Snohomish County

The Port briefed the Snohomish County Executive, Auditor, and Treasurer's Offices, and sought guidance on the proposition electoral process and background on the Port's historical boundaries. In these briefings, the topics centered on a few, key topics:

- **Governance:** Snohomish County asked questions about how governance structures would change if the Port's boundaries were to expand, particularly in relation to Seattle Paine Field International Airport. The Port reiterated that it does not have authority over the County and would only support County projects if the County asked the Port to support them.
- **Value:** Snohomish County understands how the Port could bring value to the rest of the County. County leaders were interested in how those benefits would be spread through the County and what the community thinks about potential boundary expansion and associated benefits (see [survey section](#) below).
- **International trade:** In select Snohomish County conversations, there was discussion about how the creation of foreign trade zone (FTZ) subzones, such as at Snohomish County's Seattle Paine Field Airport could benefit economic competitiveness for all of Snohomish County. There were also conversations about the reliance of Snohomish County on trade and the importance of investment in that sector, whether through a trade center or other tactics.
- **Election requirements:** Given that this type of proposition would go through the County process prior to being submitted for inclusion on the ballot, the Auditor's office helped guide the Port on Snohomish County standard election requirements and processes should the measure be put forward to the voters.

Snohomish County Cities

In briefings with cities across Snohomish County, the general sentiment heard from mayors and their staff was that they understood the value the Port of Everett could bring to their community, and that there is general interest in any partnerships and programs the Port could bring to advance key community and economic development needs in their cities.

The most common themes centered around transportation improvement priorities that support local needs and countywide connectivity; light industrial development to support key job hubs and business accelerator/incubator space; as well as access to Port tools and expertise to support waterfront development and access, and river management, from dredging and derelict vessel removal to water transportation and tourism.

Many of the mayors and their staff also noted interest in resident and business owner opinions on the topic collected via the Port's community survey (see [survey section](#) below).

Below are some of the key highlights from these stakeholder conversations.

- **Transportation improvements:** Transportation was named by both large and small cities throughout Snohomish County as the top priority for their community, particularly given that the County is growing quickly which results in increased congestion. Many cities named a desire for more east-west connections, particularly improved connections along SR 526 and SR 522. Cities also named needed congestion relief on Highway 9 and Highway 2, in addition to wider roads near the Cascade Industrial Center (i.e., SR 530).

- **Access to grants and project funding:** Access to grants and project funding was connected to the desire for expedited transportation improvements. Transportation improvements are often costly, and cities do not always have access to the state funding needed to complete projects. Many cities appreciated the ability of the Port to access federal grant and project funding to help move community and transportation projects forward.
- **Staff capacity:** Many smaller cities noted that having access to Port resources and staff to review permits and help move initiatives forward would be significant as they did not have capacity or budget to have that type of expertise on staff.
- **Supply chain and industrial development:** The northeast end of the County was most interested in the Port's support of industrial development given the location of the Cascade Industrial Center and the desire to have more innovation centers and accelerator/incubator spaces throughout the County.
- **Foreign Trade Zones and trade center:** Cities to the north and east of the Port's current district were also particularly interested in FTZs, particularly as it related to the small airports throughout the County and the economic vitality of the Cascade Industrial Center and other area business parks. There was also interest in potentially siting a trade center in the south end of the County.
- **Waterfront/riverfront development and access:** There was interest from multiple cities tied to waterfront development, including continued work in Everett and Mukilteo, as well as support along rivers throughout the County ranging from derelict vessel removal to water transportation/tourism connections.
- **Community revitalization and economic development tools:** Smaller cities were particularly interested in the way the Port could support efforts to revitalize communities through grants. Some smaller cities also noted that they would appreciate support with tourism and recreation – including financially supporting local community events – and the ability to connect their local business community to the broader County economy.

Community Survey

The Port of Everett contracted with Critical Data Strategies, a Spokane-based independent market research and planning firm to develop a community survey that asked survey participants to share their thoughts on what value the Port could provide in their community.

The survey resulted in a cross-section of 1,514 residents and business owners throughout the County that completed the community survey (see [Appendix B: Survey Report](#)). Of the respondents who answered, 82.6% were residents and 17.4% were business owners. Nearly 59% of all survey respondents and 68% of business owner respondents visit or interact with the Port daily, weekly, or at least once a month, indicating that the majority of survey respondents have a good to strong familiarity of the Port, its assets, and its abilities. Those who took the survey reside in 23 different communities across Snohomish County, with the highest number of residents living Everett, followed by Marysville, Lake Stevens, Snohomish, Arlington, Granite Falls, and Stanwood. Of all resident respondents, the vast majority (88.4%) own their home.

Respondents were asked to rate eight of the Port's priorities using a 1 to 10 scale, with 1 being least important and 10 being most important. Of the eight factors offered, seven were rated a 7 or higher, showing that nearly all were considered important by respondents.

Table 3: Survey results for Port priorities ranking

Port Priority	Ranking
Restoring, enhancing and protecting the environment	8.05
Adding recreation and quality of life amenities	7.82
Creating and maintaining jobs	7.68
Continuing to support the County's two largest employers (Boeing & Naval Station Everett)	7.32
Keeping Snohomish County competitive	7.31
Expediting local and regional transportation improvements	7.20
Investing in project needs in your community	7.01
Opening up new funding sources for community projects	6.53

Residents were asked what type of projects and/or improvements they would like to see the Port invest or partner in, in their community. The top five were:

- Recreational amenities (58.2%)
- Transportation improvements (56.9%)
- Habitat restoration (55.3%)
- Environmental cleanups and sustainability initiatives (51.5%)
- Waterfront development and access (49.4%)

Business owners were asked the same question, and their top five were:

- Recreational amenities (52.7%)
- Waterfront development and access (52.7%)
- Transportation improvements (45.5%)
- Boating-related facilities and access (44.3%)
- Habitat restoration (42.0%)

Business owners were also asked to rate how important the following twelve areas are to their business.

Table 4: Survey results for business related priorities ranking

Business Need/Initiative	Ranking
Environmental cleanup and sustainability	6.81
Local transportation improvements	6.68
Community revitalization	6.77
Regional transportation improvements	6.60
A connected and efficient supply chain	6.57
Small business grants	6.48
Improvements that increase tourism	6.24
Qualified workforce and training programs	5.87
Accessible industrial parks	5.33
Business incubator spaces	5.16
Import/export support	4.69
Access to foreign trade/free trade zones	4.32

Both residents and business owners were asked to identify specific types of projects that they would like the Port to invest in, in their community.

Table 5: Survey results of specific types of projects to invest in

Type of Project	Residents	Business Owners
Affordable housing*	X	
Clean-up/environmental clean-up efforts	X	X
Homeless issues*	X	X
Traffic congestion/road improvements	X	X
Mixed-use developments (i.e. industrial, community mixed-use)	X	X
Expand recreational opportunities	X	
Mukilteo waterfront development	X	X
Parks/additional parks	X	X
Increased emphasis on safety and security	X	X
Transportation improvements (i.e., east/west connections and Highway 2 corridor improvements)	X	X
Waterfront development/revitalization	X	X
Broadband services		X
Easy access to Paine Field		X
Larger and additional marinas		X

**NOTE: While important needs to address, these efforts are not part of the Port's mission or RCW.*

Survey respondents were also asked how interested they were in having Port resources offered in their community. Nearly 41% of resident respondents were very interested or interested with an additional 24% being neutral, indicating most resident respondents (65%) were interested or neutral. Business owner respondents showed slightly higher interest with 51% being very interested or interested with an additional 18% being neutral, indicating most business owner respondents (69%) were interested or neutral.

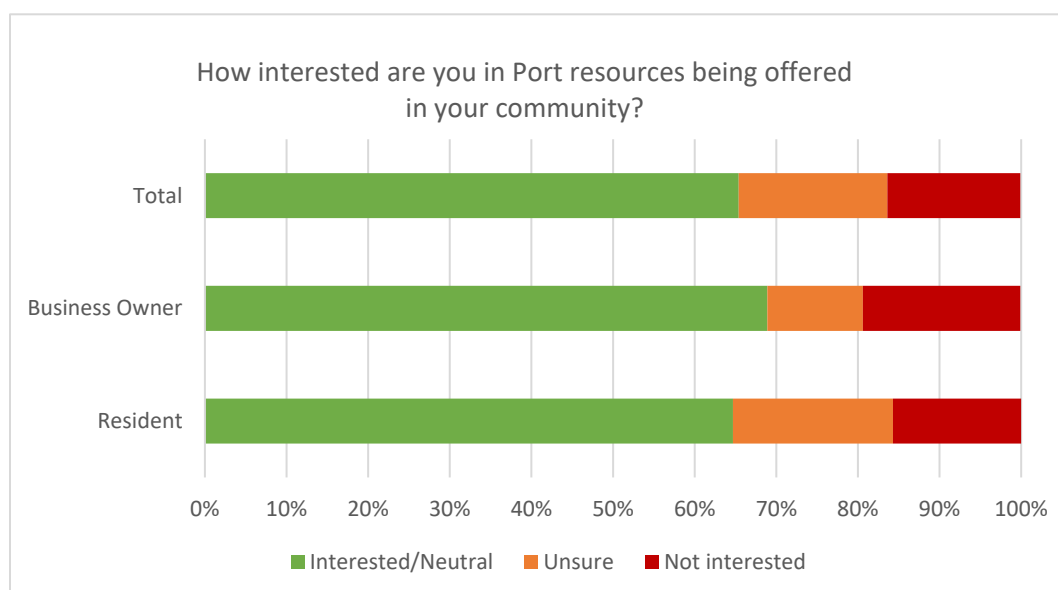


Figure 5: Graph of survey results on interest in Port resources being offered in Boundary Exploration Area

Key Takeaways

In both the briefings with community leaders and partners across Snohomish County and in the anecdotal and community survey feedback, the Port heard an understanding of the value of the Port and the value that the Port could bring to other areas of Snohomish County. It was clear there is interest in exploring ways that the Port could partner with communities within the Boundary Exploration Area to support key economic and community priorities.

Based on the briefings, anecdotal feedback, and review of the community survey data, the priorities that rise to the top are transportation improvements, job creation, and waterfront development and access. The residents in the community survey highlighted environmental cleanup and sustainability initiatives as a top priority, and both resident and business owner respondents highlighted habitat restoration and recreational amenities. In briefings, especially with city leadership, the Port also heard a strong interest in access to port related grants and project funding tools, and access to the economic development tools and authorities unique to ports, including FTZs.

With 18% of survey respondents unsure about Port resources being offered in their communities, there exists an opportunity for the Port to continue to educate those within the community who may lack awareness of, or connection to, the Port, its mission, and its overall daily value to the communities it serves. As the benefits to these communities continue to be explained and understood, along with discussions regarding the viable projects of Port investment and involvement that the residents and business owners participating in this outreach opportunity shared that they feel are needed, the Port will continue to better understand the ways it can best partner in communities outside of its boundaries and where that partnership is most desired or needed.

NEXT STEPS

This report summarizes the request of the Port Commission to take a formal look at the topic of potential boundary expansion, including a legal assessment and an economic value study. Based on the engagement and research is summarized in this report, Port staff expects to make a recommendation on next steps to the Port Commission during the regularly scheduled December 12, 2023 Port Commission Meeting.



APPENDICES

APPENDIX A:

Boundary Exploration Informational Materials

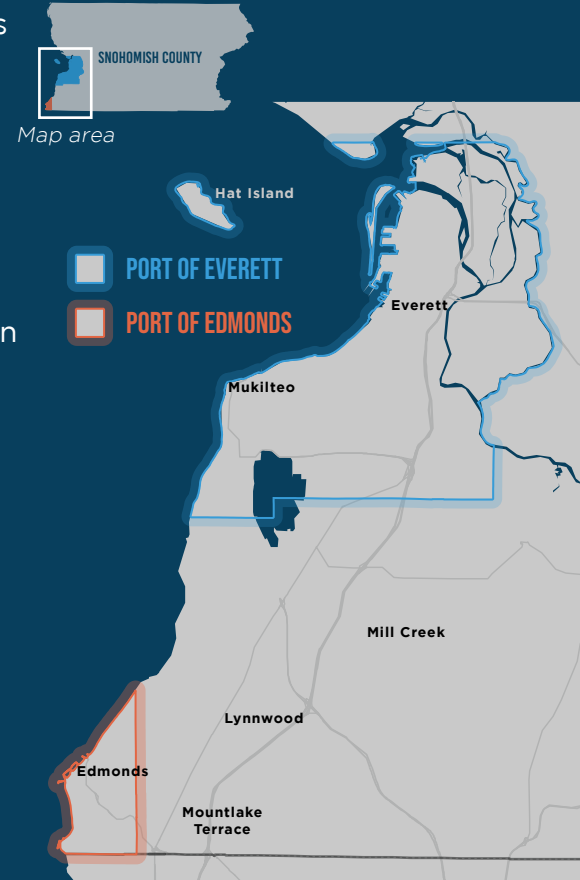
EXPLORING BOUNDARY EXPANSION

The Port of Everett is an economic engine of Snohomish County and Washington state, serving nearly 110,000 Port District residents and supporting over **40,000 jobs** in the region. While many large public port districts throughout Washington state are county-wide, **the Port of Everett is not.** (see map at bottom of page 2)

The Port District boundaries as they are drawn today limit how the Port can partner with neighboring cities to advance their specific economic and community priorities—whether that be transportation improvements and close-to-home job opportunities or quality-of-life enhancements by way of community revitalization, mixed-use and recreational amenities, environmental initiatives and more.

Given these limitations and initial community interest, the Port Commission tasked staff with taking a more formal look at the topic of boundary expansion, including an economic value study and legal assessment of what it would take to expand—and most importantly—a community assessment to see if, and where, Port partnership is desired. A community survey will launch this fall to solicit community feedback.

Port staff expects to bring a recommendation on next steps to the Commission in late 2023, early 2024. If the Commission chooses to move forward, boundary expansion would move to Snohomish County Council prior to being added to the ballot.



Above: A map showing Snohomish County's two ports and their respective boundaries. Any potential expansion of the Port of Everett would not impede upon the Port of Edmonds' current boundaries.

TOOLS OF THE TRADE

A SNAPSHOT OF THE UNIQUE TOOLS & AUTHORITIES OF PORT DISTRICTS



LEARN MORE & TAKE THE COMMUNITY SURVEY AT
[PORTOFEVERETT.COM/BOUNDARIES](https://portofeverett.com/boundaries)

How Could Boundary Expansion Benefit My Community?

The Port of Everett already contributes to the economic vitality and well-being of Snohomish County and greater Puget Sound region. Your Port ...

Promotes a strong & balanced economic portfolio

Offers tourism, recreation & quality of life amenities

Restores, protects & enhances the environment

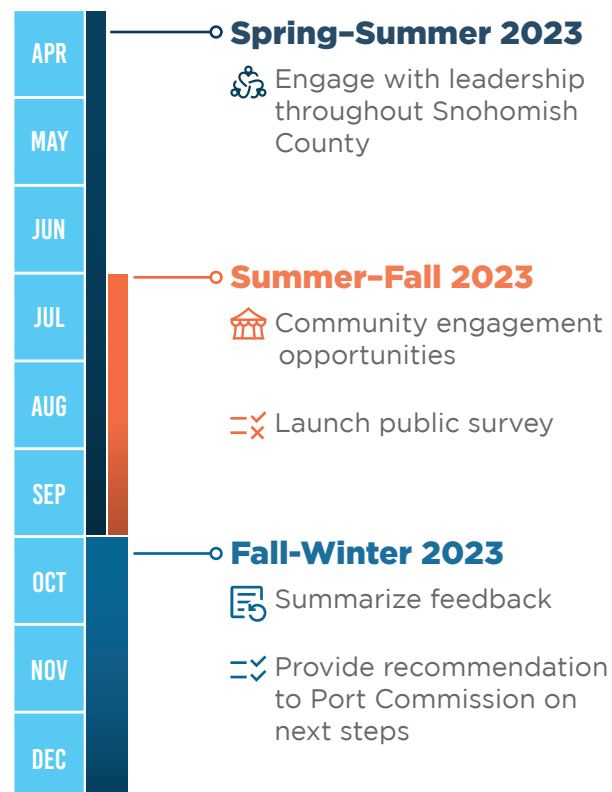
Transports goods & people efficiently with key infrastructure

Supports & maintains 40K+ family-wage jobs

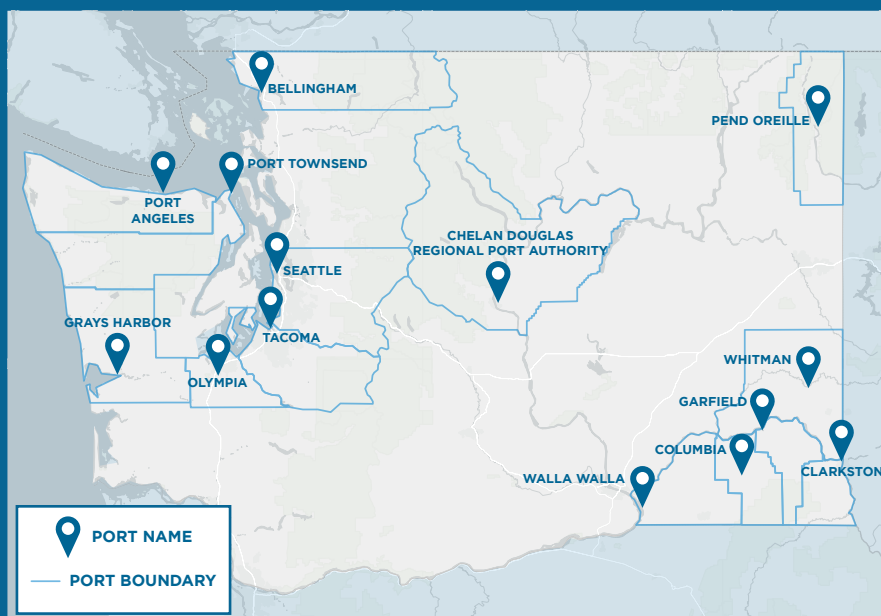
Expanding the Port District to include communities currently outside of the existing Port boundary could allow the Port to invest in projects that directly benefit the economic health and overall quality of life for more Snohomish County residents and businesses, especially in underserved or unincorporated areas of the County..

To learn more about benefits specific to your community, visit portofeverett.com/boundaries.

Community Engagement Timeline



Washington State County-wide Ports



To be enacted, proposed boundary expansion must be

1. A contiguous area
2. Passed by the Port Commission
3. Approved by the Snohomish County Council prior to being added to the ballot
4. Passed by voters who are in the proposed expansion area by 50.01% (or simple majority)

DID YOU KNOW? Many large public port districts in Washington State are county-wide. Having port representation in more areas of the county would allow the Port of Everett to provide more resources and benefits to residents and businesses across Snohomish County.



PORT OF EVERETT 2023 PORT REPORT

SEAPORT



ACCOMPLISHMENTS

- ✓ Received MARAD Strategic Seaport Designation — one of only 18 nationwide — to continue to support military cargo
- ✓ Opened \$57M modernized South Terminal in 2021 to support aerospace and other key industries
- ✓ Awarded *Job Creator of the Year Award* for Norton Terminal cleanup and development

NORTON TERMINAL

- ✓ \$40M Mills to Maritime effort enhances commerce, restores jobs and achieves environmental stewardship
- ✓ Project broke ground in July 2021; Opened December 2022
- ✓ 40-acre terminal leverages \$57M in infrastructure investments at South Terminal; site in high demand



GREENING THE SUPPLY CHAIN

- ✓ The Port is committed to incorporating sustainability into Seaport operations in an overall effort to green the supply chain
- ✓ South Terminal upgrade incorporated upgrades to support future shorepower
- ✓ Secured \$5M State Grant to electrify and modernize Pier 3

WATERFRONT PLACE

ACCOMPLISHMENTS

- ✓ Facilitated \$300M in public/private investment at Waterfront Place to date; 8+ new leases
- ✓ Opened Everett's first waterfront housing in 2021 with the Waterfront Place Apartments
- ✓ Enhanced public access with Pacific Rim Plaza and the splash fountain, Guest Dock 5 and dock walk, kite shelters, and more



MILLWRIGHT DISTRICT

- ✓ LPC West to develop the second, and largest, mixed-use phase of the Waterfront Place project
- ✓ Second phase includes 60,000 square feet (sf) of destination retail, 200,000 sf of commercial space, and more than 300 multi-family housing units
- ✓ Port awarded \$13M construction contract to Interwest Construction, Inc. for Millwright Loop Road

WHAT'S NEW + WHAT'S COMING

- ✓ Sound 2 Summit Brewing Co. and Woods Coffee are now open at the Port Gardner Landing, and The Muse Whiskey & Coffee is open at the historic Weyerhaeuser Building
- ✓ Fisherman Jack's and South Fork Baking Co. will be opening this summer at Fisherman's Harbor near Hotel Indigo
- ✓ Covington Cellars | Two Vintners, Lazy Boy Brewing Co., Rustic Cork Wine Bar, Anisoptera Spa, Menchie's @ the Marina and Hamilton Cellars will be breaking ground in 2024 and 2025



MARINA & PUBLIC ACCESS



ACCOMPLISHMENTS

- ✓ \$165 million+ invested in Marina improvements since early 2000's; most recently two new bathroom facilities, improved security access in South Marina and new gatehouses
- ✓ Awarded a \$5.3M federal grant from the Department of Defense's Office of Local Defense Community Cooperation to help fund new fuel dock; fuel dock replacement underway; construction of new fuel dock set for 2024
- ✓ Boat launch dredging complete; Central Marina dredging next

JETTY LANDING PLAYSET

- ✓ A new ship-themed children's playset in honor of the historic *Equator* will be installed at Jetty Landing Park later this summer
- ✓ The playset will offer ADA-accessible features along with slides, deck-to-deck climbers, a porthole panel, nautical bow, a stern climber, a pipe wall, and a tower as well as an octopus and baby orca whale



HONORING THE *EQUATOR*

- ✓ Partnered with Texas A&M University to document and memorialize the iconic *Equator* before she is laid to rest
- ✓ An interpretive exhibit about the *Equator*'s legacy will be fabricated for display at the Port's Waterfront Center
- ✓ Plans to salvage some of the *Equator*'s timber so parts of the vessel can live on in local art are underway

ENVIRONMENT

WATERFRONT CLEANUPS



Since 2007, the Port, along with partners, have cleaned up or are currently cleaning up more than 250 acres of waterfront, restoring former mill sites into sustainable, job-producing hubs

BLUE HERON SLOUGH



353 acres of salmon habitat were restored east of I-5 doubling as a wetland mitigation bank to expedite economic development throughout the region

MILL A CLEANUP



The former Weyerhaeuser Mill A site, encompassing the Port of Everett's South and Pacific Terminal berths, is at the top of Washington's cleanup list; the Port has been awarded the first-ever extended grant agreement by the state, essentially giving the project's funding request the highest priority

OTHER INITIATIVES

MUKILTEO WATERFRONT UPDATE



The Port has unveiled preliminary artist renderings that show what the redevelopment of the Mukilteo waterfront could look like; next steps are determining how a partnership between the Port and the City of Mukilteo will look going forward

BOUNDARY EXPLORATION



Preliminary efforts have begun to explore the potential of expanding Port District boundaries within Snohomish County; a community survey will launch later this summer

WORKFORCE DEVELOPMENT



The Port continues to work with elementary, middle and high schools, technical schools, and higher education on maritime outreach programs to bolster a strong maritime workforce now and into the future

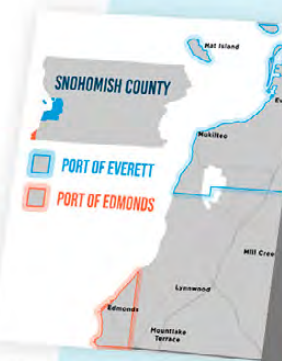
EXPLORING PORT BOUNDARIES

As an economic development enterprise, the Port of Everett is always looking at ways to leverage the tools and resources unique to port districts to bring economic opportunity and added value to the communities it serves.

During the Port's Strategic Plan outreach in 2018/2019, the Port sought public feedback to help set a roadmap for the next decade of Port initiatives. During public engagement, the Port heard interest in expanding Port boundaries linked to a desire to see the Port's strategic investments and infrastructure improvements stretch into other parts of Snohomish County.

While many large public port districts throughout Washington state are countywide, the Port of Everett is not. Currently, the Port's boundaries encompass most of Everett, portions of Mukilteo, and small parts of Marysville and unincorporated Snohomish County with about 110,000 residents. To put this into perspective, with nearly 850,000 residents and counting, only about 15% of the County has port representation.

Having county-wide port representation allows for stronger ports who can provide even more resources and benefits to its district residents and businesses. Note, however, that the Port of Everett would not be taking




Port of EVERETT

EXPLORING PORT BOUNDARY EXPANSION

SCROLL

- WASHINGTON COUNTY WIDE PORTS MAP
- ECONOMIC BENEFITS & JOBS
- COMMUNITY ENGAGEMENT TIMELINE
- PORT TAX SNAPSHOT
- EXPLORATION AREA

PORT BY THE NUMBERS

40 K+ Jobs Supported By Port Operations	1,500 + Acres Of Public Access	250 + Acres Cleaned Up	\$ 21 B Annual Export Value
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Port of EVERETT

CONTACT US
PORT OF EVERETT
1205 Craftsman Way.

QUICK LINKS
Citizen Request
Staff Directory
Moorage Inquiries



**PORT OF EVERETT WEBSITE:
EXPLORING BOUNDARY EXPANSION WEBPAGE**
www.portofeverett.com/boundaries



Exploring Boundary Expansion

Spring/Summer 2023

Lisa Lefebber

CEO/EXECUTIVE DIRECTOR



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

History Cont'd

1983 – Acquisition of Weyerhaeuser Mill A

1987 – Port sells 110 acres of seaport to Navy for Naval Station Everett

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

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



DAVID
SIMPSON
DISTRICT 1



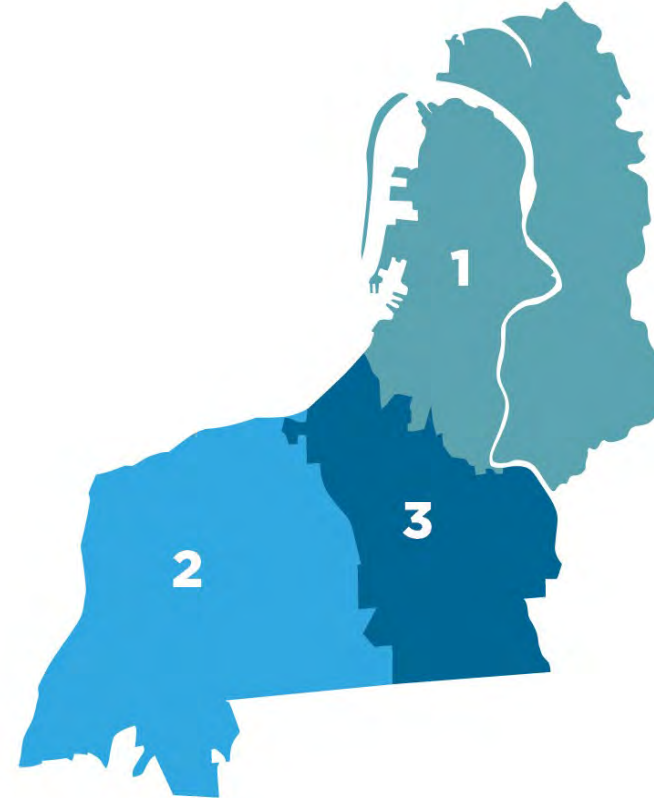
TOM
STIGER
DISTRICT 2



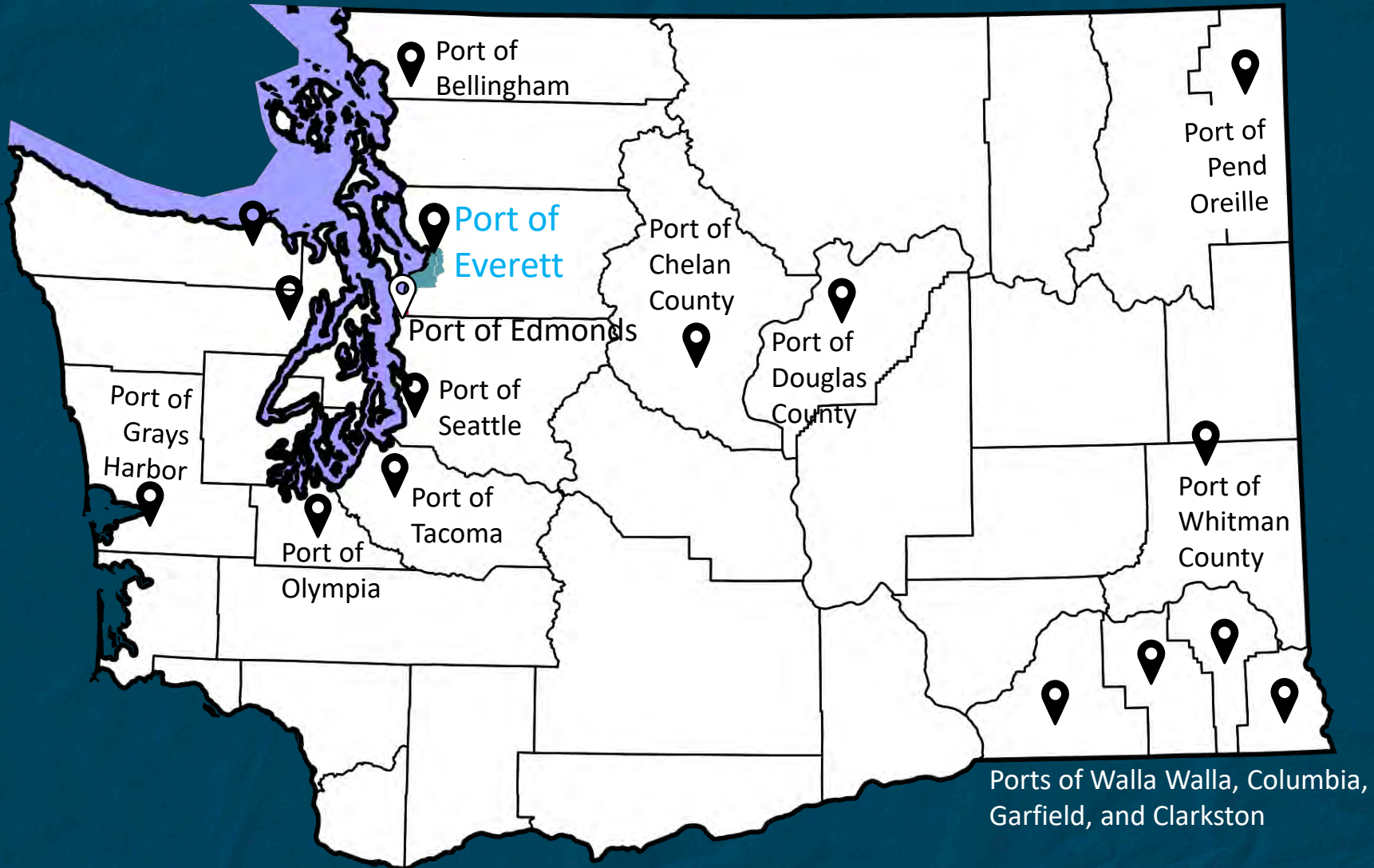
GLEN
BACHMAN
DISTRICT 3



LISA
LEFEBBER
EXECUTIVE DIRECTOR



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*

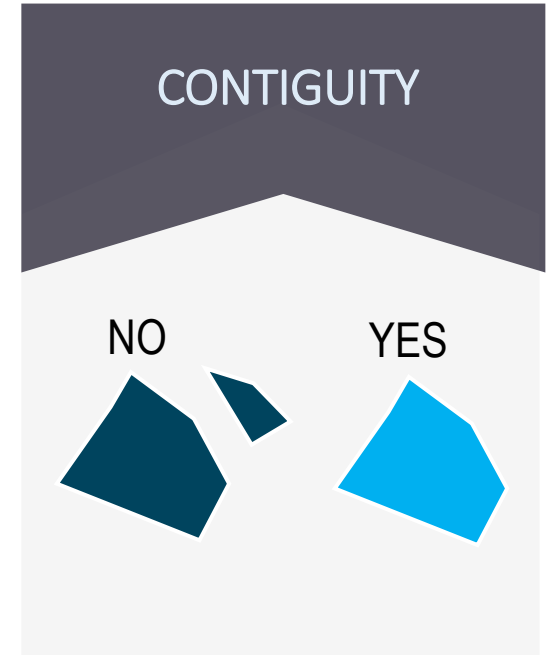
- ✓ *Partner with the Cascade Industrial Center in Arlington/Marysville in a mutually beneficial way to promote economic development and job growth in the north county area*
- ✓ *Participate and advocate in regional transportation funding efforts and projects to ensure freight mobility needs are being 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)



Port Value

*Initial Port value points; likely to evolve
and expand as outreach continues*

YOUR PORT DELIVERS...

- ✓ Critical infrastructure to support Snohomish County's two largest employers – The Boeing Company & Naval Station Everett
- ✓ Investments in a thriving Snohomish County economy
- ✓ A robust supply chain that brings goods from around the world efficiently to your doorstep
- ✓ A diverse, sustainable economy that generates family-wage jobs in Snohomish County
- ✓ Investments in tourism, recreation, and quality of life amenities
- ✓ Environmental stewardship that improves quality of life for Snohomish County residents

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 to Port Commission*

2022 Recap

- ✓ 2022 Boundary assessment
- ✓ Initial community outreach/engagement planning
- ✓ Legal framework assessment
- ✓ Preliminary business outreach/interviews

Next Steps - 2023

Q1 2023

- Finalize Outreach/Engagement Plan
- Engage with Snohomish County Leadership

Q2 2023

- Engage with city and community partners throughout the County
- Summary of takeaways; update Commission
- Develop public survey

Q3 2023

- Launch and heavily advertise public survey
- Full community outreach/engagement throughout the County

Q4 2023

- Summarize Survey results/feedback
- Provide recommendation to Commission
- Commission direction on next steps

All dates are tentative & subject to change.

Q & A





EXPLORING BEYOND OUR BOUNDARIES

EASC Coffee Chat

November 7, 2023

Lisa Lefeber

CEO/EXECUTIVE DIRECTOR



**LINK TO VIDEO
PRESENTATION**

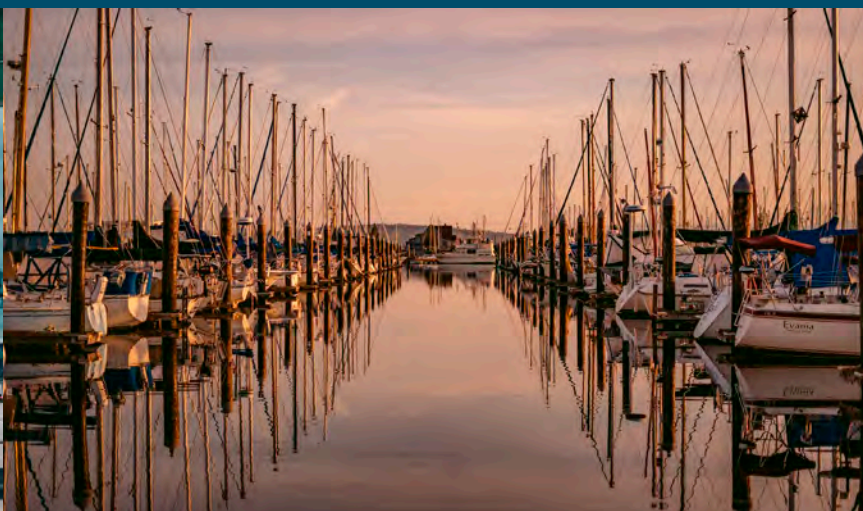
youtube.com/watch?v=OUXLT8Mk4Ko

Port of Everett Overview + History

EXPLORING BEYOND
OUR BOUNDARIES

About the Port of Everett

- ✓ Port District and boundaries formed in 1918; serves nearly 110,000 people
- ✓ Governed by three elected commissioners
- ✓ Special Purpose District chartered with 'economic development'
- ✓ Supports ~40,000 jobs in the region
- ✓ Contributes \$433M in state & local 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
- ✓ Designated MARAD Strategic Commercial Seaport – one of only 18 nationwide



Port of Everett Created in 1918

The Port of Everett was the sixth public port district created in Washington state.

Today, there are 75 public port districts throughout the state.

- ✓ Port District Act of 1911 allowed citizens of any Washington county to create a port district (encompassing all or part of the county); RCW 53
- ✓ Citizens of Everett created Port of Everett in a special election on July 13, 1918 – in large part at the time to attract wartime industries
- ✓ Boundaries covered most of City of Everett, portions of City of Mukilteo and parts unincorporated Snohomish County; *they remain unchanged today*

EXPLORING BEYOND
OUR BOUNDARIES



History

Ports, like the Port of Everett, serve as economic engines for their communities.

Ports invest in infrastructure designed to grow the economy and create jobs.

**EXPLORING BEYOND
OUR BOUNDARIES**



1911 – First public ports in the State of Washington established under the Port District Act of 1911 (RCW 53)

1918 – Port of Everett established as the sixth port in the State of Washington

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

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1977 – Port opens boat launch (then six lanes)

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History Continued

**Not an exhaustive list*

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2022 – Port starts building restaurant row; secures private developers

2022 – Kicks off visioning exercise for Mukilteo Waterfront

A Ports Purpose

Ports are special purpose districts (RCW 53) like a school, fire or public utility district.

The Legislature has given ports broad authorities for economic development.

Each port focuses its lines of business and port operations in ways that mirror their community and the specific economic development needs of their district.

**EXPLORING BEYOND
OUR BOUNDARIES**

TOOLS OF THE TRADE

A SNAPSHOT OF THE UNIQUE TOOLS + AUTHORITIES OF PORT DISTRICTS



Creating & Maintaining Jobs



Economic Development Tools



Transportation Improvements



Environmental Cleanup & Sustainability



Waterfront Development & Access



Community Revitalization



Restoration of Industrial Lands



Key State & Federal Partnerships



Connected & Efficient Supply Chain



Access to Grants & Project Funding

Port Property Tax Snapshot

Port portion of tax bill

Estimated annual Port tax for a \$550K home/property in 2023 is about \$102

How are Port taxes are used?

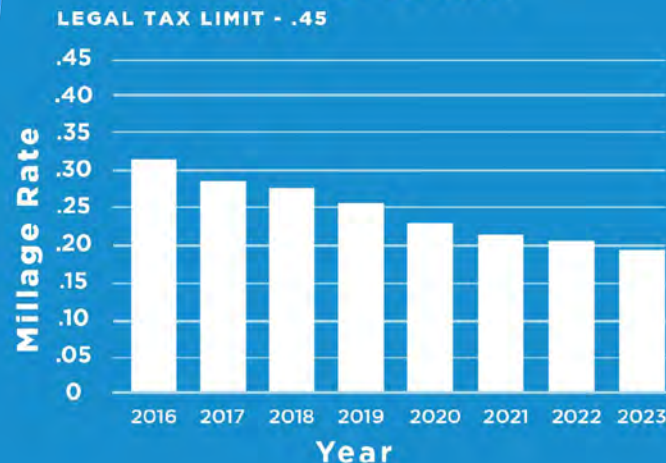
Capital projects, public access, and environmental remediation

How are Port taxes are NOT used?

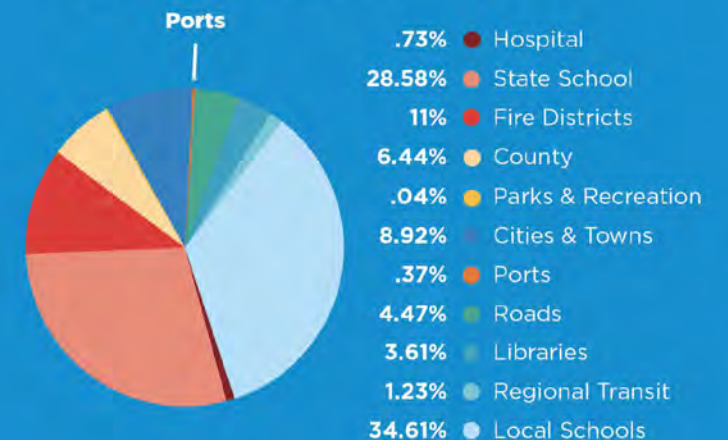
Any operating costs, including staff salaries and benefits

- ✓ Ports operate like private business where our operations are self-funded, but public investment is all reinvested in the community through capital projects.
- ✓ Port of Everett property tax is dedicated exclusively to capital projects, public access, and environmental remediation.

Tax Rate Trends



Snohomish County Distribution of Taxes 2022



EXPLORING BEYOND
OUR BOUNDARIES

Economic Value

The Port of Everett brings value and invests in its community.

YOUR PORT DELIVERS...

- ✓ Critical infrastructure to support Snohomish County's two largest employers – The Boeing Company & Naval Station Everett
- ✓ Investments in a thriving Snohomish County economy
- ✓ A robust supply chain that brings goods from around the world efficiently to your doorstep
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- ✓ Investments in tourism, recreation, and quality of life amenities
- ✓ Environmental stewardship that improves quality of life for Snohomish County residents

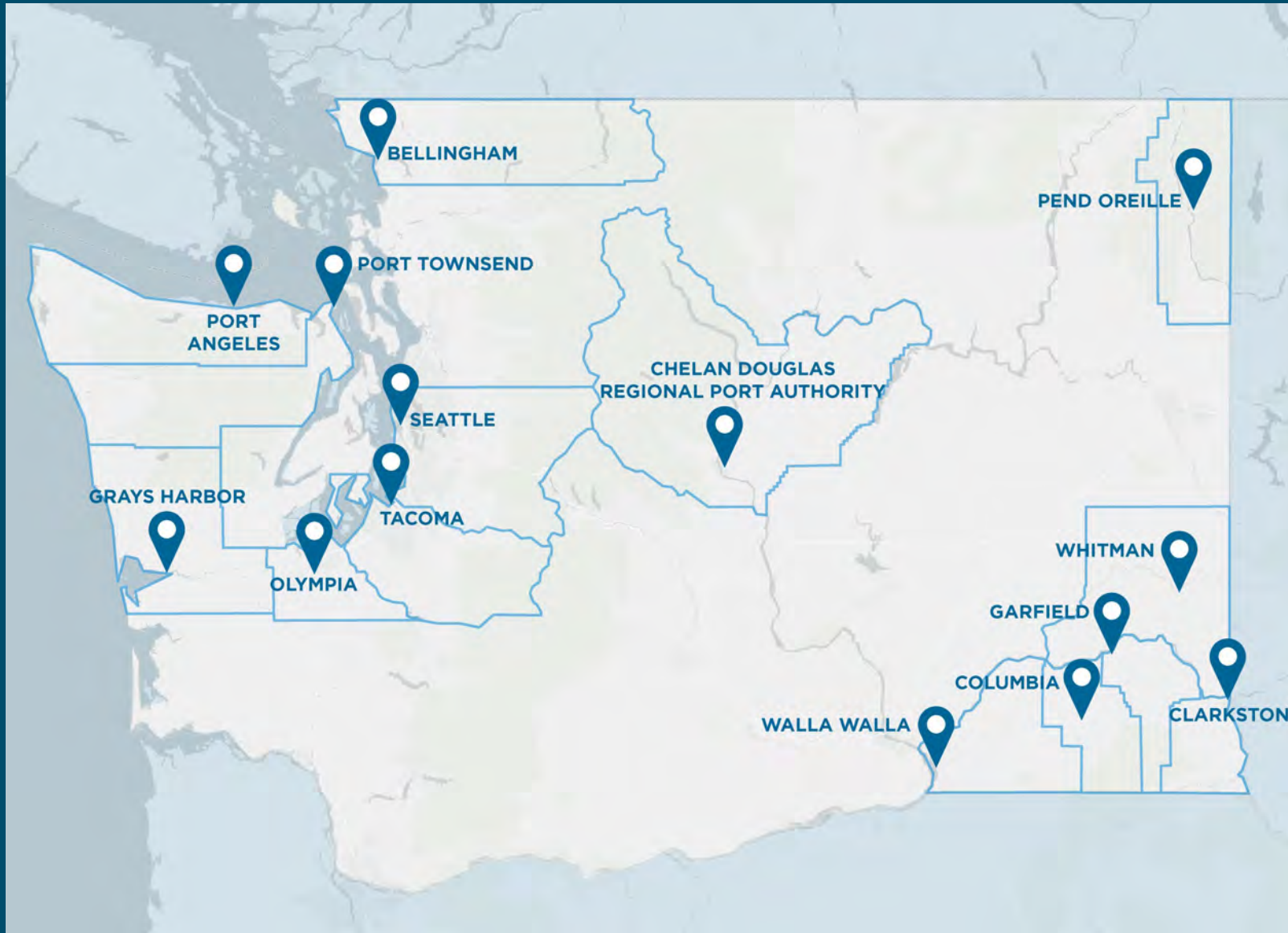
Mission statement: The Port strives to bring quality jobs, business, and tourism opportunities to its local and surrounding communities, and is committed to enhancing, restoring and preserving the overall environmental health of our waterfront.

EXPLORING BEYOND
OUR BOUNDARIES

Exploring Potential Boundary Expansion

EXPLORING BEYOND
OUR BOUNDARIES

Washington State County-wide Ports



Current Boundaries + Governance

- ✓ *The Port is governed by three elected commissioners; six-year terms*
- ✓ *The Port Commission is responsible for setting the policy.*
- ✓ *The Port Commission hires an Executive Director/CEO to carry out its policies.*
- ✓ *The Port District encompasses most of Everett, portions of Mukilteo, and parts of unincorporated Snohomish County in the Marysville area.*



DAVID
SIMPSON
DISTRICT 1



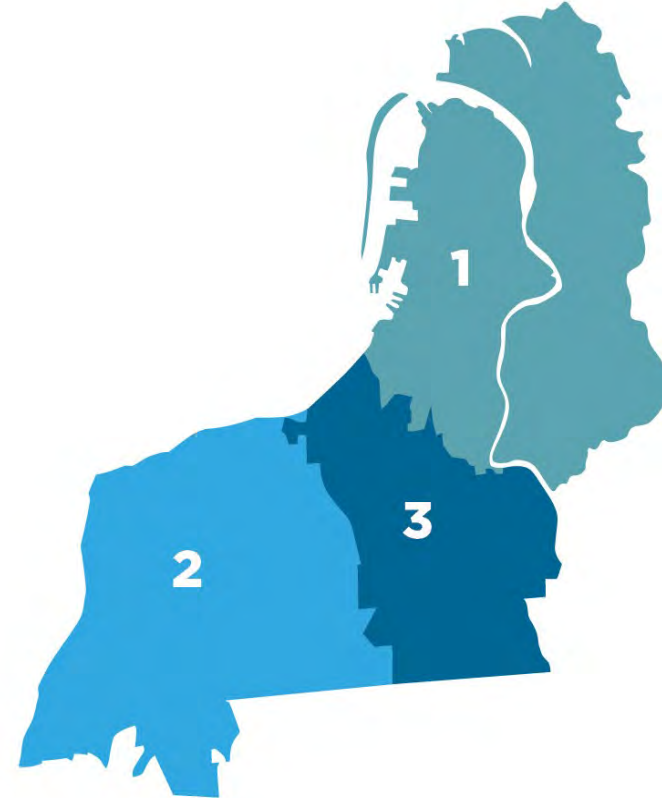
TOM
STIGER
DISTRICT 2



GLEN
BACHMAN
DISTRICT 3



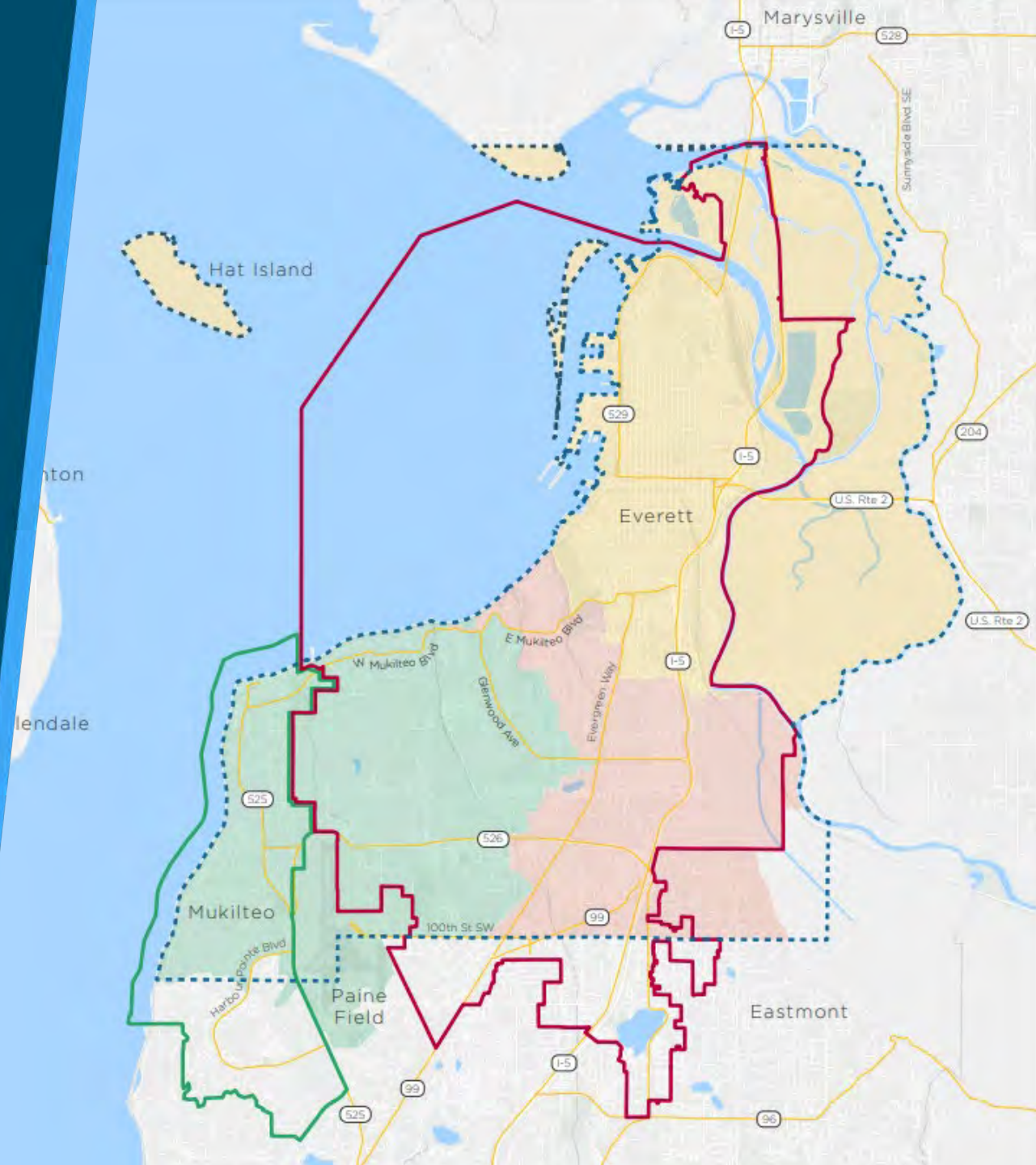
LISA
LEFEBBER
EXECUTIVE DIRECTOR



EXPLORING BEYOND
OUR BOUNDARIES

Current Port District Boundaries

EXPLORING BEYOND
OUR BOUNDARIES



Port District Boundaries

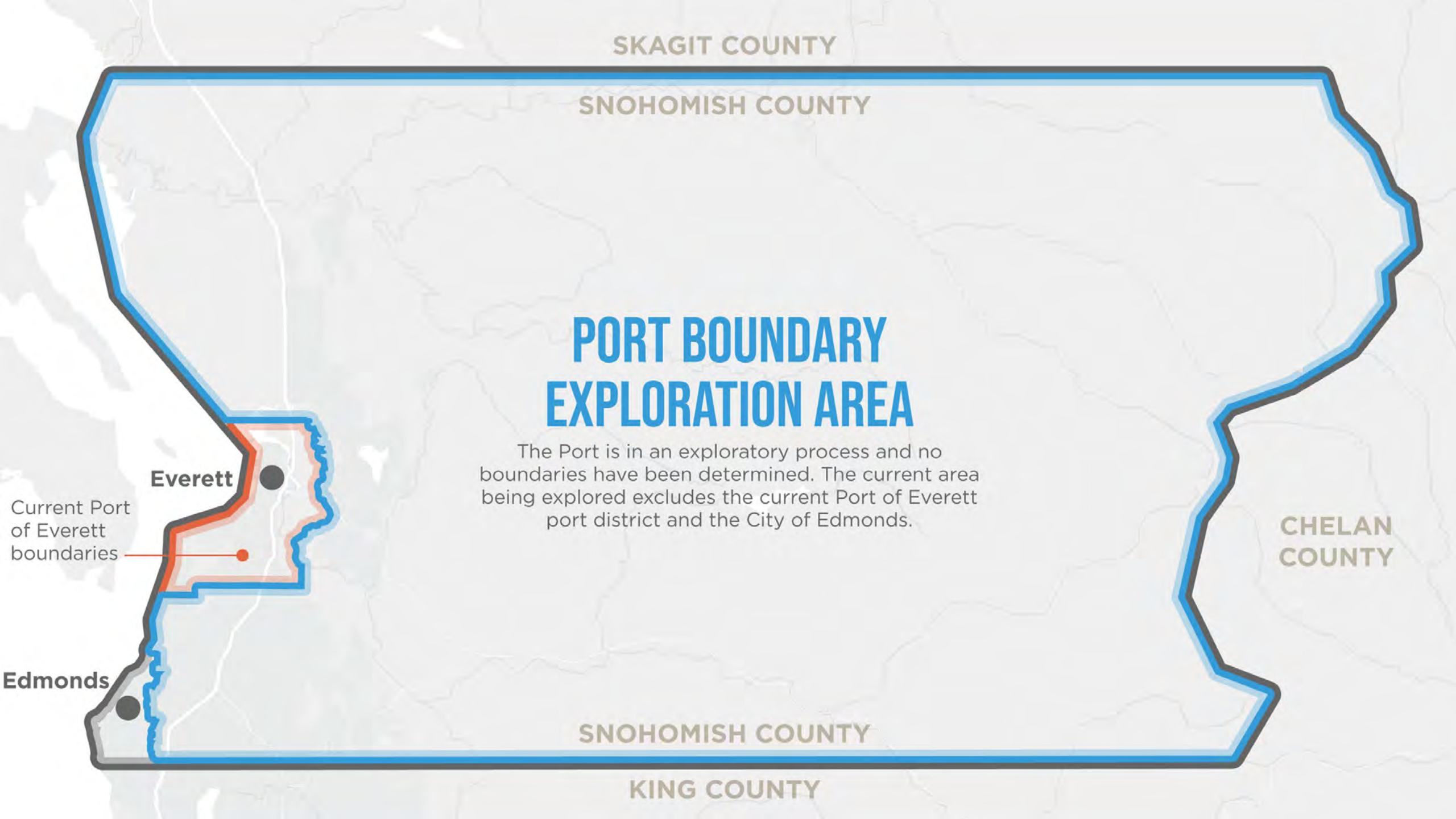
- Port of Everett Boundary
- Port of Everett 1st District
- Port of Everett 2nd District
- Port of Everett 3rd District
- Everett City Limits
- Mukilteo City Limits
- Streets and Highways

Why Now?



**EXPLORING BEYOND
OUR BOUNDARIES**

- ✓ During the Port's Strategic Plan outreach in 2018/2019, the Port sought public feedback to help set a roadmap for the next decade of Port initiatives. During public engagement, the Port heard interest in expanding Port boundaries linked to a desire to see the Port's strategic investments and infrastructure improvements stretch into other parts of Snohomish County.
- ✓ With all of the Port of Everett's existing properties within its current district developed, in development now or programmed for future development, the Port is looking to the future to see how and where its unique tools and resources could create new economic value throughout the county.
- ✓ Ports are limited in their ability to invest in areas outside of their boundaries and partner with neighboring cities to advance their specific economic and community priorities.
- ✓ Given these limitations and initial interest, the Port Commission tasked staff with taking a formal look at boundary expansion to see if, and where, Port partnership is desired.



SKAGIT COUNTY

SNOHOMISH COUNTY

PORT BOUNDARY EXPLORATION AREA

The Port is in an exploratory process and no boundaries have been determined. The current area being explored excludes the current Port of Everett port district and the City of Edmonds.

CHELAN
COUNTY

Everett

Current Port
of Everett
boundaries

Edmonds

SNOHOMISH COUNTY

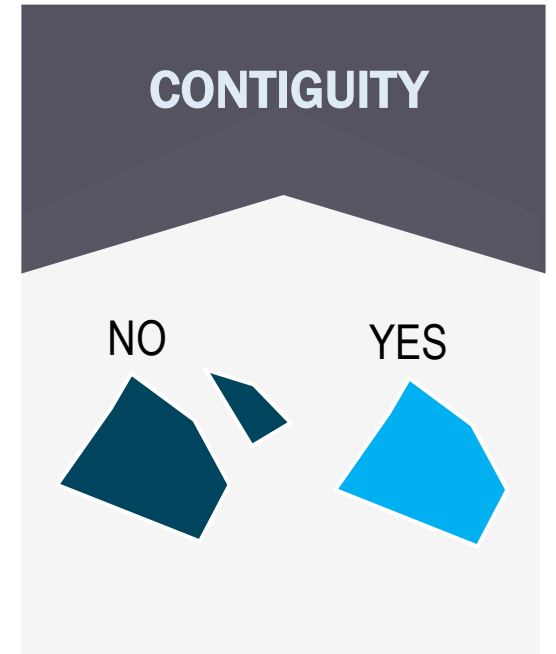
KING COUNTY

Exploring Boundary Expansion

The legal assessment

To be enacted, proposed boundary expansion must be:

- ✓ A contiguous area
- ✓ Passed by the Port Commission
- ✓ Approved by Snohomish County council prior to being added to the ballot
- ✓ Passed by voters of the proposed expansion area by 50.01% (or simple majority)
- ✓ Governance structure and Commission elections would occur if a port expansion was approved by the voters

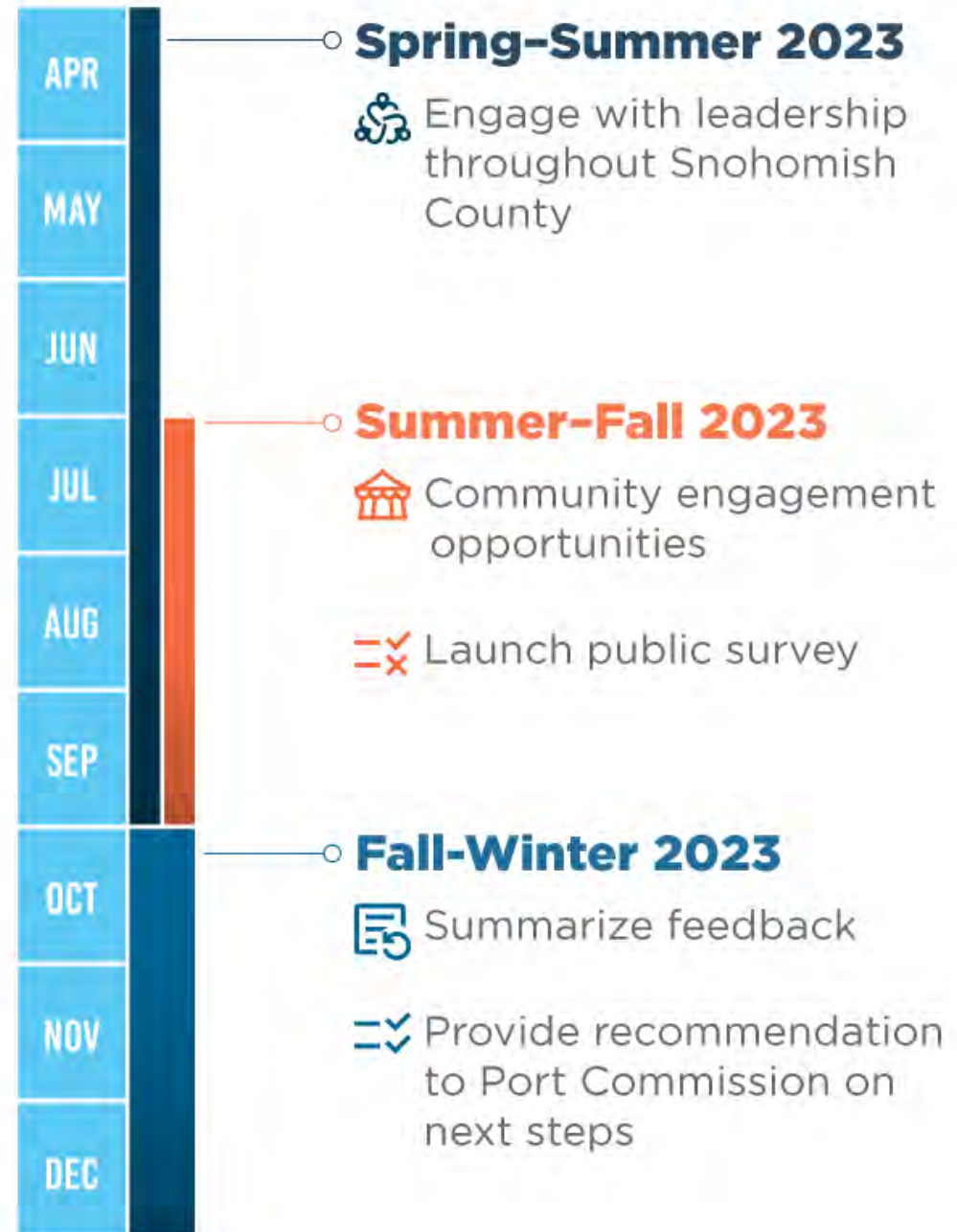


EXPLORING BEYOND
OUR BOUNDARIES

Exploring Boundary Expansion

Community engagement timeline

EXPLORING BEYOND
OUR BOUNDARIES





EXPLORING **BEYOND** **OUR** BOUNDARIES

WE WANT YOUR FEEDBACK!

TAKE SURVEY



WWW.PORTOFEVERETT.COM/BOUNDARYSURVEY



Port of EVERETT

SUMMER 2023

PORTSIDE

EXPLORING PORT
BOUNDARY EXPANSION P.3

NEW RESTAURANTS, RETAIL AT
WATERFRONT PLACE P.6

MARITIME MARVEL: *EQUATOR'S*
HISTORY BEING HONORED P.10

WEYERHAEUSER BUILDING REOPENS

100-YEAR-OLD EVERETT WATERFRONT ICON NOW RESTAURANT, MUSEUM & EVENTS VENUE P.8



JIM WEBER SETS SAIL AFTER 47 YEARS

Port of Everett's Marina Operations
Director Retires After Nearly Five
Decades Helping Shape the Marina
P.15



PORT OF EVERETT COMMISSION CELEBRATES ACCOMPLISHMENTS



The Port Commission and Port CEO Lisa Lefeber accept the Washington Public Ports Association's *Job Creator of the Year* Award in May (see page 12).

Port Commissioners and Port CEO Lisa Lefeber join private partner The Schuster Group, City of Everett and Snohomish County officials, Sound 2 Summit Brewing and Woods Coffee to celebrate the grand openings at Port Gardner Landing in June (see page 6).



Port Commissioners and Port CEO Lisa Lefeber break ground in August on the Millwright District, kicking off the second phase of Waterfront Place (see page 7).



Commission President Glen Bachman, Port CEO Lisa Lefeber, Everett Mayor Cassie Franklin, Jack Ng and Jin Ma of the NGMA Group, Historic Everett representatives and others cut the ribbon to celebrate the grand opening of The Muse Whiskey & Coffee in July (see page 8).

YOUR PORT COMMISSION



David Simpson
District 1
Secretary



Tom Stiger
District 2
Vice President



Glen Bachman
District 3
President

REMEMBERING OCEANGATE'S *TITAN* CREW

The Port of Everett continues to send its condolences to the families, friends and co-workers of those whose lives were lost in June during OceanGate's trip to the wreckage of the *Titanic*.

OceanGate's *Titan* submersible was reported missing on June 18 after losing communication an hour and 45 minutes into its dive 13,000 feet down into the Atlantic Ocean. Sadly, a four-day international search-and-rescue mission found a debris field indicating the five on board had been lost.

As the largest boatyard tenant at the Port of Everett's Waterfront Center, many on the Port team and those in the boating and business community here know the OceanGate crew.

Since becoming a tenant in 2014, OceanGate has been a great community partner. Their team has supported our maritime education and outreach initiatives, from giving educational tours to participating in Port events like Holiday on the Bay.

OceanGate's location at the Port of Everett will remain closed while their staff copes with the tragic loss of their team member.

They have appointed a new CEO who will lead OceanGate through ongoing investigations and closure of the company's operations.

The OceanGate team remains in our thoughts during this difficult time.

IN THIS ISSUE

- 3 ECONOMIC & WORKFORCE DEVELOPMENT**
Exploring Port boundary expansion, Maritime Institute bringing training to Everett
- 4/5 REAL ESTATE & MARINA**
Mukilteo waterfront redevelopment update, new marine service provider offices open, take visiting boater survey, fuel dock up-grades update, Marina briefs
- 6/7 WATERFRONT PLACE**
New restaurants add 'moor' things to do at Waterfront Place, Hamilton Cellars joins wine walk, Millwright Loop Road breaks ground
- 8/9 HISTORIC RESTORATION**
Historic Weyerhaeuser Building restored and reopened, Port launches virtual history tour
- 10/11 HONORING A MARITIME MARVEL**
Port partners with Texas A&M to document *Equator* vessel, unveils plans to honor her legacy
- 12/13 SEAPORT & ENVIRONMENT**
Cargo on the move at Norton Terminal, Port earns *Job Creator of the Year* award, Weyerhaeuser Mill A cleanup update, greening the supply chain
- 14 PORT BRIEFS**
Promoting maritime jobs, international delegations visit Port, exchange students tour Seaport, clean audit, remembering Sen. John McCoy, staff retirements
- 15 EMPLOYEE FOCUS**
Leaving a legacy: Jim Weber retires after 47 years, new hires, promotions, career milestones

COMMISSION MEETINGS

Port Commission meetings are held in hybrid format with an in-person or virtual option via the Zoom video conferencing platform. Meetings take place the first and second Tuesday of each month at noon at the Port of Everett's Waterfront Center, 1205 Craftsman Way, in the Blue Heron Room. *The public is encouraged to participate.*

PORT SIDE TEAM

This issue of the Port Side was written and produced by the Port's Public Affairs Department and printed by DCG ONE.

Cover image: A sunset shot of the restored historic Weyerhaeuser Building that reopened in its centennial year as The Muse Whiskey & Coffee.

PORT OF EVERETT

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EXPLORING PORT BOUNDARIES

As an economic development enterprise, the Port of Everett is always looking at ways to leverage the tools and resources unique to port districts to bring economic opportunity and added value to the communities it serves.

During the Port's Strategic Plan outreach in 2018/2019, the Port sought public feedback to help set a roadmap for the next decade of Port initiatives. During public engagement, the Port heard interest in expanding Port boundaries linked to a desire to see the Port's strategic investments and infrastructure improvements stretch into other parts of Snohomish County.

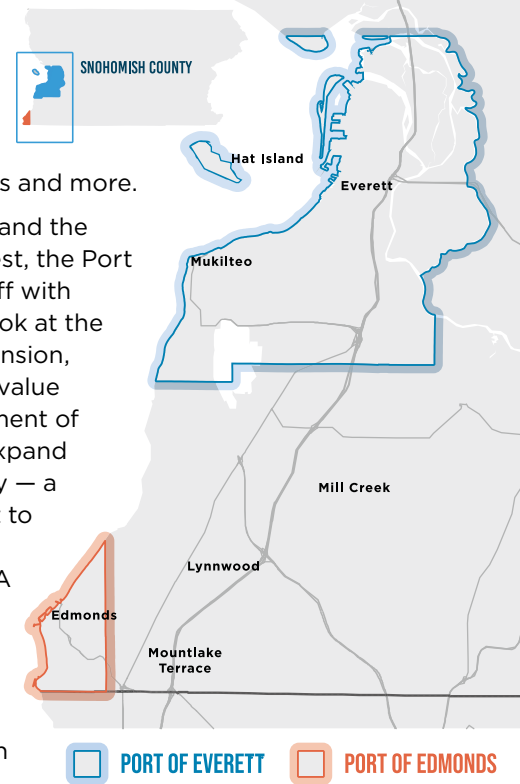
While many of the 75 public port districts throughout Washington state are county-wide, the Port of Everett is not. Currently, the Port's boundaries encompass most of Everett, portions of Mukilteo, and small parts of Marysville and unincorporated Snohomish County with about 110,000 residents. To put this into perspective, with nearly 830,000 residents and counting, only about 15% of the County has port representation.

The boundaries as they are drawn today limit how the Port can partner with neighboring cities to advance their specific economic and community priorities — whether that be transportation improvements and close-to-home job opportunities or quality-of-life enhancements by way of community revitalization, mixed-use and

recreational amenities, environmental initiatives and more.

Given these limitations and the initial community interest, the Port Commission tasked staff with taking a more formal look at the topic of boundary expansion, including an economic value study and legal assessment of what it would take to expand — and most importantly — a community assessment to see if, and where, Port partnership is desired. A community survey will launch this fall to solicit community feedback.

Port staff expects to bring a recommendation on next steps to the Commission by the end of the year.



Above: A map showing Snohomish County's two ports and their respective boundaries.

Learn more & watch for the community survey at portofeverett.com/boundaries.

TOOLS OF THE TRADE

A SNAPSHOT OF THE UNIQUE TOOLS + AUTHORITIES OF PORT DISTRICTS



Creating & Maintaining Jobs



Economic Development Tools



Transportation Improvements



Waterfront Development & Access



Environmental Cleanup & Sustainability



Community Revitalization



Restoration of Industrial Lands



Key State & Federal Partnerships



Connected & Efficient Supply Chain



Access to Grants & Project Funding

PORT INKS DEAL WITH MARITIME INSTITUTE TO BRING MARINER TRAINING COURSES TO WASHINGTON STATE

Maritime Institute has signed a new 10-year lease to locate its newest mariner training facility at the Port of Everett's Waterfront Place. The new satellite at the Port of Everett will be the company's first in Washington state. The Port Commission approved the lease on July 11.

The Everett site will fill a growing need, providing closer training opportunities for existing and aspiring mariners located here in Washington state and throughout the Pacific Northwest. Both classroom and on-the-water instruction will take place in Everett and will result in recognized certifications for the maritime industry. Courses are anticipated to begin in January 2024.

The Maritime Institute trains more than 10,000 mariners across its sites annually. They offer 150+ courses, authorized by the U.S. Coast Guard and U.S. Navy, including all aspects of vessel operations such as deck, engineering, life-safety and even small arms.

Working with local workforce agencies and maritime employers, courses offered at the Port of Everett will be

intended to serve the interests and growing maritime needs in Snohomish County and the greater Puget Sound region, including applicable mariner training for Washington State Ferries and commercial shipyards.

One of the key programs to be expanded in Everett is Maritime Bootcamp — a program that in just four weeks provides the training necessary to put participants with little to no experience on a career pathway in maritime.

"With Washington state being the most trade-dependent state in the nation, and with more than 60% of jobs in Snohomish County alone tied to trade, it is crucial we have accessible pathways to maritime education," Port of Everett CEO Lisa Lefebber said. "As a port, our mission is growing and promoting access to family-wage jobs. Recruiting a maritime training center to serve Snohomish County and the greater region has been a top priority for us, not only to fulfill this mission, but to also ensure a skilled and diverse maritime workforce in the future."



A VISION FOR MUKILTEO'S SHORE

THE PORT OF EVERETT HAS UNVEILED PRELIMINARY ARTIST RENDERINGS THAT SHOW WHAT REDEVELOPMENT OF THE MUKILTEO WATERFRONT COULD LOOK LIKE

This spring, at the request of the Mukilteo City Council, the Port of Everett expedited delivery of some early concept artist renderings to provide a preliminary idea of what future redevelopment of the Mukilteo waterfront could look like.

The renderings reflect the unified vision and guiding principles adopted late last year by the Port Commission and City Council following extensive waterfront stakeholder engagement, council feedback and community input on the topic.

The call was clear. The Mukilteo community wants a vibrant waterfront with access to the water, walking trails, dining, culture, and a place to enjoy magnificent views of the sea, islands and mountains.

The Port and City are now working to determine how a formal partnership will be structured to move development forward. Both parties established negotiating committees and started convening this summer. The hope is to reach agreement by the end of the year.

"I believe we are stronger when we work together, and we both have special resources and skills to bring to the table to get this development on the right path."

Tom Stiger

Port of Everett Commission Vice President

INITIAL FOCAL POINTS ON THE WATERFRONT'S DEVELOPMENT:

- ✓ Lighthouse Park's usefulness and beauty can be enhanced by expanding the grass and park space near the lighthouse to provide more space for walking, picnics, sports and playing (Mukilteo Waterfront Master Plan).
- ✓ Due to the need to address parking on the waterfront, especially with the development of Lighthouse Park, adding an aesthetically pleasing two- or three-story parking building behind Diamond Knot.
- ✓ Possibly changing the configuration and location of the boat launch to offset the reduction in surface parking.
- ✓ A mile-long waterfront promenade from Lighthouse Park to Edgewater Park at the far east end of the Mukilteo waterfront will allow access to the beach, parks, play areas, shops and restaurants.
- ✓ Building out the area between the Silver Cloud and the ferry terminal with a promenade, retail and/or dining, and residential units on a second floor. This will provide



access to the areas for beachcombing, scuba diving, public restrooms along with restaurants and potentially other retail services. This area could include public gathering spaces with family-friendly features, perhaps a splash park, cultural exhibits or art.

- ✓ Near Edgewater Beach there is waterfront property owned by the Tulalip Tribes and the City of Mukilteo. The City has long planned to restore the creek and estuary to a more natural state and create an explorable estuary similar to Meadowdale Beach Park. The Tulalip Tribes are exploring options for clearing and cleaning up the site. Future uses will be dependent on the Tulalip Tribes.
- ✓ There's potential for commercial and some limited residential space in the area behind Ivar's. This could help to tie in various elements of the waterfront and enable it to become more of a year-round destination with community activities. The residential spaces will help to keep the area safe, especially in the evenings.
- ✓ Rebuilding the 525 bridge over the train tracks (funded by the state), if done correctly, could facilitate connection of the water side of the railroad tracks with restaurants, businesses and the Rosehill Community Center on the uphill side of the tracks.

OPEN HOUSE COMING SOON!

The Port of Everett and City of Mukilteo will be hosting a Mukilteo Waterfront Redevelopment Community Open House later this year. This will be an opportunity to learn more about the future waterfront redevelopment and check out the preliminary artist renderings. Watch the Port's website and social media for the invite.

Learn more @ portofeverett.com/mukilteo.

PORT AWARDS \$7.8M RECONSTRUCTION CONTRACT FOR MARINA FUEL DOCK



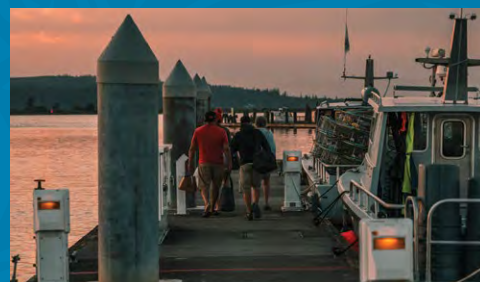
The Port of Everett Commission has awarded a \$7.8 million contract to American Construction Co. to relocate and reconstruct the Marina Fuel Dock. The work, to kick off next summer, represents the second phase of a two-part project to upgrade the aging fuel dock facility that not only supports Everett's thriving boating community, but also fuels national defense.

In addition to our U.S. Navy partners next door who rely on the Port's facilities to refuel smaller naval assets, the fuel dock also fuels recreational and commercial boating. The U.S. Coast Guard, City of Everett Police and Fire Departments, Snohomish County Sheriff's and tribal partners will also benefit from an upgraded fuel dock as they, too, refuel their vessels at the Marina to support critical emergency response in the area.

This next phase of the project includes dock relocation and reconfiguration to enhance the layout for vessels fueling up. In its current location at Central A-Dock, strong currents create challenges when refueling at low tide. Dock fabrication will begin later this summer with on-site work anticipated to begin in summer 2024.

Work includes the demolition of Central A- and B-Docks, construction of a new 500-foot dock east of the current location, and installation of two additional on-dock fuel dispensers. The fuel dock will also have commercial and recreational pump-outs which is key to keeping our waters clean. The existing fuel dock will remain open for the duration of the project. It will be demolished and removed once the new facility is operational.

The Marina Fuel Dock project was awarded a \$5.3 million Department of Defense's Office of Local Defense Community Cooperation grant. This funding will offset the project's \$9.8 million price tag.



TAKE PORT'S BOATER SURVEY

The Port of Everett has launched a survey that asks for public opinion on the Port's boating access and public facilities. This survey will help identify priorities and preferences for projects that either improve or add to boater facilities and access. It asks about the boat launch, guest docks, Jetty Island, public restrooms, laundry and shower facilities and more.

Visit portofeverett.com/boatersurvey to provide your feedback.



CLEAN MARINA RECERTIFICATION

The Port of Everett Marina has been recertified as a Clean Marina! The Port earned this designation by conducting operations with the goal of protecting the environment, reducing and properly managing hazardous waste, promoting clean boating practices, protecting salmon, shellfish and other valuable resources and improving safety and working conditions. The Port has held its Clean Marina title since 2007; the Port was recertified on Jan. 24.

NEW MARINE SERVICE PROVIDER OFFICES AT WATERFRONT PLACE



Three marine service providers have new Everett-based locations at Waterfront Place. Freedom Boat Club, Waterline Boats and Bellingham Yacht Sales are now neighbors in a new 1,200-square-foot building situated west of Hotel Indigo. A Freedom Boat Club membership offers an alternative to boat ownership through its vessel sharing program and offers one-on-one training with a licensed

captain. They cover all the maintenance, cleaning, repair, insurance and storage of club vessels, while customers cover the water. Waterline Boats is a dealer for Krogren Express Yachts and Helman Trawlers — and is the exclusive Washington licensee for Boatshed. Bellingham Yacht Sales, to open here later this year, carries a selection of new and used Sabre, Black Cove and Cutwater yachts.

RESEARCHERS STUDYING AREA'S GRAY WHALES

The Cascadia Research Collective (CRC) was stationed out of the Port of Everett Marina this spring to study gray whales that migrate to north Puget Sound. The research focuses on the whales known as "Sounders" that have adapted to feed on ghost shrimp at high tide. The CRC team took intertidal samples and deployed video tags to examine the whales' feeding behavior and document feeding locations.

CRAB POTS REMOVED FROM PORT GARDNER BAY

The Northwest Straits Foundation removed 242 derelict crab pots from the tidal flats area in Port Gardner Bay. The foundation hired Seattle-based Natural Resources Consultants to locate and remove crab pots that have been lost, abandoned or otherwise discarded at sea. The last time they were stationed here, in 2018, they removed 211 crab pots from Port Gardner Bay.

FISH & WILDLIFE OFFICE MOVES TO MARINA VILLAGE

The North Puget Sound office of the Washington Department of Fish & Wildlife (WDFW) has moved to the Port of Everett's Marina Village. The regional WDFW office dropped anchor in a 1,000-square-foot space in suites 227 and 228. The Port Commission authorized the new three-year lease on April 5.

'Moor' Things to do at Port's Waterfront Place



Cold brew with a snowcap of foam. Prosciutto and pear flatbread pizza. Dim sum stuffed with locally caught salmon and crab. Rare bourbon whiskey from Pappy Van Winkle.

These are just a few of the menu offerings at new restaurants now open or opening soon at the Port of Everett's Waterfront Place!

Find five new restaurants at the Port's expanding mixed-use community surrounding the largest public marina on the West Coast: Sound 2 Summit Brewing Co., Woods Coffee, The Muse Whiskey & Coffee, Fisherman Jack's and South Fork Baking Co.

Here's what's on the menu:

SOUND 2 SUMMIT BREWING CO.

Sound 2 Summit Brewing Co., which opened June 9, can be found in one of two new buildings located at Port Gardner Landing, just south of the Grand Avenue Park Bridge. The Snohomish-based brewery has expanded its popular tap list and serves up a variety of salads, fold sandwiches and flatbread pizzas at its new 3,000-square-foot space with a dog-friendly courtyard.



WOODS COFFEE

In the second building at Port Gardner Landing is Woods Coffee with a 2,000-square-foot café, featuring a drive-thru for added convenience. Woods Coffee, which opened on June 29, roasts its own beans in-house and bakes its made-from-scratch sweet and savory treats at Woods Bakery.

THE MUSE WHISKEY & COFFEE

The 100-year-old Weyerhaeuser Building, which once housed the Everett mills headquarters for the Weyerhaeuser Company, officially reopened on July 12 in its centennial year as The Muse Whiskey & Coffee near Boxcar Park. The Weyerhaeuser Muse is a coffee house by day and a speakeasy-style whiskey bar by night with picturesque waterfront views (see page 8).

FISHERMAN JACK'S

The Asian-inspired Fisherman Jack's featuring Chinese favorites made with Pacific Northwest seafood, including dim sum, rice bowls and noodle dishes, is located in a new 6,000-square-foot building on Fisherman Harbor's "restaurant row," just south of Hotel Indigo. Fisherman Jack's is set to open in late August.

SOUTH FORK BAKING CO.

Located just next door to Fisherman Jack's in the same building is South Fork Baking Co., expected to open by summer's end. South Fork offers a variety of baked goods, espresso and sandwiches — and also has plans to host cake decorating and pastry skills classes.

AND, THERE'S EVEN MORE TO COME!

Watch for more openings and announcements on the horizon at Waterfront Place located off West Marine View Drive between 10th and 18th streets, including a wine walk with Covington Cellars | Two Vintners and Hamilton Cellars (see right), Lazy Boy Brewing, Rustic Cork Wine Bar and Menchie's at the Marina, among others. Learn more about what's coming to Waterfront Place at [waterfront-place.com](https://www.portofeverett.com/waterfront-place.com).



Hamilton Cellars Signs Lease for 'Wine Walk' at Waterfront Place

Hamilton Cellars has inked a new 10-year lease with the Port to add a wine tasting room at Waterfront Place.

Hamilton Cellars is the second lease to be announced for the Port's coming destination retail "wine walk" along the Port of Everett Marina — the largest public marina on the West Coast. The Port Commission approved the lease on June 6.

The wine walk offers up to 12 tasting suites in two new buildings to be added at water's edge between Port Gardner Landing and Marina Village at the South Marina. All spaces offer expansive outdoor patio, connected public spaces and piazzas, and rooftop deck options overlooking the Marina and Port Gardner Bay.

Hamilton Cellars, which has a tasting room at its vineyard on Red Mountain, joins Covington Cellars | Two Vintners in the future project.

The Port's destination retail "wine walk" buildings are in design now and will be built by the Port's private development partner The Schuster Group. The project is expected to break ground in 2024, with tasting rooms opening in the 2026-2027 timeframe.

The Port is in active negotiation and recruitment for remaining spaces now, with more announcements coming soon.

Paving the Way to the Millwright District

On Aug. 2, the Port of Everett broke ground on a \$13 million project to kick off infrastructure construction in the Millwright District — the second and largest phase of the Port's Waterfront Place mixed-use development.

The work, being performed by Burlington-based Interwest Construction Inc., builds the new Millwright Loop Road and connecting roadways and infrastructure (see right), starting with relocation of existing preload material from the roadway footprint and placing it in future construction locations. Next up will be the installation of utilities, paving of roadways, esplanade expansion, including build-out of two new vistas overlooking the Marina, and construction of two parking lots, new sidewalks, lighting and landscape features. This phase of work is expected to run through fall 2024.

In the meantime, the Port's private development partner, LPC West, is preparing to break ground on the mixed-use elements, starting with residential, in 2024.

Learn more @ portofeverett.com/millwrightconstruction.



1923-2023 HISTORY REIMAGINED

THE MUSE WHISKEY & COFFEE NOW OPEN AT FULLY RESTORED HISTORIC WEYERHAEUSER BUILDING THE NEW ESTABLISHMENT DOUBLES AS A WATERFRONT EVENTS VENUE AND MUSEUM

An iconic piece of Everett history has been brought back to life this summer as the historic Weyerhaeuser Building at the Port of Everett's Waterfront Place celebrated its official grand reopening as The Muse Whiskey & Coffee — a coffee house by day, and a speakeasy-inspired whiskey bar by night.

The Port and its partner NGMA Group, owner of the new establishment, held a ribbon-cutting on July 12 to com-

memorate the occasion, which brings the building back into community use in its centennial year.

The Port and NGMA Group kicked off restoration last year with goals to restore the structure to its former 1920s glory while maintaining state historic standards. The decor pays tribute to the history of the building — when you step inside, you'll feel as though you've stepped back in time.

The menu features espresso and sweet treats by day and gourmet bites, craft cocktails and assorted liquors — including a long list of whiskeys — by night.

“OVER A YEAR AGO, MY WIFE, JIN MA, AND I SAW THIS BARE-BONES BUILDING AND IMMEDIATELY KNEW WHAT WE WANTED. WE HAD VISITED SCOTLAND AND STAYED AT A BED-AND-BREAKFAST THAT HAD EXCELLENT SERVICE, DELICIOUS DRINKS AND A DESIGN THAT FELT VINTAGE WITH A MODERN TWIST. FROM THAT DAY ON, WE HAD A DREAM OF OPENING A RESTAURANT IN THIS BUILDING WITH THAT SAME LOOK AND FEEL. OUR DREAM HAS COME TRUE.”

JACK NG

OWNER OF THE MUSE WHISKEY & COFFEE

The building is open Sunday-Thursday from 7 a.m. - 10 p.m. and Friday-Saturday from 7 a.m. - 11 p.m. The coffee bar's hours are 7 a.m.-4 p.m.; the full-service whiskey bar is open by reservation and walk-in as space allows from 4-10 p.m. Sunday-Thursday and 4-11 p.m. Friday-Saturday.



The Prohibition Era-inspired decor at The Muse Whiskey & Coffee pays tribute to the history of the Weyerhaeuser Building, which was built in 1923 to house the headquarters for the Weyerhaeuser Company's Everett mills.



The Muse Whiskey & Coffee, which opened on July 12, operates a coffee bar from 7 a.m.-4 p.m. daily and a whiskey bar from 4-10 p.m. Sunday-Thursday and 4-11 p.m. Friday-Saturday.

"The transformation that we're seeing here on our waterfront is all due to the fantastic investment of the Port of Everett, in this community and in our economy," City of Everett Mayor Cassie Franklin said. "As mayor, it is my duty to support a high quality of life

"THIS IS AN EXCITING MILESTONE AND, IN MY VIEW, THE PERFECT NEXT PHASE OF LIFE FOR A BUILDING TIED TO OUR MILL TOWN ROOTS HERE AT THE WATERFRONT. THIS ORNATE STRUCTURE HAS STIRRED UP MUCH CURIOSITY AND AFFECTION OVER THE YEARS, AND NOW JACK AND JIN'S TEAM AT NGMA GROUP HAVE CURATED AN EXCELLENT FOOD AND DRINK MENU FOR PEOPLE OF ALL AGES TO COME AND EXPERIENCE THE HISTORY OF THIS RESTORED SHOWPIECE. I THINK YOU'LL BE WOWED. NO DETAIL WAS OVERLOOKED."

GLEN BACHMAN

PORT OF EVERETT COMMISSION PRESIDENT

for our residents and visitors alike, and restaurants like this are exactly what our community needs to enjoy."

The 100-year-old building, listed on the National Register of Historic Places, now also serves as a waterfront events venue for local boating clubs and special events, and doubles as a museum.

"What a wonderful tribute to Everett history we have here today and what

a great example of historic preservation," said Jack O'Donnell of Historic Everett. "I want to thank the Port Commissioners past and present for saving this building, and I'd like to thank the very capable Port staff for shepherding this project to fruition. Any one of them could tell you more about the history of this building now than I could, with the research that they've done."

TAKE A VIRTUAL TOUR OF THE WEYERHAEUSER BUILDING WITH PORT'S NEW HISTORY WEBSITE

THE PORT OF EVERETT HAS LAUNCHED A WEBSITE THAT LETS YOU EXPLORE THE ONCE-BOOMING TIMBER INDUSTRY ON THE EVERETT WATERFRONT THROUGH THE BUILDING'S HISTORY

The Port has created a new website that serves as a virtual museum of the Weyerhaeuser Building — as well as how the Weyerhaeuser Company influenced the nation's timber industry and greatly impacted Everett's history.

Whether you find yourself exploring the building onsite or online, you'll find nine historical categories that help tell the story of the Weyerhaeuser Building: Making of a Milltown, Weyerhaeuser Mills in Everett, Influential People, Building Architecture & Layout, History on the Move, Timber Sources & Types, Making Headlines, Weyerhaeuser Company and Women of Weyerhaeuser.

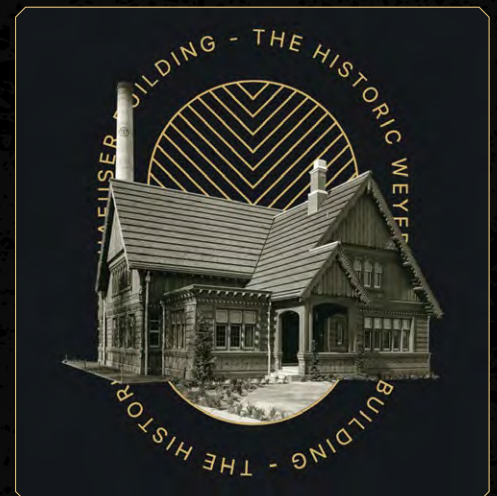
The renovated building features museum-like elements, from historic

imagery to informative plaques. Thanks to QR codes, you can go on a self-guided tour and learn about the rooms you visit or the photos and plaques you see in real-time.

BUILDING HISTORY

The historic Weyerhaeuser Building's ornate Gothic-style structure was erected in 1923 at the Weyerhaeuser Company's first Everett lumber and shingle mill. Architect Carl Gould was commissioned to design the 6,000-square-foot, one-and-a-half-story building to showcase the company's local wood products such as fir, cedar and hemlock. The Weyerhaeuser Company was Everett's largest employer for decades.

The now iconic building resided at two of Weyerhaeuser's largest plants before finding its way to the Port of Everett's waterfront. The building was listed on the National Register of Historic Places in 1986. After Weyerhaeuser's use, the building was home to the Everett Chamber of Commerce for many years. But the local beauty has been sitting vacant



for decades since then. Today, the Weyerhaeuser Building serves as a reminder of and tribute to Everett's mill town roots and the once prevalent lumber and shingle industry on its waterfront.

SCAN THE QR CODE OR VISIT

WEYERHAEUSERMUSEHISTORY.COM

TO EXPLORE THE PORT'S
NEW HISTORY WEBSITE



THE *EQUATOR* A MARITIME MARVEL

AFTER 135 YEARS, THE *EQUATOR* FINDS A NEW PURPOSE

IN JUNE, THE PORT OF EVERETT
PARTNERED WITH TEXAS A&M
UNIVERSITY TO DOCUMENT THE
ICONIC VESSEL AND SHARED PLANS
TO MEMORIALIZE HER BEFORE SHE IS
LAID TO REST

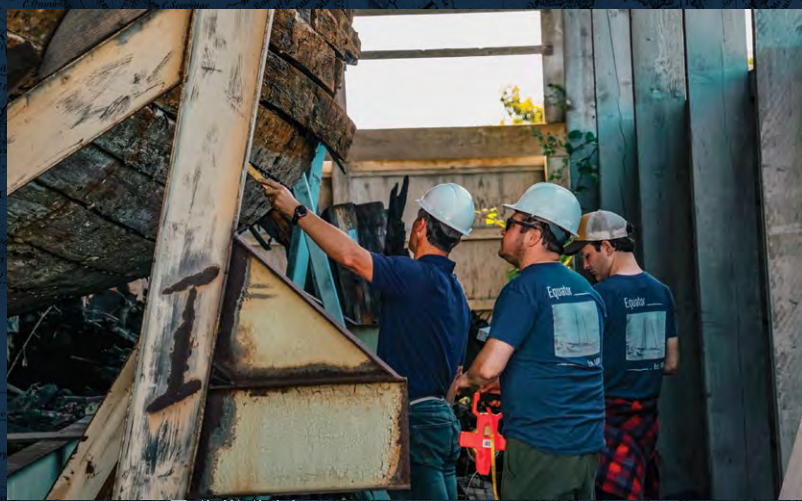
About 300 people attended the Port of Everett's *Equator* Community Open House on June 15 to celebrate the maritime legacy of the schooner-turned-tugboat. The deteriorating vessel is being dismantled in late August.

Students studying maritime archaeology and conservation at Texas A&M University provided a behind-the-scenes look as they documented her remains. Renderings for a new interpretive exhibit and new children's ship-themed playset coming soon to the waterfront were shown. Plans to salvage some of her materials so parts of the vessel can live on in local art were also shared (see page 11).

The Port's goal is to honor the *Equator's* history — as a testament to the esteemed builder's workmanship, a link to one of the most famous writers of the 20th century, a nod to the vessel's contribution to the maritime industry, and as a reminder of the boat's many lives in her storied career from 1889 to 1956.

While Everett has no direct link to the *Equator* during her service years, the vessel has been an iconic figure at the Everett waterfront since she was put on display here in the 1960s. Both time and the elements have since taken their toll on the wooden structure.

"Many may not know that this sailing schooner once chartered by Robert Louis Stevenson spent most of her life as a humble Puget Sound tug, towing larger vessels and felled logs through our waterways," Port of Everett CEO Lisa Lefebvre said. "With her stern having collapsed a while back and the determination that rehabilitation and relocation are not feasible options, it's time we memorialize the vessel so the journey that led her to the Port of Everett can live on."



Clockwise, from top: Students studying nautical archeology at Texas A&M document the Equator before she is dismantled later this summer. The Equator is drydocked at the Port's 14th Street Dock circa 1967. A shipbuilder's drawing of the schooner Equator as she was built in 1888. The vessel spent much of her life as a humble tugboat.

Partnership with Texas A&M is a wonderful opportunity to have quality documentation of the vessel to preserve this important history into the future, along with some other exciting ways we are planning to honor her memory."

VESSEL DOCUMENTATION

Students studying nautical archaeology and conservation at Texas A&M University were on site to document the *Equator* with state-of-the-art technology. Two professors and a cohort



Above: A Texas A&M student uses LIDAR to document the Equator.

Right: An Equator-themed playset being installed at Jetty Landing Park in early August.

of eight graduate and undergraduate archaeology students were learning current techniques to record, analyze and, when possible, conserve heritage boats. The graduate students are pursuing a master's degree in affiliation with the Institute of Nautical Archaeology.

For the *Equator* project, students used a combination of 3D laser scanning technology (LiDAR), high-definition photography and photogrammetry, as well as traditional recording methods to document the structure of the ship. Samples of her timbers will also be analyzed for wood species and organic material identification and further dendrochronological analysis, and then properly documented for historical record.



The student work will serve as a case study for similar vessel documentation efforts into the future when preservation is not feasible.

INTERPRETIVE EXHIBIT

An interpretive exhibition about the *Equator's* legacy will soon be fabricated for display at the Port's Waterfront Center near the interior entrance to Scuttlebutt Family Pub. The exhibit will include historical photos, a timeline of the vessel's storied career, a map showing her many journeys through the seas and a 1:48 model of the ship itself.

The Port was loaned a model of the *Equator* built by Robert Yorczyk of the Washington Ship Model Society in Washington, D.C. The 26-by-36-by-12-inch model will be the showpiece of the interpretive exhibit.

Yorczyk was inspired to build a miniature of the South Seas trading schooner because he has fond memories of teaching in a Samoan village while serving in the Peace Corps in the '70s.

JETTY LANDING PLAYSET

In early August, a new ship-themed children's playset in honor of the historic *Equator* was being installed at Jetty Landing Park near the boat launch.

The playset, which offers ADA accessible features, includes slides, deck-to-deck climbers, a porthole panel, a nautical bow, a stern climber, a pipe wall and a tower. Pacific octopus and baby orca whale climbers will be added later this year.

LOCAL ARTWORK

The Port of Everett is also working with award-winning sculptor John Grade, from Seattle, to salvage some of *Equator's* timber so that the vessel can live on in art. The Port plans to commission one of his sculptures.

Grade's installations include "Wawona," a sculpture made from Douglas fir salvaged from the hull of the historic schooner, which is in the Museum of History and Industry in Seattle. Visit johngrade.com for more information.

THE EQUATOR: A HISTORICAL SNAPSHOT

The *Equator* was removed from a breakwater along Jetty Island in 1967. The Everett-based *Equator* Foundation hoped to restore the boat to her former glory; sadly, it proved to be a challenging project and funding fell short. In 1972 she was the first historical asset in Snohomish County to be listed on the National Register of Historic Places.

The vessel — constructed in 1888 by renowned boat builder Matthew Turner — is said to be the last of its kind in North America. Her colorful history includes a voyage through the South Pacific with author Robert Louis Stevenson, work as a tender to an Arctic whaling fleet and towing service as a Puget Sound tug.

When her champion, Eldon Schalka, died in a plane crash, the momentum to resurrect the *Equator* was lost. After some time located at the Port's Marina Village, the boat was moved to a shed near the Jetty Landing Boat Launch.

In 2017, the stern of the vessel collapsed, crushing any lingering hope of restoration. After searching for an organization to rehome the historic boat to no avail, the Port obtained custody of the *Equator* in 2022 to document, memorialize and repurpose her materials.

Scan the QR code to learn more or visit portofeverett.com/equator.



CARGO ON THE MOVE AT NORTON TERMINAL

Since the opening of the Port of Everett's Norton Terminal late last year, more than 2,050 containers and over 9,000 tons of breakbulk have moved through the new terminal.

The first cargo moves between the Port's modernized South Terminal and new 40-acre cargo terminal were completed in January. Swire Bulk vessel the *M/V Pakhoi* offloaded 217 containers.

"OPENING NORTON TERMINAL WAS A PROUD MOMENT FOR ME AS A COMMISSIONER. NOT ONLY DID WE GET THIS SITE BACK INTO USE AFTER A DECADE VACANT, WE HAVE RESTORED JOBS HERE, ADDED EFFICIENCY TO THE SUPPLY CHAIN AND CLEANED UP THIS CONTAMINATED SITE. THIS IS THE TYPE OF WORK WE DO AT THE PORT."

DAVID SIMPSON
PORT OF EVERETT COMMISSION SECRETARY

The opening of the Norton Terminal marked the first all-new cargo terminal to open on the West Coast in more than a decade. It adds critical cargo capacity to the national freight network to enhance movement of commerce throughout the global supply chain.

The \$40 million investment completed environmental cleanup and development of the uplands at Norton Terminal — the cornerstone of the Port's \$150 million Mills to Maritime initiative.



Norton Terminal was funded in part by a \$17.75 million federal BUILD grant and \$9.15 million in Ecology grants.

The effort transformed the former Kimberly-Clark mill site into a new maritime hub at the heart of Everett's working waterfront — between two federally secured facilities — the Port of Everett's international seaport and Naval Station Everett.

The project also realizes the full potential for the Port's recent \$57 million South Terminal modernization investment that added a new full-service berth in Everett in 2021 to support larger ships and heavier cargo.

SOUTH TERMINAL + NORTON TERMINAL UPGRADES INCREASE HANDLING CAPABILITIES
HERE'S A SNAPSHOT OF CARGO MOVED THE FIRST HALF OF 2023



EXCAVATORS



TRANSFORMERS



EV BREAKBULK



AEROSPACE PARTS



53 FT CONTAINERS



HELICOPTERS

PORT OF EVERETT NAMED JOB CREATOR OF THE YEAR



The Port of Everett has been named *2023 Job Creator of the Year* by the Washington Public Ports Association (WPPA) for its \$40 million Norton Terminal cleanup and redevelopment project. WPPA, a member organization representing the interests of the 75 public port districts in Washington state, presents its annual *Job Creator of the Year Award* to

recognize a member port dedicated to creating sustainable, family-wage jobs for the people of their port community. The project put the former Kimberly-Clark mill site back into job-producing use, transforming the once-contaminated waterfront parcel into a sustainable and productive maritime hub that now supports more than 950 jobs.

The Port of Everett Seaport has also been short-listed for Heavy Lift's *2023 Port/Terminal Operator of the Year Award* — an international recognition — for the second year in a row!

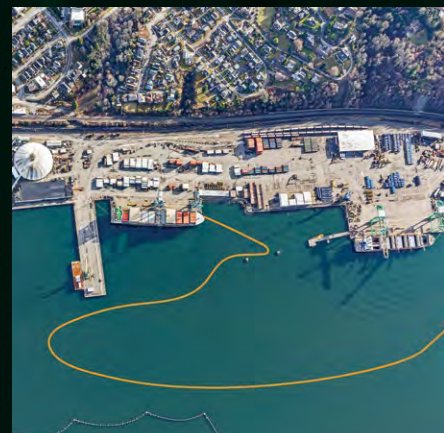
WEYERHAEUSER MILL A CLEANUP STUDY IN REVIEW

The Weyerhaeuser Company's former Mill A site, located at the south end of today's Port of Everett Seaport, is at the top of Washington state's environmental cleanup list.

Since 2020, the Port has been working with the Weyerhaeuser Company and the Washington State Department of Ecology to conduct a study to determine cleanup options for the site that encompasses the Port's South and Pacific Terminal berths. The Port submitted a draft study to Ecology on Jan. 17.

The contamination in review stems from the former mill operations on site, and the study presents viable options for cleaning it up. The cleanup will take into account the requirements of the Port's modernized South Terminal and Pacific Terminal, which have been upgraded to handle a more modern class of ships, as the industry continues to trend toward larger ships and heavier cargo.

The Port has been awarded the first-ever extended grant agreement by the state, essentially giving the project's funding request the highest priority.



GREENING THE SUPPLY CHAIN

LEGISLATURE AWARDS PORT OF EVERETT SEAPORT \$5 MILLION FOR ELECTRIFICATION, MODERNIZATION

The Port of Everett has been awarded \$5 million in community project funds from the Washington State Legislature to expedite plans to electrify Pier 3 and help modernize its international seaport.

Dock electrification is one of many efforts underway at the Port of Everett Seaport to help “green” the supply chain. In this case, electrifying Pier 3 and modernizing other infrastructure and utilities will immediately reduce carbon footprint and further improve air quality at the working waterfront. The project eliminates use of diesel generators at Pier 3 and makes infrastructure improvements to enhance resilience of the Port.

This forward-thinking investment in maritime infrastructure also sets the Port of Everett’s facilities up for a more sustainable future, adding the capability to support future innovations in maritime, such as electric tugs now in development.

“The Legislature has made massive investments in electrifying our transportation sector in recent years, but I was especially excited to secure funding for such a crucial project in our community in Everett,” said state Sen. Marko Liias (D-Everett). “Electrifying Pier 3 will help protect our environment for future generations all while modernizing the maritime industry — a massive win for Everett!”

Constructed in 1973, the 650-foot Pier 3 dock has had continued upgrades since the 1990s. Upon completion of this next set of upgrades, it is expected that over 630 tons of carbon dioxide will be eliminated in the first year alone.

One of the many components of this project is installing infrastructure to support future electric plug-in capabilities to serve an emerging market of all-electric harbor craft, including tugs, barges and more, that could dock here in the near future. This effort will spur further reduction in emissions and support decarbonization initiatives in the shipping industry.

“This investment will contribute to restoring the health of the Puget Sound and further encourage the development of a greener maritime and trade industry,” said state Rep. Julio Cortes of the 38th Legislative District. “I am proud to be part of a project that will invest in upgraded supply chain infrastructure while reducing greenhouse gas emissions.”



CLEAN AIR A KEY SEAPORT FOCUS

The Port of Everett works with other Puget Sound ports to ensure we continue to meet federal air quality standards and regularly implement emission reduction measures. The Port is a voluntary member of the Puget Sound Maritime Air Forum, which is committed to reducing air emissions associated with maritime transportation. The next Puget Sound Maritime Air Forum report is currently in the works. While the forum anticipates seeing some increases due to record shipping levels during the pandemic and supply chain crisis, these reports help move the needle on the good work Puget Sound ports are doing to reduce our overall carbon footprint.

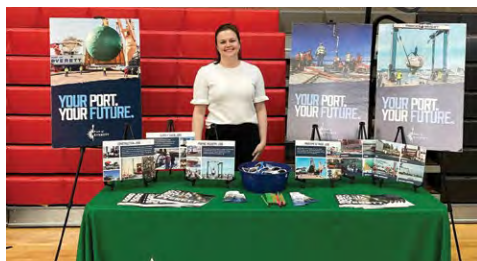
SHOREPOWER IS WAY OF FUTURE

The Port of Everett has embraced the concept of installing infrastructure to support the future of shorepower as part of its Seaport Modernization efforts. Shorepower is the provision of shoreside electrical power to a ship at berth while its main and auxiliary engines are shut down. While it remains unclear when shorepower systems will be standardized for the class of ships that currently call Everett, we are working to ensure infrastructure at our Seaport berths can support the shift to shorepower throughout the maritime industry in the future.



The Port of Everett Seaport has been recertified by Green Marine! Green Marine is a voluntary environmental certification program for the North American maritime industry that assists its participants in improving their environmental performance beyond the scope of current regulations. The program addresses key environmental issues through various performance indicators, and includes shipowners, ports, terminals, seaway corporations, and shipyards. To maintain certification, the Port agrees to assess its environmental performance annually, submit the results of these self-evaluations for verification by

an accredited external verifier biennially, publish the results of these evaluations, and commit to a process of continual improvement. In 2022, the Port adopted new practices which resulted in the advancement of levels in the Underwater Noise and Spill Prevention and Stormwater Management performance indicators. The Port has been a member of Green Marine since 2017.



PORT HOSTS MARITIME DAY, ATTENDS SCHOOL CAREER FAIRS

The Port of Everett hosted a Maritime Day for local educators on April 18. The event focused on incorporating maritime curriculum into more classrooms. The Port also attends maritime and trade-related career fairs and speaker series to highlight maritime job opportunities and promote a skilled and diverse workforce in Snohomish County. This spring the Port took part in events at Sno-Isle TECH Skills Center, Arlington High School and Alderwood Middle School, reaching more than 2,200 students.



PORT COHOSTS INTERNATIONAL DELEGATIONS TO PROMOTE BUSINESS

The Port cohosted the SelectUSA Seattle Spinoff on April 28 and the Americas Competitiveness Exchange on May 16 where the Port team met with and provided tours to delegates from around the world to promote business opportunities in Snohomish County, including in the maritime, aerospace, industrial, manufacturing and energy industries. Event partners were Snohomish County, City of Everett, Greater Seattle Partners and Economic Alliance Snohomish County.



JAPANESE EXCHANGE STUDENTS TOUR PORT OF EVERETT SEAPORT

The Port of Everett was happy to partner with Everett Community College to take exchange students from Iwakuni, Japan — a sister city to the City of Everett — on a tour of the Port's international seaport on Aug. 3. The Japanese students stayed in Everett for about two weeks for their study-abroad program offered through EvCC's Japanese Cultural Resource Center. In addition to the Port, they also visited The Boeing Co. and Pike Place Market.

PORT OF EVERETT MARKS 26TH CONSECUTIVE YEAR OF CLEAN FINANCIAL AUDITS

The Washington State Auditor's Office has presented another clean audit report to the Port of Everett, marking 26 consecutive years of financial audits with no findings.

Representatives from the State Auditor's Office conducted its annual audit this spring, reviewing the Port's financial documents, federal reporting, and operational accountability over the period Jan. 1 - Dec. 31, 2022.

"I'm so proud of our Port team who continue to push major economic development initiatives forward fiscally responsibly," Port of Everett CEO Lisa Lefebvre said. "I want to especially thank and recognize our diligent finance team led by CFO Eric Russell and Finance Director Bob Marion whose leadership was instrumental in reaching these milestones."

The audit focused on review of the Port's financial statements to obtain reasonable assurance that they are free from material misstatement, as well as accountability in five primary areas — financial condition, self-insurance, Open Public Meetings Act compliance, cash receipting and the accounts payable process.

IN REMEMBRANCE OF THE LATE SEN. JOHN MCCOY



The Port of Everett was saddened to learn of the passing of former state Sen. John McCoy on June 6. McCoy, a Tulalip Tribes elder, was a champion for students, the environment, economic development, the region's tribes and much more. McCoy was a tireless supporter and reliable partner of the Port of Everett in the effort to clean up and restore Snohomish County's environment, including the Everett waterfront and the Snohomish River Estuary. His legacy will continue through these projects, which benefit the recovery of native salmon and Southern Resident orca.

The Port is grateful for McCoy's focus and work to solve key issues here in Snohomish County. He will be deeply missed. We extend our condolences to McCoy's family, friends and the Tulalip community.

PORT'S HARBOR ATTENDANT KATHY SMITH RETIRES AFTER 15 YEARS



Many congratulations go to Kathy Smith on her retirement from the Port of Everett after 15 years of public service. She retired on Aug. 9. Smith was hired in 2007 as a Marina Maintenance Helper. She was promoted to Fuel Dock Attendant in 2015 and to Harbor Attendant in 2022. During her time at the Port, Smith helped with landscaping and maintenance, tying up boats so they can fuel up, and payment and inventory of guest moorage. Kathy's roles over her Port career have made her one of our most familiar faces on the docks. Over the years we have received many compliments about Kathy's friendly demeanor and excellent customer service.

LIZ OLSON RETIRES AFTER 14 YEARS AS PORT'S HR MANAGER



We're congratulating Liz Olson on her retirement from the Port of Everett after 14 years of public service. She retired on June 2. Olson was hired in 2009 as the Port's Human Resources Manager. During her time at the Port, Olson managed job recruiting, compensation, employee and union relations, benefits and classification. She also helped organize Port employee recognition events, as well as the Port's annual United Way campaign. Prior to her time at the Port, Olson also worked in HR for Skagit PUD, Everett Community College, Washington State Ferries, Purdue University and Seattle University. Congrats, Liz! We wish you happiness in your retirement!



Jim Weber (far right) poses with other staff members in 1982, including current Marina Operations Journeyman Chris Kadet (top).



LEAVING HIS LEGACY

After nearly a half-century of public service at the Port of Everett, Marina Operations Director Jim Weber has retired. To date, Weber marks the longest-tenured employee in Port history.

Marina Operations Director Jim Weber retired on July 31 from the Port of Everett after 43 years of public service as a full-time employee.

More impressively, Weber worked at the Port for a total of 47 years if you count part-time employment. He started here when he was 16 as a summer seasonal during his high school and college years, coming on full-time in 1980 with the Marina Maintenance staff. He was promoted to Maintenance Journeyman, and then to the Marina Maintenance Foreman. He finished his career as the Marina Operations Director, a position he held for many years.

Throughout his Port career, Weber helped design, build, maintain and upgrade many of the Marina's facilities and projects. From the South, Central and North Marinas to the Jetty Landing

Boat Launch, Jetty Island Docks and Boxcar Park, Weber was involved with all of them. He also helped design the Craftsman District Boatyard and Office and was part of the Waterfront Place project planning team.

Weber was involved with and enjoyed the many events at the Port throughout the years. He helped start Wheels on the Waterfront, Sail-In Cinema, Holiday on the Bay and the waterfront concerts. He also attended opening day of boating and fishing derby events, among others.

Weber is very proud of the Marina Operations and Office staff. They have received many awards for running the largest public marina on the West Coast, including earning the national title in 2019 as *Marina of the Year* by Marina Dock Age — a huge honor for the Port.

When he thinks back to what the Marina was when he started to what it has become today, he is very proud of what the Port team has accomplished.

"When I started here, the Central Marina was the only basin," he said. "Look at us now!"

Weber said he will miss his Marina and Port family, including all of the marina slipholders, yacht clubs and professional contacts that he has considered family and great friends over four decades.

"The Port staff and boaters have always been like family to me," Weber said. "That is what has always made this a special place for me."

Thank you for your 47 years of service, Jim! We will miss you! Enjoy your well-deserved retirement!

CONGRATULATIONS TO THE FOLLOWING PORT OF EVERETT EMPLOYEES

NEW HIRES

- ✓ **Kyle Buchanan**, HR Administrator
- ✓ **Mallory Good**, Assistant Controller
- ✓ **Jeremiah Hobbs**, Marina Security Officer
- ✓ **Bryan Johnson**, Marina Operations Manager
- ✓ **Gary LaRoque**, Assistant Facilities Manager
- ✓ **Cage Tanaka**, Associate Project Engineer

PROMOTIONS + TRANSITIONS

- ✓ **Will Armstrong**, Maintenance Helper
- ✓ **Dalton Cook**, Accounting Technician
- ✓ **Erik Gerking**, Senior Director of Environment, Planning & Strategic Projects
- ✓ **Carmen Hernandez**, Payroll Administrator
- ✓ **Chris Peterson**, Maintenance Journeyman
- ✓ **Jake Robbins**, Maintenance Apprentice
- ✓ **Ben Thornton**, Marina Harbor Attendant
- ✓ **Chuck Wilson**, Maintenance Apprentice

CAREER MILESTONES

- ✓ **Carl Wollebek**, 30 Years
- ✓ **Kyle Moseley**, 30 Years
- ✓ **Kimberly Shanks**, 30 Years
- ✓ **Duane Ostman**, 15 Years
- ✓ **Michael Goodale**, 10 Years
- ✓ **Walter Seidl**, 10 Years

EXPLORE PORT JOBS @ [PORTOFEVERETT.COM/JOBS](https://portofeverett.com/jobs)

FINISH THE YEAR WITH FUN!

FAMILY FUN

**LUNCH & LAUNCH
FOOD TRUCKS**
SATURDAYS THRU AUGUST 26

**PACIFIC ICE
COMMUNITY ICE RINK**
DAILY, NOVEMBER 17, 2023
-JANUARY 8, 2024



MUSIC & MOVIES

MUSIC AT THE MARINA
THURSDAYS THRU AUGUST 31

**SAIL-IN CINEMA
OUTDOOR MOVIE SERIES**
FRIDAYS THRU AUGUST 25

PUGET SOUNDS STEEL DRUMS
FRIDAYS THRU AUGUST 25

BEACHES & BOATING

JETTY ISLAND DAYS
SEASONAL FERRY THRU SEPTEMBER 3;
ISLAND OPEN YEAR ROUND

KAYAK SHARE RENTALS
YEAR ROUND

FREEDOM BOAT CLUB
YEAR ROUND

FISHING DERBIES

SALMON FOR SOLDIERS
AUGUST 19

EVERETT COHO DERBY
SEPTEMBER 23-24

HARBOR TOURS

**PORT OF EVERETT
WORKING WATERFRONT
HARBOR TOURS**
WEDNESDAYS THRU AUG 23

**"THROWBACK THURSDAY"
HISTORIC EVERETT
WATERFRONT HARBOR TOURS**
THURSDAYS THRU AUGUST 31

WATERFRONT FESTIVALS

SIP ON THE SOUND
(FORMERLY EVERETT UNCORKED)
AUGUST 18-19

**WHEELS ON THE
WATERFRONT CAR SHOW**
AUGUST 26

**MUKILTEO LIGHTHOUSE
FESTIVAL**
SEPTEMBER 8-10

HOLIDAY ON THE BAY
DECEMBER 2



WALKS & RUNS

**OUT OF THE
DARKNESS WALK**
SEPTEMBER 30

WALK TO END ALZHEIMER'S
OCTOBER 7

SCAN THE
QR CODE FOR
MORE INFO!



Save the date!
PACIFIC ICE RETURNS
November 17, 2023 - January 8, 2024



Experience the magic of the winter season at the Port of Everett's Waterfront Place. The 3rd annual Pacific Ice Pop-Up Ice Rink is returning Nov. 17, 2023 - January 8, 2024. Glide gracefully on real ice as you immerse yourself in the spirit of the holidays. New this year, we're introducing "Fire & Ice" and "Magical Mondays." Cozy up to waterfront firepits and savor the ooey-gooley goodness of s'mores on Friday and Saturday evenings. Meet fan-favorite movie characters at the rink on Mondays (check website for details). The rink is also available for holiday party rentals. **Learn more @ [pacificice.com](https://www.pacificice.com).**



Port of EVERETT

WINTER 2023

PORTSIDE

PORT OF EVERETT NAMED
PORT OF THE YEAR P.3

MILLS TO MARITIME COMPLETE,
NORTON TERMINAL NOW OPEN P.8

WATERFRONT PLACE ENTERS SECOND
PHASE OF DEVELOPMENT P.10

BLUE HERON SLOUGH: A BIG PROJECT WITH EVEN BIGGER BENEFITS

Wetland Restoration Unveiled
Creating 353 Acres of Critical
Salmon Habitat, Food Supply
for Southern Resident Orcas
P.6

ENVIRONMENTAL LEADER
CLEAN AIR. CLEAN LAND. CLEAN WATER.

YOUR PORT COMMISSION



David Simpson
District 1
Secretary



Tom Stiger
District 2
Vice President



Glen Bachman
District 3
President

MESSAGE FROM THE CEO

What a monumental year we had in 2022 — from unveiling one of the largest environmental undertakings in Port history with the opening of the 353-acre Blue Heron Slough (see page 6), to cutting ribbon and opening the new 40-acre Norton Terminal to support maritime commerce and jobs (see page 8), to breaking ground on new developments at Waterfront Place, and everything else in between.

We ended the year on the highest of notes, earning top industry recognition with the 2022 *Port of the Year Award* from the Washington Public Ports Association (see page 3). This award is a true testament to the strong, strategic leadership of the Port Commission and the hard work and dedication your Port team puts in every day to serve this Port District and our surrounding communities. I couldn't be more proud.

As we look forward to the year ahead of us, it too is full of new and exciting opportunities. We will continue to support efforts to green the supply chain in the Puget Sound and maximize our infrastructure investments to boost trade and support local jobs.

We expect new retail and restaurant openings, groundbreakings, and new tenant announcements for Waterfront Place as we continue to build out the list of amenities here at Snohomish County's destination waterfront. We also look forward to the possibility of a partnership with the Tulalip Tribes and City of Mukilteo to help advance their waterfront redevelopment.

Further, as was identified as a strong desire of the community during the Port's strategic plan outreach in 2018, we will continue to explore the potential for boundary expansion. The Port's boundaries as they sit now encompass most of Everett, portions of Marysville and Mukilteo, and parts of unincorporated Snohomish County.

They have remained unchanged since our formation in 1918, and unlike most of the 75 public ports in Washington state, the Port of Everett is not county-wide. This puts parts of Snohomish County at a disadvantage by not being able to benefit from the unique economic development tools available only to ports.

The Port Commission has asked staff to seek stakeholder input to gain a better understanding of what's important to our neighboring cities and assess where the Port's value could be most beneficial.

We look forward to continuing to serve you, and we invite you to explore the latest Port news and happenings throughout this publication. If you don't already, follow us on social media and check out our website to stay up-to-date throughout the year. Cheers!



Lisa Lefebber
Port CEO

IN THIS ISSUE

- 3 | ECONOMIC REPORT**
Port of Everett recognized as 2022 *Port of the Year*, major economic milestones
- 4/5 | PUBLIC ACCESS & MARINA**
2023 events calendar, Mukilteo parklet and parking lot updates, Marina Fuel Tank project underway, new Jetty Landing restroom now open, winter happenings
- 6/7 | ENVIRONMENT & WILDLIFE**
Blue Heron Slough estuary complete, benefits of wetlands and "blue carbon"
- 8/9 | SEAPORT**
\$150M Mills to Maritime initiative fully realized, 40-acre Norton Terminal now open for business
- 10/11 | WATERFRONT PLACE**
Millwright District gets the green light, second phase of construction underway, Waterfront Place tenant & development updates
- 12 | ENVIRONMENTAL CLEANUPS**
Environmental progress report, 250 acres of waterfront now clean or under cleanup action
- 13 | PORT BRIEFS**
2023 budget approved, Seaport wins industry awards, EPA visits Seaport, supplier diversity
- 14 | WORKFORCE DEVELOPMENT**
New maritime exhibit now open at Imagine Children's Museum, local students get behind-the-scenes look at maritime jobs
- 15 | EMPLOYEE FOCUS**
Maritime workforce gives back, remembering Ed Morrow, staff milestones, promotions, new hires

COMMISSION MEETINGS

Port Commission meetings are held in hybrid format with an in-person or virtual option via the Zoom video conferencing platform. Meetings take place the first and second Tuesday of each month at noon at the Port of Everett's Waterfront Center, 1205 Craftsman Way, in the Blue Heron Room. *The public is encouraged to participate.*

PORT SIDE TEAM

This issue of the Port Side was written and produced by the Port's Public Affairs Department and printed by DCG ONE.

Cover image: An aerial image from early September 2022 showing Snohomish River waters returning to Blue Heron Slough after more than a century. Photo by SkyTech Aerial Photo Inc.

PORT OF EVERETT

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PORT OF EVERETT NAMED PORT OF THE YEAR

The Port of Everett was named *2022 Port of the Year* by the Washington Public Ports Association (WPPA) — a member organization representing the interests of the 75 public port districts in Washington state through government relations, education, and advocacy programs.

Since 1987, WPPA has presented its prestigious *President's Port of the Year Award* to recognize a member port that has demonstrated exceptional success in the port industry. The award honors the Port of Everett for its leadership in innovation in the community and the port industry.

"Washington Public Ports Association is so proud of the Port of Everett, and all the incredible work they have done over such diverse lines of business," said Patsy Martin, Interim Executive Director of WPPA. "From the recent ribbon-cutting at the new Norton Terminal to the massive wetland work and major waterfront cleanups, the Port of Everett is a shining star in the port world, and a prime example of how you get things done."

Over the past decade, the Port has continued its focus on the sustainable operation of its three lines of business — international shipping terminals, marina facilities and real estate development — while also delivering a robust capital program providing steady, strategic investment in infrastructure to support a balanced working and recreational waterfront.

The Port has prioritized bold maritime investments at the working waterfront to keep commerce moving, maintain regional competitiveness and support thousands of family-wage jobs. Since 2012, the Port has invested more than \$150 million to modernize its seaport facilities and expand cargo handling

capabilities, like the recently completed \$57 million South Terminal modernization and \$40 million Norton Terminal development (see page 8). It also added rail capacity, cargo handling equipment, and sustainability features to help "green" the supply chain.

In addition, the Port has prioritized significant investment at the recreational waterfront. The Port focused capital resources on upgrading and maintaining its marina facilities at the state's largest recreational boating hub and forging ahead on a new mixed-use destination at Waterfront Place with new residential, hospitality, retail, commercial and public spaces.



Left to right: Port Commission Vice President Tom Stiger, Port Commission President Glen Bachman, Port CEO Lisa Lefebber, and Port Commission Secretary David Simpson accepted the Washington Public Ports Association President's Port of the Year Award on Dec. 9, 2022.

The Port also took the lead in remediating historic contamination, working toward the cleanup of 250 acres along the Everett waterfront to facilitate brownfield redevelopment and new job hubs (see page 12), as well as adding 353 acres of critical salmon habitat in the Snohomish River by restoring Blue Heron Slough (see page 6).

"I am so proud our amazing team was recognized for all their efforts in bringing environmental stewardship and jobs to the community," Port of Everett CEO

Lisa Lefebber said. "We will continue to work every day toward our mission of bringing new economic opportunity and jobs to the region, while also acting as fierce protectors and environmental stewards of our waterways."

Through its work, the Port supports nearly 40,000 jobs and contributes \$433 million in state and local taxes annually.

The *2022 Port of the Year Award* was presented during WPPA's Annual Conference Awards Breakfast on Dec. 9, 2022, at Hotel Murano in Tacoma, Washington.

BY THE NUMBERS

PORT ACHIEVEMENTS THAT HAVE SHAPED THE WATERFRONT

\$200M+
IN PUBLIC/PRIVATE
INVESTMENT
FACILITATED
AT WATERFRONT PLACE

At full build-out, the project expects \$650+ million in public/private investment and creation of up to 2,100 jobs

\$150M+ IN MARITIME INVESTMENTS, INCLUDING:

\$57M
SOUTH TERMINAL
MODERNIZATION



\$34M
ACQUISITION OF
KIMBERLY-CLARK



\$40M
NORTON TERMINAL
DEVELOPMENT



\$9M+
RAIL LINE
INFRASTRUCTURE



\$10M+
SEAPORT EQUIPMENT
& UPGRADES



250 ACRES OF LEGACY CONTAMINATION CLEANED UP   
OR NOW IN CLEANUP ACTION ALONG THE WATERFRONT | **\$238M INVESTED**

40,000
JOB



Port activities support more than **40,000 jobs** in the surrounding community and contribute **\$433 million** in state and local taxes

\$165M+

Invested in Marina upgrades since early 2000s, including facility dredging & \$36 million Central Marina Recapitalization

**ADDED 353 ACRES OF
SALMON HABITAT @
BLUE HERON
SLOUGH** 

2023

PORT OF EVERETT EVENTS CALENDAR

FEB. 3-11 SEATTLE BOAT SHOW

APR. 2 MILL TOWN MARATHON

APR. 22 MARINA & JETTY ISLAND
CLEANUP DAY

APR. 22 WALK MS EVERETT

JUNE - AUG. LUNCH & LAUNCH
(SATURDAYS)

JULY 5 - SEPT. 4 JETTY ISLAND DAYS

**JULY 6/20
AUG. 3/17/31** THROWBACK THURSDAY
HARBOR TOURS WITH
HISTORIC EVERETT

**JULY 12/26
AUG. 9/23** WORKING WATERFRONT
HARBOR TOURS

**JULY 13-
AUG. 31** MUSIC AT THE MARINA
(THURSDAYS)

**JULY 14 -
AUG. 18** SAIL-IN CINEMA OUTDOOR
MOVIES (FRIDAYS)

AUG. TBD TALL SHIP ADVENTURESS

AUG. 4 - 25 PUGET SOUNDS STEEL
DRUMS (FRIDAYS)

AUG. 19 SALMON FOR SOLDIERS

AUG. 19 EVERETT UNCORKED

AUG. 26 WHEELS ON THE
WATERFRONT

SEPT. 8-10 MUKILTEO LIGHTHOUSE
FESTIVAL

SEPT. 23-24 EVERETT COHO DERBY

OCT. 7 WALK TO END
ALZHEIMER'S

**NOV. 17 -
JAN. 8
2024** PACIFIC ICE
COMMUNITY ICE RINK

DEC. 2 HOLIDAY ON THE BAY

[PORTOFEVERETT.COM/EVENTS](https://portofeverett.com/events)

PORT COMPLETES UPGRADES AT MUKILTEO PARKLET, AWAITS OPENING OF NEW PARKING LOT

Have you checked out the Port's improvements at the former Mukilteo ferry landing? The Port invested nearly \$500,000 on enhancements made here this past summer to transform the former ferry landing into a new "parklet" for outdoor dining and to add a new public recreation amenity at the waterfront. Benches, picnic tables, string lighting and planters were included in the upgrades. A bubble-like pattern was incorporated into the overall design with painted blue circles on the pavement and decorative metal wall panels to add color and function to the space. It's the perfect place to enjoy the views, a picnic or a local "to-go" bite.

PARKING LOT UPDATE: The Port's soon-to-be interim commercial parking lot located at 707 Front Street on the Mukilteo waterfront is expected to open in early 2023, pending city permits. The Port purchased the .89-acre former ferry holding lanes site across from Ivar's from Mukilteo Landing LLC to ensure the site's optimal development potential strikes a balance with the community's desires as part of future waterfront redevelopment. In the meantime, the Port will operate the site as a temporary parking lot with 99 visitor and commuter spaces offering hourly, overnight and monthly parking options. The Port will continually evaluate the mix of parking uses to optimize demand. Interested in a monthly permit? Contact portparking@lazparking.com.



PACIFIC ICE TAKES FIRST PLACE!

Last year the Port of Everett was recognized by the American Association of Port Authorities with a *Lighthouse Award* for the launch of Pacific Ice — the new seasonal pop-up rink at Waterfront Place produced in partnership with Blue Line Sports & Entertainment. The outdoor, real-ice rink that opened in 2021 earned an *Award of Excellence* (1st place) in the Special Events category. With its second season now in the books, Pacific Ice has already proven to be a new holiday tradition, bringing thousands out to ice skate at the waterfront overlooking the Marina. We hope to see you next season!



ALL IS BRIGHT AT THE MARINA

It's looking like a winter wonderland at the Pacific Rim Plaza next to Hotel Indigo! New to the Port's lighting displays this year are crashing waves along the promenade and leaping salmon on light poles. You'll find them next to the lighted "frozen fountain" tree. The Port plans to build out its holiday lighting program more each year. The displays are up thru Presidents' Day, so come down and snap a photo to share with us on social media using [@portofeverett!](https://twitter.com/portofeverett)



Clean Air. Clean Land. Clean Water.

DID YOU KNOW? The Port of Everett Marina is a certified Clean Marina, holding designation at the highest level — the *Leadership Award* — since program inception in 2007. The Port earns its title by conducting operations with the goal of protecting the environment, reducing and properly managing hazardous waste, educating boaters on clean boating practices, demonstrating innovative and environmental leadership, protecting salmon, shellfish and other valuable resources and improving safety and working conditions at the Port.



MARINA FUEL TANK REPLACEMENT PROJECT UNDERWAY



A two-part project to replace the Port's aging Marina Fuel Dock is now underway. Port contractor Glacier Environmental Services was hired to handle the first phase of work to replace the fuel tanks. This includes installation of two, new 30,000-gallon underground tanks — one for diesel, the other for gas — in the Central Marina parking lot. Once installed,

the existing tanks, which are about 200 feet away in the Millwright District, will be removed. Since mobilizing on site this past fall, crews have demolished hardscapes, realigned utilities and brought in 2,800 tons of clean fill, also known as preload, to compact the tank install site. The second phase of the project, to take place in 2024, includes Marina Fuel Dock relocation and reconfiguration to enhance the layout for vessels fueling up. The existing fuel dock will remain open for the duration of the project. It will be demolished and removed once the new 500-foot facility is operational.

JETTY LANDING RESTROOM GETS UPGRADE, OPENS FOR USE

So long sani-cans! The new Jetty Landing Boat Launch restroom is now open. The prefabricated building was delivered to the Port in five sections this past fall. Crews assembled it on site, then completed finish work and landscaped around the structure. This new facility replaces a nearly 50-year-old restroom and offers double the capacity to better serve this busy boating and recreational hub.



VIETNAM RIVER PATROL VISITS MARINA FOR REENACTMENT

The Northwest Chapter of the Gamewardens of Vietnam brought two restored river patrol boats — one Navy, one Army — to the Port of Everett Marina on Oct. 22, 2022. These vessels were used for patrolling the Mekong Delta in Vietnam. In celebration of the group's Army Restoration Project, 34 Vietnam War veterans reenacted a two-boat patrol up the Snohomish River. Two active-duty Navy patrol boats from Bangor, a Snohomish County Sheriff's patrol boat and a Sheriff's helicopter that had been used in Vietnam joined them in the river and flyover patrol run. In between runs, the vets shared their Vietnam photo albums and showed off the boats at Central Guest Dock 5. Learn more @ gamewardensnw.org.



Clean Air. Clean Land. Clean Water.

Protecting Puget Sound Stormwater Management

Stormwater management is an integral part of the Port of Everett's environmental programs. To protect the waters of the Puget Sound, the Port employs treatment systems, routine monitoring, inspections, and best management practices at its Seaport and Marina facilities. At the Seaport, the Port utilizes a vegetated bio-filtration swale that acts as a natural filtration system to treat stormwater runoff. As the Port makes capital improvements, it strives to go the extra mile and implement upgrades that will improve water quality into the future. For example, during the South Terminal Modernization project, the Port installed an innovative end-of-pipe filtration system, known as a Modular Wetland, that will treat stormwater off the South Terminal Wharf. Additionally, during the recent Norton Terminal development, a new state-of-the-art stormwater system was installed for the first time in the site's history.

At the Port's destination waterfront, within its 65-acre mixed-use development at Waterfront Place, sustainable design continues to be implemented, including installation of Modular Wetland filtration systems at every combined sewer outfall. These systems (shown below) are designed to act like natural wetlands to treat stormwater runoff before it enters the Puget Sound. To date, through collaboration with our partners at the Department of Ecology, City of Everett and Puget Sound Partnership, the first set of these units have been installed, making for an even cleaner waterfront environment for our community and marine wildlife.



BLUE HERON SLOUGH KEY TO A HEALTHY ECOSYSTEM



On Sept. 1, 2022, the Port of Everett gathered with tribal and community leaders and the many project partners involved in the creation of Blue Heron Slough to unveil the new 353-acre estuary.

With the recent completion of Blue Heron Slough, the Port of Everett worked with partners to restore 353 acres of estuary habitat that is not only critical to salmon recovery, water quality, flood protection and bird habitat — but also supports “blue carbon” sequestration.

On Sept. 1, 2022, the Port of Everett gathered alongside its many community and project partners, including the Tulalip Tribes and Suquamish Tribe, Wildlands and the Port Gardner Bay Trustees, to celebrate the unveiling of its new Blue Heron Slough on Spencer Island.

This massive conservation undertaking, more than 30 years in the making, officially returned the 353-acre site to its natural estuarine condition, creating critical habitat for native salmon, not to mention other estuary-dependent wildlife.

Spencer Island was cleared, diked and drained for agriculture around the 1880s. As part of this new estuary development, Port partner Wildlands and contractor Dungeness created a mosaic of channels, marshes, mudflats, and riparian areas on the site to be reconnected to riverine and tidal influences.

This past fall, crews breached the old agricultural dike in four sections — one on Union Slough and three on Steamboat Slough — reconnecting the river to the area for the first time in over a century.

The Port acquired the property now known as Blue Heron Slough in 1993. In 2019, the Port came to an agreement with the Port Gardner Bay Trustees to invest in and restore the area for salmon habitat.

The project restores critical estuary habitat for threatened salmon species, steelhead and bull trout — it reconnects an off-channel rearing and refuge habitat for the fish. It first and foremost supports healthy salmon populations, and in turn, it supports the food supply for the Southern Resident orca.

But the Blue Heron Slough benefits much more than salmon habitat. Other important benefits include, but are not limited to, water quality improvements through wetland filtration, reduced flooding by providing more space for water to be absorbed during flood conditions, and greenhouse gas carbon capture at a higher rate than forest lands.

Scientists refer to the carbon stored within coastal and marine ecosystems as “blue carbon” sinks. These ecosystems are particularly effective at capturing and converting CO₂ in the atmosphere to carbon which is stored within plants and eventually the soil.

In estuaries like Blue Heron Slough, blue carbon is created when the greenhouse gas carbon dioxide (also known as CO₂) is absorbed and processed by wetland plants as part of photosynthesis — they break down the CO₂ and release the oxygen (the “O₂”) into the atmosphere. The carbon (the “C”) feeds the plants, and when they decompose, the carbon is eventually stored, or sunk, in the soil. It’s dubbed “blue carbon” because of its association with water.

“While salmon recovery is the primary goal of this project, it is important to recognize that marshy estuaries like this are ecosystem superstars that provide myriad benefits, including their role in the delicate balance of greenhouse gases and our climate,” Port Environmental Director Erik Gerking said. “This restoration work builds a more resilient and balanced ecosystem.”

Clean Air. Clean Land. Clean Water.



WATCH NOW! Short video showcases the Blue Heron Slough restoration work with snippets from the unveiling event that took place on Sept. 1, 2022.

Find the video @ portofeverett.com/BHSrestoration.



U.S. Representative Rick Larsen toured the Port of Everett's new 353-acre Blue Heron Slough estuary Oct. 7, 2022, alongside partners the Tulalip Tribes, Snohomish County, and National Oceanic and Atmospheric Administration (NOAA).

Both forests and wetlands can store carbon, and they're both good at it, but wetlands do it at a greater rate because of the density of plants and grasses taking in carbon and the density of the soil in which it is stored, according to a recent Western Washington University study.

Estuaries build up soil fairly rapidly as well. A wetland can add half a centimeter a year, or an inch in just five years, even furthering carbon-sink storage potential.

Gerking said that Blue Heron Slough, at 353 acres, is especially noteworthy because it is bigger than the Port of Everett Seaport, Naval Station Everett and Waterfront Place combined.

Blue Heron Slough isn't the only estuary restoration site along the Snohomish River either — the watershed is seeing several restoration projects, including the Tulalip Tribes' Qwuloolt and Snohomish County's Smith Island projects.

"With more than 1,200 acres of wetland restored in the Snohomish Estuary in recent years, Snohomish County is a leader in wetland restoration," Gerking said. "This is a homerun for our salmon and the Southern Resident orca."



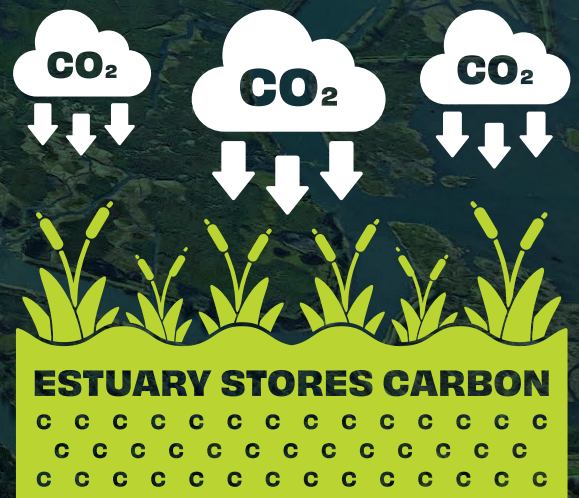
The four dike breaches were completed during low tide, one at a time, with waters flowing into the site with each successive breach. In response to the newly reconnected estuary habitat, salmon, bull trout, and other estuary-dependent species are expected to quickly return to the site.

BLUE CARBON = BIG BENEFIT

Estuaries can help mitigate climate change. Researchers at Earth Corps, Restore America's Estuaries and Western Washington University recently teamed up to prove that wetlands store more carbon than forests — and they definitely do.

Estuaries build up soil by taking up carbon and storing it in the ground. Blue carbon is the ability of tidal wetland and sea grass habitats to capture and store CO₂ and other greenhouse gases from the atmosphere. According to their study, coastal wetlands capture carbon at rates 2-4 times greater than forests. These wetlands also bury carbon in the ground at rates 10 times greater than forests.

Researchers also found that an investment in wetland restoration supports other important benefits, including improved water quality, critical marine habitat, and increased storm and flood protection. The conclusion: Wetland restoration addresses rising atmospheric carbon levels while also providing many other environmental benefits. Learn more @ bluecarbon.us.



MILLS to MARITIME

PORT OF EVERETT OPENS FIRST ALL-NEW CARGO TERMINAL ON WEST COAST SINCE 2009



The Port of Everett and project partners celebrated the opening of the new 40-acre Norton Terminal with a ribbon-cutting on Dec. 1, 2022. The \$40M investment adds critical cargo capacity to the global supply chain.

The Port of Everett made history on Dec. 1, 2022, officially opening its new Norton Terminal — the first all-new cargo terminal to open on the U.S. West Coast in more than a decade.

The \$40 million capital investment introduces 40 acres of new upland cargo capacity to the national freight network to further enhance movement of commerce throughout the global supply chain.

It also nearly doubles the Port of Everett Seaport's cargo handling footprint, fully realizing the Port's recent \$57 million investment in its South Terminal Modernization that added another full-service berth in Everett in 2021 to support larger ships and heavier cargo.

"With most trade-compatible properties along our nation's waterways already spoken for, it's extremely rare to see an all-new cargo facility come online and add much-needed

capacity to a strained logistics chain — which we have all had a front row seat to witness over the past year," Port of Everett CEO Lisa Lefeber said. "The new Norton Terminal, combined with our upgraded South Terminal, are game changers for our working waterfront and region, allowing us to do our part to keep freight moving efficiently, restore thousands of meaningful family-wage jobs to this site, and support a thriving economy."

Completion of Norton Terminal caps off the Port's 5-year, \$150 million Mills to Maritime initiative that puts the former Kimberly-Clark site back into job producing use for the first time in 10 years. The project transformed the once contaminated mill site into a new sustainable maritime hub.

The two projects will add more than 1,000 jobs to the waterfront and generate \$14.5 million annually in state and local taxes.

The Norton Terminal project, conducted in partnership with the Washington State Department of Ecology, integrated the property's cleanup requirements with redevelopment, completing the final physical cleanup of the uplands at a site that supported nearly 90 years of mill operations.

It was funded in part by a \$17.75 million federal BUILD grant and \$9.15 million in Washington State Department of Ecology MTCA grants.

The historic occasion was celebrated with a ribbon-cutting ceremony on Dec. 1, alongside the Port's many project partners. Local, state and federal leaders shared remarks, including Sen. Patty Murray, Rep. Rick Larsen, Rep. Emily Wicks, Port and City leadership, the U.S. Department of Transportation Maritime Administration (MARAD) and the Washington State Department of Ecology.

ALL FOR NORTON TERMINAL

"This site has not been in operation for over a decade, but with the Port's determination, that changes now with the opening of the Norton Terminal. This terminal will restore jobs, support commerce, keep our region competitive, and provide an immediate economic boost to the City of Everett, Snohomish County, the neighboring Cascade Industrial Center in the cities of Arlington and Marysville, and the greater Puget Sound region. It also cleans up a big piece of the waterfront, which is a top priority to the Port."

David Simpson
Port Commission Secretary

"With the opening of Norton Terminal and our modernized South Terminal, I'm confident there is no project cargo anywhere that we are not able to say, 'We can handle it.' These investments put Everett on the map and opens doors to new cargo opportunities. There is no stopping the success of Everett's working waterfront."

Glen Bachman
Port Commission President

"The Port has been around for more than a century, and we have demonstrated time and time again our proven track record of putting former contaminated mill sites back into productive use to support trade and bring jobs to the waterfront. As a former long-shoreman myself, this is a big win for maritime jobs, especially the skilled labor force we have here that is dedicated to keeping the supply chain moving — ILWU Locals 32, 52 and 98."

Tom Stiger
Port Commission Vice President

"Here in Washington state, our waterways are a cornerstone of our economy, our communities, and our way of life. Our ports create jobs, improve supply chain efficiency, and help move our state's world-class products and goods out to the rest of the world. The Norton Terminal is going to be a key part of that and serve as a major driver of jobs and economic activity in Everett and Snohomish County."

Sen. Patty Murray
United States Senate

"In the Pacific Northwest and across the country, you cannot have a big-league economy with little league maritime infrastructure. The opening of the Norton Terminal is great news for the hundreds of businesses and tens of thousands of jobs that depend on the Port of Everett to connect local goods and services with global markets."

Rep. Rick Larsen
United States Congress

→ 1920s-2011 → 2011 → 2016 → 2019



Mills on the Waterfront

This former mill site located in the heart of Everett's working waterfront was home to 90+ years of pulp, paper and sawmill production.

Kimberly-Clark Closes

Kimberly-Clark was the last mill operator at the site which shuttered in 2011; about 700 jobs were lost with the closure.



Strategic Direction

The Port of Everett Commission set strategic direction to acquire the vacant site to bring it back into a job-producing use compatible with its location within a federally secure maritime complex.

Port of Everett Acquisition

The Port acquired the site and immediately put its plan in motion to bring it back to its highest and best use as a marine cargo terminal that will enhance maritime commerce and restore jobs.



DEC. 2022 ●

2021-2022 ←

2020 ←

Norton Terminal Opens

In December 2022, just 18 months after start of construction, the Port and partners opened the new Norton Terminal to support the global supply chain and a thriving regional economy. The project created 800+ temporary construction jobs, is restoring 950+ jobs to the site, and will support the nearly 40,000 jobs already generated by Seaport operations.



Norton Terminal Construction

In July 2021, the Port and partners broke ground to install a site-wide environmental pavement cap under an agreed order with the Department of Ecology. The cap doubles as a marine terminal and provides permanent environmental controls and state-of-the-art stormwater treatment for the first time in the property's history, protecting the health of the Puget Sound into the future.

Cleanup Begins

As a condition of the Port's property acquisition, and in combination with the regulatory agency requirements, site remediation by the former property owner was completed under agreed order by the Department of Ecology. Crews cleaned and decommissioned exposed shoreline pipe and removed more than 250,000 tons of contaminated soil debris and crushed material — or about 14,000 dump truck loads.



"The Norton Terminal Project is an impressive example of partnering to make a community thrive. Faced with an economy that could have easily stagnated and declined during such a tumultuous time in our history, the Port of Everett, instead, made opportunity and built resources out of environmental stewardship and a commitment to people and place. It is an honor to play a small role in securing the critical state support that helped deliver this project and essential jobs for our region in just two short years."

Rep. Emily Wicks

38th Legislative District,
Washington State

"The new Norton Terminal is exactly the kind of forward thinking and strategic investment that will be critical to the recovery and growth of our local economy. Thank you to the Port of Everett for your vision and leadership."

Mayor Cassie Franklin City of Everett

"The Norton Terminal at the Port of Everett is important for businesses, workers, and our entire region. It isn't often that we get to celebrate not only the completion of a significant new part of our economic infrastructure but also the clean-up of the site. For generations, people have worked on the Everett waterfront at family-wage jobs. The mills have made way for new, diverse industries that will provide for thousands of families for many generations to come. The Norton Terminal will be another jewel on Puget Sound's waterfront."

Executive Dave Somers Snohomish County

"The U.S. DOT Maritime Administration congratulates the Port of Everett on the completion of Norton Terminal. We're proud to administer federal investments that support our nation's ports and waterways. This Mills to Maritime project is a prime example of these investments strengthening our infrastructure, economy, and maritime industry."

Catherine Simons

Gateway Director, Pacific Northwest & Alaska
U.S. Department of Transportation
Maritime Administration (MARAD)

"We are pleased to help celebrate this important milestone. This is yet another great example of our fruitful partnership with the Port of Everett to clean up the environment and put once-contaminated properties back to productive use."

Barry Rogowski

Program Manager, Washington State
Dept. of Ecology Toxics Cleanup Program



Above/right: Conceptual renderings provided as part of LPC West's proposal to establish the design look, feel and general scope; final designs and development placements to be determined and refined as the Port begins working with LPC West on final concept.



Port of Everett & LPC West Move Forward With Millwright District Development

On Dec. 12, 2022, the Port of Everett Commission approved an Option Agreement with LPC West for the development of the 10-acre Millwright District at Waterfront Place.

This action provides the framework for LPC West to develop the second, and largest, mixed-use phase of the Waterfront Place project. This district, situated in the uplands between the Port's Central and North Marinas (see image at bottom of page 11), will feature up to 60,000 square feet (sf) of destination retail, 200,000 sf of commercial space, and more than 200 multi-family housing units.

"We are so pleased to have reached terms with LPC West to be a part of our waterfront's future for decades to come," Port of Everett CEO Lisa Lefeber said. "LPC West has proven experience in delivering quality mixed-use projects that honor the vision and history of the communities they are developing in."

The Millwright District represents the second phase of public/private development within the Port's 65-acre, 1.5 million sf mixed-use Waterfront Place project. It builds on the momentum and the \$200 million invested into the project to date with new developments at Fisherman's Harbor, including the new Waterfront Place Apartments, the 142-room Hotel Indigo, restaurant row in Fisherman's Harbor, new destination retail, public gathering spaces and more.

"LPC West is incredibly excited to reach this milestone and transition into creating plans for a vibrant hub for new

residents and businesses at this exceptional waterfront location," said J.P.

Harlow, Senior Vice President of LPC West. "We are honored to be working with the Port of Everett and look forward to a long and successful partnership bringing their vision on the waterfront to life."

LPC West is the West Coast arm of Lincoln Property Company — one of the largest diversified real estate services firms in the United States. The company represents projects throughout Washington, Oregon, California and Idaho, and are responsible for a portfolio of more than 33 million sf of commercially developed, managed and/or leased properties.

An Exclusive Negotiating Agreement was authorized by the Port Commission in December 2021. This triggered option and lease negotiations, which were ongoing for the past year. The Option Agreement includes three development parcels; the West, East and North parcels.

LPC West expects to start construction on their first option in late 2023 or early 2024. This portion of the Millwright District will include a mixed-use building with retail, more than 200 housing units, and surrounding public spaces, including the new Timberman Trail that will create an attractive and accessible connection from the North to Central Marinas.



"This mixed-use project honors our heritage, but in an upgraded way, with clean, modern infrastructure and facilities. The site has a long-standing history of supporting blue collar jobs, and I look forward to seeing jobs continue to be supported at this site in a new way into the future. I can't wait for the groundbreaking."

Port Commission President Glen Bachman

"This is the largest piece of the Waterfront Place project that will soon bring renewed life to a site that long ago supported Everett's booming shake and shingle mills. This is a real opportunity for our community to take advantage of new housing and retail, offices, and public access. LPC West is a first-class, quality developer and I look forward to watching them build out a project we can all be proud of."

Port Commission Vice President Tom Stiger

"I want to thank the Port team and LPC West for working tirelessly behind-the-scenes to put this deal together and get us to the starting line for the next phase of private development. I believe this is a great economic development project that will create jobs for our Port, bring additional housing to our Port, and transform this cleaned up waterfront into a true destination."

Port Commission Secretary David Simpson



Menchie's @ the Marina Adding Sweet New Attraction at Waterfront Place

Things just got a little sweeter! Menchie's @ the Marina will soon join the growing mix of attractions at the Port of Everett's Waterfront Place, snagging a lease for 1,000 square feet of retail storefront at a new two-story building to begin construction in Fisherman's Harbor later this year. The deal brings Menchie's popular self-serve frozen yogurt to Everett for the first time. Franchise owners and Port District residents Joe and Leah Karl currently operate Menchie's at the Canyon Park Commons in Bothell and the only Menchie's branded food truck in the U.S. Their Everett fro-yo shop to open in 2024 will feature indoor and outdoor seating, as well as a convenient walk-up window.



Weyerhaeuser Muse Restoration Continues, Historic Building Opening this Spring

Renovations are nearing completion at the historic Weyerhaeuser Building at Boxcar Park. The iconic waterfront structure is being restored to its former 1920s glory with plans to reopen for public use this spring as The Muse Whiskey & Coffee Bar — a coffee house by day and speakeasy-style whiskey bar by night. Work to ready the space includes repair of all windows to historic standards, interior renovations, ADA enhancements, utility upgrades, modernization of restrooms, exterior landscaping, as well as tenant improvements by the NGMA Group to bring the space to life. The Muse will also serve as a museum, showcasing the rich history of the building and provide meeting space for some of the valued local boating clubs.



Retail/Restaurant Buildings Opening in Fisherman's Harbor this Spring

Two new retail/restaurant buildings are set to open up this spring in Fisherman's Harbor bringing international cuisine, sweets and yachts. The 6,000-square-foot restaurant building nearing completion just west of the new Waterfront Place Apartments south tower features the new Asian-inspired Fisherman Jack's restaurant and South Fork Baking Co. Both sites offer indoor, covered and outdoor dining overlooking the Marina. The 2,300-square-foot retail building just west of Hotel Indigo features Everett-based offices for Freedom Boat Club, Bellingham Yachts Sales and Waterline Boats, as well as patio space and public restrooms for visitors.



Sound 2 Summit Brewing & Woods Coffee Buildings Taking Shape

You can soon enjoy local brews at two new restaurant spots at Waterfront Place, as the buildings for the new Sound 2 Summit Brewing Co. and Woods Coffee take shape at the corner of 18th Street and West Marine View Drive in Everett. The coffee shop and taproom additions — which comprise 6,500 square feet between the two buildings — are located where the historic Weyerhaeuser Building stood before it was relocated to Boxcar Park. Both will offer indoor and outdoor dining with a courtyard connecting the two buildings. And if you like your coffee to go, Woods Coffee will feature a drive-thru for added convenience.

Millwright Loop Road Construction Underway



This past fall, the Port expanded its construction activity into the Millwright District to prepare for the future site development by LPC West (see page 10). A \$3 million contract with Strider Construction includes the preparation work necessary to build the next portion of the Millwright Loop Road — including bringing in clean fill dirt to preload the site for proper compaction. Work also includes widening a section of the northern waterfront trail, temporary realignment of parking and building temporary roads. Work is expected to wrap up this spring.

A follow-up project will complete the remaining portion of the road, utility and stormwater improvements, the Central Marina esplanade, including build-out of two vistas along the walkway, and rebuilding the Central Marina parking.

NOTE: Traffic modifications will be ongoing; please be mindful of detours, signage, cones, barriers, etc. in and around the construction zones.

ENVIRONMENTAL CLEANUP PROGRESS REPORT



Since the launch of Washington State's Puget Sound Initiative in 2007, the Port of Everett, its partners at the Washington State Department of Ecology (Ecology), and other parties have invested more than \$238 million to cleanup historic contamination on Port-owned waterfront properties. These cleanup efforts represent more than 250 acres of waterfront that are now clean or currently under cleanup action.

The Port is restoring these former mill sites into sustainable, 21st century job producing hubs to support trade and industry at the working waterfront; and residential, hospitality and recreation at the destination waterfront. In the coming years, the Port will more than double its environmental cleanup investment as it continues to make great strides to clean up legacy contamination along the shoreline. Here's a quick overview.

RIVERSIDE BUSINESS PARK



INVESTMENT: \$10 MILLION
STATUS: COMPLETE (2020)

- 85-acre former Weyerhaeuser Mill B (operated 1915-1980s); Port purchased site in 1998 for industrial business park
- Cleaned up legacy contamination with Ecology, allowing for development; on-going studies/monitoring by Ecology
- Earned industry award in 2020 for creating new job hub on the site supporting over 800 new jobs

WATERFRONT PLACE



INVESTMENT: \$25 MILLION
STATUS: COMPLETE (2015); SEE BELOW

- Six separate cleanup sites across 65 acres; removed 170,000 tons of contaminated soil and sediment
- Cleanup allowed for development of Waterfront Place to begin; project to support 2,100 jobs at full build-out
- Earned two industry awards for environmental, economic and community benefits

BAY WOOD



INVESTMENT: \$4 MILLION (TO DATE)
STATUS: UPLAND COMPLETE (2021); IN-WATER IN PLANNING PHASE

- Shoreline cleanup & habitat restoration; new public trail
- Paved way for 13-acre job hub with up to 400 on-site jobs & 1,000 off-site jobs; returned site to City tax rolls
- Winner of three industry awards for environmental, economic and community benefits

WEYERHAEUSER MILL A



INVESTMENT: ESTIMATED AT \$150M+
STATUS: CLEANUP IN PLANNING PHASE

- Ranked top priority project for Washington State cleanup program funding
- Critical project for environment and international seaport operations; tied to 40,000+ jobs
- Interim Cleanup Action in 2015 removed 20,000 cubic yards of contaminated sediment

KIMBERLY-CLARK



INVESTMENT: ESTIMATED \$40 MILLION
STATUS: COMPLETE (2023)

- 90+ years of mill operations on site
- Three interim action cleanups completed under Agreed Order with Ecology (two by previous owner)
- Integrated cleanup & redevelopment to install environmental cap; doubles as cargo terminal to support 950 jobs

EAST WATERWAY



INVESTMENT: \$900,000 (TO DATE)
STATUS: CLEANUP IN PLANNING PHASE

- Hub of industry since early 1900s as home to two major mills, shipyards, shipping and heavy industry
- Cleanup being addressed under Ecology Agreed Order; working on preliminary sampling/testing program
- Evaluating potential future uses of waterway to support and facilitate cleanup process

CLEANUP SPURS REDEVELOPMENT AT DESTINATION WATERFRONT

The Port, working in partnership with Ecology, completed a fast-paced, innovative cleanup program between 2006 and 2015 across its 65-acre recreational waterfront to support brownfield redevelopment at the site now dubbed Waterfront Place.

The \$25 million investment resulted in removal of 170,000 tons of contaminated soil, remediation of several contaminated groundwater plumes, dredging of contaminated sediment from the bay, and removal of failing bulkheads and old creosote-treated wood structures.

WATERFRONT PLACE AN AWARD-WINNING CLEANUP



THEN & NOW

MAJOR TRANSFORMATION @ FORMER EVERETT SHIPYARD

The most visual transformation took place at the former Everett Shipyard site, now home to Fisherman's Harbor, the first phase of the Port's Waterfront Place mixed-use development, with new public access, hospitality, residential and coming restaurants and retail spaces.

\$1.8M
Upland Cleanup Cost

99.9%
Of all contaminated materials removed

\$6.2M
In-Water Cleanup Cost

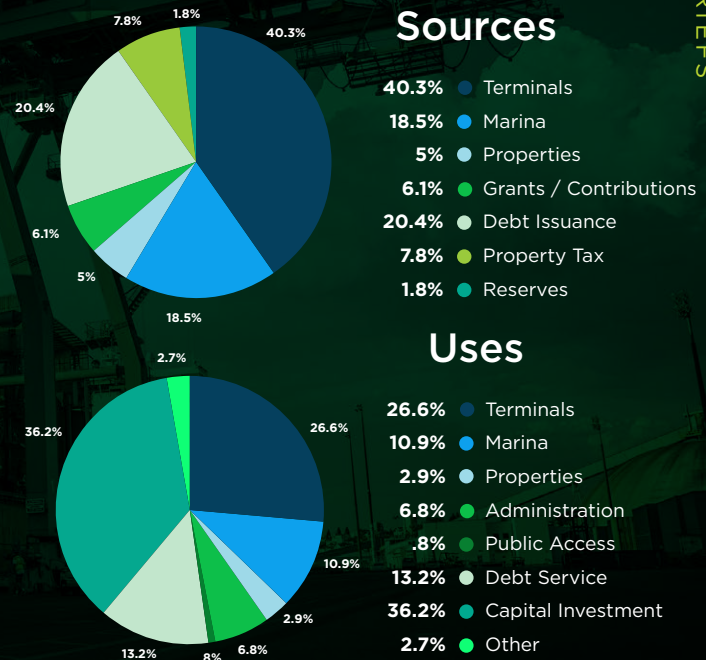
PORT COMMISSION ADOPTS \$67 MILLION 2023 BUDGET

The Port of Everett Commission has adopted a \$67 million 2023 operating and capital budget that continues to implement the Port's Strategic Plan and overall vision of a vibrant and balanced working waterfront. The Port's 2023 budget and financing plan considers continued financial impacts from the COVID-19 pandemic on the Port's three lines of business, particularly at the Seaport with the reduction of aerospace cargo, and also addresses current economic impacts from historic inflation.

It does so while positioning the Port to address significant opportunities to support economic development and new jobs, including continued investment in the Port Commission's top capital priorities of modernizing and greening the Seaport and building out Waterfront Place.

The budget includes a one-year operating and capital budget, and a five-year capital budget forecast with a three-year funding plan. It sets the financial framework for the Port to continue delivering on the vision of a balanced Everett waterfront that supports maritime use at the urban deep-water Seaport, and mixed-use at the destination waterfront.

View the budget guide @ portofeverett.com/budget2023.



SOUTH TERMINAL ENGINEERING TAKES GOLD



The Port earned industry recognition from the American Association of Port Authorities with a *Lighthouse Award*, snagging an *Award of Excellence* (1st place) in the Facilities Engineering category for its South Terminal Modernization project.

The \$57 million project earned this award for outstanding engineering innovation, excellence and performance by port engineering professionals — in this case, transforming the largest of the Port's docks from an underutilized wharf into a full-service marine terminal to support modern-day cargo operations. The *Lighthouse Award* was presented on Oct. 18, 2022, at the AAPA Annual Convention and Expo in Orlando, Florida.

PORT COMMISSION MARKS COMMITMENT TO PROCUREMENT & SUPPLIER DIVERSITY

On Dec. 12, 2022, the Port Commission authorized Resolution 1201 to formalize its commitment to supplier diversity. The Port believes that equitable contracting opportunities for small businesses and companies that are BIPOC-, women- and veteran-owned provides access to a wider array of business solutions, helps drive innovation and strengthens economic growth. The Port is committed to ensuring that all suppliers have a fair and equitable chance to receive contract opportunities to provide goods and services.

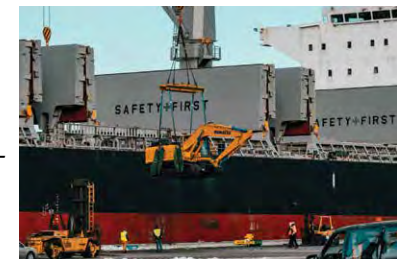
ENVIRONMENTAL PROTECTION AGENCY VISITS SEAPORT

The Port of Everett was pleased to host U.S. Environmental Protection Agency (EPA), Region 10 Administrator Casey Sixkiller and EPA staff Nov. 3, 2022, for a discussion on the Port's environmental projects, including the Mill A Cleanup and efforts to help green the supply chain. The Port looks forward to working together to ensure our region has clean air, land and water. Learn more about the Port's environmental initiatives @ portofeverett.com/sustainability.



SEAPORT EARNS HEAVY LIFT NOD

The Port of Everett Seaport received a *Highly Commended* certificate for the worldwide title of 2022 *Port/Terminal Operator of the Year* by Heavy Lift and Project Forwarding International on Sept. 22, 2022. The award program is designed to reward, recognize and celebrate excellence in the project cargo supply chain. The Port of Everett Seaport is regarded as the region's premier breakbulk cargo facility, handling high-value, overdimensional cargoes in support of the aerospace, construction, military, manufacturing, agriculture, energy and forest products industries.



IMPORT EXPORT

IMAGINE CHILDREN'S MUSEUM PORT-INSPIRED EXHIBIT NOW OPEN

It's time to play! The new Imagine Children's Museum expansion is now open with double the fun, including the new maritime exhibit — **Import. Export. Our Port.** — showcasing the Port of Everett.

The recent expansion, which opened Sept. 7, 2022, doubled the size of the museum, adding three new floors with 12 learn-by-playing galleries. Each state-of-the-art exhibit was designed to be child-centered and to inspire a lifelong love of learning.

"Our exhibits reflect the history and the attributes of Snohomish County," Executive Director Nancy Johnson said. "So, for instance, we have a farm, airplane, Monte Cristo railroad, and all of those things. When we expanded, the board was very clear they wanted to continue on that pathway."

In addition to the new maritime exhibit, there is now an engineering gallery, a tool and tinker shop, an art room, a display about woodlands, a marine ecosystems exhibit and more.

The Port contributed \$100,000 to the maritime exhibit to further engage and educate kids and adults about the importance of seaports to our everyday lives. The gallery features an immersive and interactive model tugboat, a crane station to practice balance, cargo logistics, a distribution center and more.

The Imagine Children's Museum moved into its current 30,000-square-foot building at 1502 Wall Street in 2004 with the hopes of one day serving 60,000 people per year. By 2013, it welcomed more than 200,000.

"The attendance grew faster than anyone envisioned," Johnson said. "There were too many days where it was just too crowded. Instead of children and adults joining together in playful learning, the adults had to stand back."

The Port of Everett and Imagine Children's Museum have partnered for years to bring educational programming to Snohomish County. To date, more than 15,000 4th graders in area schools have been reached through added curriculum on maritime commerce, logistics and jobs. The new maritime exhibit is an extension of that.

"Everett is home to an international seaport — and that's something a lot of people don't realize," Johnson said. "We work together to raise awareness about the important work happening on the waterfront. You can't get down in that area, so they don't get to see



Visitors to the new maritime exhibit at the recently expanded Imagine Children's Museum in Everett get to learn what a day working at the Port of Everett Seaport is like through play.



up-close all maritime vessels, oversized cranes and shipping containers that bring goods to port."

Johnson said the \$25 million museum expansion is an investment in Snohomish County. Children's museums like the one in Everett introduce kids to many of the career choices available in their own community. Maybe even one in the maritime industry.

"Children learn through play," she said. "Many children have said to us over the years that they got interested in something through a visit to the museum."



LOCAL HIGH SCHOOL STUDENTS GET MARITIME TOUR

On Nov. 10, 2022, a group of students from North Creek High School's Advancement Via Individual Determination (AVID) program visited the Port of Everett for an interactive bus tour around the waterfront to explore maritime jobs. The AVID program is an elective class designed to prepare students for college, often as the first generation in their family on track to attend college. The tour provided students with a behind-the-scenes look at various career pathways available to them in the maritime industry, from trades and construction to boat building and repair — and even deep-sea exploration. Students had the opportunity to meet with Port tenant Oceangate — the Everett-based company that designed and built the only submersible in the world that can carry five crewmembers to the depths of the Titanic. The crew talked to students about the skilled trades and career opportunities associated with an operation such as theirs. This tour is one of many the Port hosts each year in an effort to introduce students and educators to maritime jobs and to promote a skilled and diverse workforce into the future.

LARRY BOUSHEY CELEBRATES 40 YEARS

Congratulations to Larry Boushey, who celebrated 40 years of public service at the Port of Everett in 2022! Boushey started at the Port as a Seasonal Maintenance Assistant in 1979 and has worked his way up the ranks over his tenure to where he is today, overseeing the Marina Operations Maintenance Crew. He was officially hired on as a Maintenance Apprentice in 1982, promoted to Journeyman in 1986, then promoted to Lead Journeyman in 2008. Boushey now serves as the Foreman of the Marina Operations Department, a position he's held for three years. Larry is proud to help to maintain the largest public marina on the West Coast, and support marina events and boatyard operations. But above all, his favorite part of the job is being part of the Marina Operations team. "I couldn't ask for better people to work for, and most important are the people who work for me," Boushey said. "I have the best crew ever, and it's a pleasure to say that I am a small part of this crew. I would like to thank the Port for the past 40-plus years. I can't imagine a better place to grow up."



REMEMBERING FORMER COMMISSIONER ED MORROW

Former Port Commissioner Ed Morrow passed away on Nov. 25, 2022, after a lifetime of service to his hometown of Everett. Morrow graduated from Everett High School and Everett Community College. Though he thought he'd be a dentist, he earned his bachelor's and master's degrees in education at Western Washington University in Bellingham, Washington. He taught at an Everett school for five years, then served as principal of six others. After retiring in 1982, Morrow served on the Everett City Council. In 1991, he was elected to the Port Commission and served in this role from 1992 to 1997. He and his wife donated the Van Valey House to the City of Everett and the Morrow Building to the Community Foundation of Snohomish County so that their history could be preserved. He will be missed and remembered for his years of public service, dedication to community, and love for local history.



MARITIME WORKERS, COMMUNITY DELIVER HOLIDAY CHEER

PORT STAFF RAISE MONEY FOR UNITED WAY

Through the Port of Everett's annual United Way Campaign, Port staff contributed more than \$5,400 toward United Way of Snohomish County's goals to help families overcome poverty. In addition to pledge donations, funds were raised through the delivery of "boo" candy grams, a chili feed, pumpkin decorating and costume contests, BINGO games, a 50/50 raffle, harvest festival and pie auction.

COMMUNITY GIVES BACK TO MARINE TOYS FOR TOTS

With the help of the community, as part of the Port's Holiday on the Bay event, U.S. Marine Corps' Toys for Tots collected \$850 and about 125 new toys for children in need this holiday season.



ILWU GIVES BACK TO LOCAL FAMILIES

Over the holidays, the International Longshore and Warehouse Union (ILWU) Local 32 — the labor union representing Everett's dockworkers — donated about 475 wrapped gifts to Hawthorne Elementary, delivering cheer to 40 families in need in Everett. This was their third year partnering with the school through the gift-giving program the union piloted in 2020.

STEVE HAGER RETIRES

We are wishing Steve Hager happy trails following his retirement from the Port after 13 years. Hager, a professional civil engineer, started at the Port in 2009 as Properties Manager and was promoted to Director of Properties a year later. He ended his career in his final role as Senior Project Manager in Engineering and Planning, a position held since 2014. During his time at the Port, Hager worked on many impactful projects from the \$57 million South Terminal Modernization and \$40 million Norton Terminal development, to Riverside Business Park and various projects at Waterfront Place, among many others. Thank you for your years of public service and congratulations on your retirement, Steve. You deserve it!



MILESTONES, PROMOTIONS, NEW HIRES

MILESTONES

ROB FULTON
15 YEARS
DARREN HOLZ
15 YEARS
DONNA HOSPODAR
15 YEARS
ED MADURA
15 YEARS
NANCY OVERTON
15 YEARS
BETH SCHMIDT
15 YEARS
TED BAKER
10 YEARS
ED GRAVES
10 YEARS

ELISE GRONEWALD
10 YEARS
MIKE JEFFRIES
10 YEARS
JEFF LINDHOUT
10 YEARS
LINDSEY COLEBOURN
5 YEARS
KATHY SMITH
5 YEARS

PROMOTIONS

CODY BRYSON
JOURNEYMAN
CRAIG HOOKS
JOURNEYMAN

BOB MARION
DIRECTOR OF FINANCE
JASON MARTIN
JOURNEYMAN
ADAM MOORE
JOURNEYMAN
ANDREW PILLAR
JOURNEYMAN
BRENT SALL
JOURNEYMAN
ZAK WEITKAMP
JOURNEYMAN

NEW HIRES

BARBARA BROWNING
CONTRACTS & CLAIMS
SPECIALIST

JOE EAGLE
WATERFRONT PROJECT
MANAGER
TARAN HOLTZCLAW
MAINTENANCE HELPER
KIRSTEN OLSON
MARINA CUSTOMER
SERVICE REPRESENTATIVE
JAKE ROBBINS
MAINTENANCE APPRENTICE
HUNTER TOMLIN
SECURITY PART-TIME FILLER
CHUCK WILSON
MAINTENANCE APPRENTICE

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AT THE PORT? VISIT US ONLINE
[@PORTOFEVERETT.COM/JOBS](https://www.portofeverett.com/jobs)

SEAPORT STRENGTH

THE NEW **NORTON TERMINAL** AND **SOUTH TERMINAL** MODERNIZATION PROJECTS COMBINED CREATE MAJOR ECONOMIC BENEFIT

The Port of Everett's more than \$150M Mills to Maritime initiative transforms the former Kimberly-Clark mill site into a new maritime hub at the heart of Everett's working waterfront between two federally secured facilities — the Port of Everett's international seaport and Naval Station Everett. The \$40M Norton Terminal Development & Model Toxics Control Act [MTCA] 3rd Interim Action represents the major phase of this effort.

The project realizes the Port's recent \$57M South Terminal investment and enhances the movement of commerce, restores jobs and positions our region for economic recovery and cargo diversification, while achieving environmental stewardship. The work was funded, in part, by a \$17.75M federal BUILD grant administered through MARAD and \$9.15M in Washington State Department of Ecology MTCA grants. [Read more on page 8.](#)



MORE THAN 1,050 DIRECT JOBS; 2,300 IN TOTAL GENERATING:



180 MILLION IN PERSONAL INCOME
46 MILLION IN LOCAL PURCHASES
14.5 MILLION IN STATE AND LOCAL TAXES
46.5 MILLION IN FEDERAL TAXES



1,950 TEMPORARY CONSTRUCTION JOBS GENERATING:

NORTON TERMINAL BENEFITS



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ANTHONY'S
RESTAURANTS

Your Port of Everett Marina newsletter contains valuable information. Three account numbers are hidden in the newsletter. If you find your account number call the Marina Office at 425.259.6001 or e-mail beths@portofeverett.com to claim your gift certificate!



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Port of EVERETT
MARINA



WATERFRONT
PLACE
@ PORT OF EVERETT

IN THIS ISSUE


- 2024 Marina Rates Effective Jan. 1
- Marina Fuel Tank Replacement Done
- Upcoming Central Marina Dredging
- Everett Yacht Sales Moves to Port
- Everett Yacht Service Expands Yard

EVENTS CALENDAR

- Nov. 1: EYC General Meeting
- Nov. 4, 18: MSA Autumn Race
- Nov. 7, 14: Port Commission Mtgs
- Nov. 8: MSA General Meeting
- Nov. 16: MYC General Meeting
- Nov. 25-Jan. 8: Pacific Ice Seasonal Outdoor Community Ice Rink
- Nov. 25-Jan. 6: Fire & Ice at Pacific Ice (Fridays and Saturdays)
- Nov. 27-Jan. 8: Magical Mondays at Pacific Ice (select Mondays)
- Dec. 2: Holiday on the Bay Festival; MYC Lighted Boat Parade
- Dec. 3: Inaugural Holiday on the Bay 5K
- Dec. 6: EYC General Meeting
- Dec. 12: Port Commission Meeting
- Dec. 13: MSA General Meeting

FUEL DOCK HOURS

Open Tuesday-Saturday
8 a.m. to 4 p.m.



Reminder: On TANKful
Tuesdays, all boaters may
fill up at 10 cents off per gallon
at the Fuel Dock.

HELP LIGHT UP THE MARINA,
GET GUEST MOORAGE ON US!

The Port of Everett is offering free guest moorage to slipholders with lighted boats on Guest Docks Thursday-Sunday in December, except for the first Saturday. That first Saturday is reserved for participants in Mukilteo Yacht Club's lighted boat parade on Dec. 2. Mention this promotion when calling the Marina Office at 425-259-6001 to coordinate your stay at one of our Guest Docks. Bonus: You will be right next to all the winter festivities.

LET'S GET SOCIAL!

@portofeverett | #portofeverett

A MESSAGE ON CRIME PREVENTION AT THE MARINA

To our valued boating community,

We've seen an uptick in both suspicious and criminal activity at the Port of Everett in recent months; in particular, more thefts and vandalism.

The Port has recieved slipholders' reports of crime, including missing boating equipment, vehicle break-ins and rocks thrown at vessels. In the past two years, three power boats were stolen from the Central Marina by water.

While theft and vandalism are not exclusive to the Port or the greater Everett area, rather, a much larger issue affecting our community today, we recognize it is a challenge that needs to be addressed as we continue to respond to and enhance our proactive security measures.

We have made a number of improvements to security measures at the Marina, including installing more surveillance cameras and strategically placed lighting, hiring an extra security officer to work the evening shift, adding tracking devices to dock carts, replacing the South Marina gatehouses and working with the Everett Police Department to increase waterfront patrols.

We'll soon be reintroducing liveaboard opportunities to boaters in good standing on a limited basis as a way to add even more eyes and ears. We're also looking into installing emergency call boxes on docks that will notify our security — similar to those found on college campuses. We are also rolling out a few new ways to contact Port Security (see below).

It's important that boaters report all suspicious or criminal activity to the Everett Police Department as soon as possible, then follow up with notification to Port Security. Police reports are collected in a database that determines where to allocate patrol resources. Simply stated, we improve our opportunity for more patrols if every incident gets reported to the police. Notifying Port Security is only part of the solution.

FROM EVERETT POLICE DEPARTMENT

Public safety is a top priority for the City of Everett. The Everett Police Department takes its responsibility to respond to, investigate and work to decrease criminal activity in our community very seriously.

If your personal property, including your boat or vehicle, is stolen or vandalized, reporting it to the police is the best thing you can do to protect yourself and fellow boaters. The Port is unable to do this on behalf of others' property.

We take crime seriously and want to take proactive steps to prevent criminal activity at the waterfront. We appreciate the feedback that we have received from our slipholders — many of your suggestions are being implemented. Here are some reminders of what you can do to help prevent crime at the Marina: #64316

Lock up your valuables. If you can't lock them up, keep valuables out of sight.

Consider installing cameras on your vessel. Some of our boaters have done this to provide more protection.

Meet guests at gates. Help keep docks secure by meeting your guest at the gatehouse instead of at your boat.

If you see something, say something. For crime in progress, call 911. Report suspicious or criminal activity immediately to the Everett Police Department non-emergency line at 425-407-3999 or via the online form at [everettwa.gov/2485/Online-Reporting](https://www.everettwa.gov/2485/Online-Reporting). Follow up with a report to Port Security.

— Jeff Lindhout, Chief of Marina Operations



REPORT SUSPICIOUS ACTIVITY!

SCAN QR CODE TO THE LEFT OR VISIT
WWW.PORTOFEVERETT.COM/REPORT TO SUBMIT A TIP

— OR —



CALL
Call the 24/7 Port Security line at
425-388-0672



EMAIL
E-mail us anytime at
REPORT
@portofeverett.com



TEXT
Use our text tip line
by texting us 24/7 to
888-893-PORT



REPORT HERE

IF EMERGENCY OR CRIME IN PROGRESS — CALL 911

Marina Rate Adjustments in Effect Jan. 1

As part of our annual 60-day notice period, updated moorage rates for the Port of Everett Marina in 2024 were posted Nov. 1 and go into effect Jan. 1. The adjustments are based on competitive market value rather than a blanket percentage adjustment. Most remain below our competitors' rates. For example, the 2024 rate for open moorage of a 40-foot vessel at the Port of Everett will be \$14 per foot. In comparison, the 2023 rate in Edmonds is \$16.63. Find 2024's moorage rates @ www.portofeverett.com/rates.



South Fork Bakery Now Open at Port

South Fork Baking Co. is now open at Waterfront Place, marking the fifth new restaurant to open at the waterfront this year. The new bakery, located next to the new Fisherman Jack's restaurant, offers a variety of baked goods, espresso drinks and sandwiches. It is part of the Port of Everett's "restaurant row" in Fisherman's Harbor. South Fork Baking Co. is owned by Katherine Hillmann, who started the bakery in her Everett kitchen in 2016. South Fork officially opened on Sept. 16, 2023.

NOTICE: Public Employee Harrassment Illegal

Please note: It is unlawful in Washington to harass a public employee ([RCW 9A.76.180](#)). Hostile, harassing and threatening behavior will not be tolerated. Boaters are expected to be respectful to all Port staff.

Other important boater notices:

- ✔ The City of Everett's leash law requires that all pets be leashed or properly contained when off their property. If you see a pet without a leash at the Port of Everett, call the City's Animal Services at 425-257-6000 and Port Security at 425-388-0672 to report it.
- ✔ Covered workyard space is no longer offered at the Craftsman District Boatyard due to Marina Maintenance shop construction. The winter rate for open workyard space is \$1.50 per foot/day.

Everett Yacht Sales Moves to Port

Everett Yacht Sales is moving its office to the Port of Everett. The brokerage, which specializes in selling used power and sailing vessels, is relocating from the former JELD-WEN

building off West Marine View Drive to Suite 221 at the Port's Marina Village. Owners Bob Wolven and Steve Dittoe established the brokerage in 2019. Although Everett Yacht Sales has moored its boats for sale at the Port of Everett Marina for years, their office was not located at the Port. The Port Commission authorized a one-year lease for a 500-square-foot space on Oct. 3.

Everett Yacht Service Expands Yard

Everett Yacht Service is expanding its operations into a 6,800-square-foot space at the Port of Everett's Waterfront Center. The boat maintenance and repair company is moving from Suite 116 to Suite 112, nearly doubling its workyard space. Everett Yacht Services was established in 2019. Today it is owned by Doug and Troy Lambeth and Kyle Messic. The Port Commission authorized a 10-year lease on Oct. 10.



Marina Fuel Tank Replacement Finished

The first phase of the two-part \$9.8 million investment to upgrade the Port's aging Marina Fuel Dock has been completed in the Millwright District. Two new 30,000-gallon underground tanks — one for diesel, the other for gas — have been installed in the Central Marina parking lot. We thank you all for your patience and understanding as we worked thru issues that popped up while transitioning the fuel lines. The second phase of the project, for which on-site work is anticipated to begin next summer, involves dock relocation and reconfiguration to enhance the layout for vessels fueling up.

New Survey Explores Port Boundaries

A new survey has been launched to assess community interest on Port of Everett boundaries and resources expanding into other parts of Snohomish County. While many large port districts in Washington state are county-wide, the Port of Everett is not. Currently, the Port's boundaries encompass most of Everett, portions of Mukilteo, and small parts of unincorporated Snohomish County in the Marysville area with about 110,000 residents. To put this into perspective, with nearly 830,000 residents, only about 15% of the County has port resources available to them. Ports are limited in their ability to invest in ar-

eas outside of their boundaries. This restricts how we can partner with neighboring communities to invest in their specific economic and community priorities — whether that be transportation improvements and close-to-home job opportunities or quality-of-life enhancements by way of community revitalization, mixed-use and recreational amenities, environmental initiatives and more. Chime in @ www.portofeverett.com/boundariesurvey.



Top Winter Boating Reminders

Don't forget! In freezing temperatures, water will be shut off at most Port of Everett docks — the North Marina, Central I-Dock and the Fuel Dock's will stay on. As always, vessel movement is prohibited when ice is present.

The following are some winter maintenance recommendations for your vessel:

- ✔ Assure that the heat source is secured, in a safe location, and that electrical lines are clear of any hazards.
- ✔ Check that lines and gear are tightly fixed to handle strong winds.
- ✔ Cover your vessel with a high-quality, breathable cover.
- ✔ Remove the propeller and get it serviced.
- ✔ Install a dehumidifier in the cabin.
- ✔ Confirm that bilges are clean and dry.
- ✔ Inspect and repair all electrical wiring and connections. #20319

HOLIDAY CLOSURES			
DATE	Marina Office	Travelift & Operations	Fuel Dock
Nov. 10	Closed	Closed	Open
Nov. 11	Closed	Closed	Open
Nov. 23	Closed	Closed	Closed
Nov. 24	Closed	Closed	Open
Dec. 23	Closed	Closed	Closed
Dec. 24	Closed	Closed	Closed
Dec. 25	Closed	Closed	Closed
Dec. 26	Closed	Closed	Open
Dec. 30	Closed	Closed	Closed
Dec. 31	Closed	Closed	Closed
Jan. 1	Closed	Closed	Closed
Jan. 2	Closed	Closed	Open

FALL HOURS
MARINA OFFICE

Monday-Friday: Open 9 a.m. to 4 p.m.

Saturday: Open 9 a.m. to 4 p.m.; closed for lunch noon to 12:30 p.m.

BOAT LAUNCH

Open dawn to dusk

FUEL DOCK

Open 8 a.m. to 4 p.m. Tuesday-Saturday

BOATYARD OFFICE

Open 8 a.m. to 4 p.m. Monday-Saturday; closed for lunch noon to 12:30 p.m.

RESTROOMS

North: FOB Access only

Central & South: Open 6 a.m. to 6 p.m.; 24/7 FOB access; Central restrooms by F-Dock closed for construction.

Boat Launch & Boxcar Park: Open 4 a.m. to 9 p.m. daily

BOATING SAFETY | A Message From



Now that the seasons have changed, area boaters are winterizing their vessels to protect them from the cold and rain.

Even the hardy boaters who continue to go on the water in the fall keep their lines secure and make frequent checks on their vessel. So what do we do now?

The fall is a great time to assess your boat equipment and repair needs. It's also a good time to reflect on the summer's boating excursions.

Besides remembering the beautiful scenery, did any of your trips create uncertainty or anxiety? Were there issues with your engines? Did your electronics work efficiently? Did you know what you were looking at when you used your radar? Did you need to chart a course on paper? Were there first-aid needs?

If you answered yes to any of these questions, we recommend you sign up to take an America's Boating Club of Snohomish County class or seminar with the Everett Sail and Power Squadron this fall. Tackle those boating challenges to increase your confidence and competence as a boater.

Visit www.boatclubsnoco.org for more information.

CENTRAL MARINA MAINTENANCE DREDGING SCHEDULED

Maintenance dredging in the Central Marina, at and near Central I-Dock, is set to commence this fall.

On Oct. 3, the Port Commission awarded a \$444,000 contract to Tacoma-based American Construction Co. to remove up to 5,500 cubic yards — or about 550 dump truck loads — of material by clamshell dredge. This work is anticipated to start in late November and continue thru December. Operations can take place 24/7 to stay on schedule with the in-water work window.

Although Marina maintenance dredging wasn't originally programmed for this year, the Port recognizes sedimentation in portions of the Central Docks is causing challenges at low tide. The contract takes advantage of an existing permit that expires Feb. 15.

This work necessitates temporary relocation of 17 boathouses on I-Dock — 10 on the west,



and 7 on the east. This work is underway in advance of contractor mobilization. Boaters affected by the dredging work have been notified and will be updated throughout the project. #30236



Boaters in the area should slow down, pay attention to rig markings and be cautious around the dredging operations.

A BOATER'S GUIDE TO WATERFRONT PLACE WINTER FESTIVITIES

Join us to kick off the holiday season at the Port of Everett waterfront! Here is a rundown of all our Waterfront Place winter festivities:

✳ The **Pacific Ice pop-up ice rink** returns to Waterfront Place Nov. 25 thru Jan. 8. New this year, enjoy the ooey-goey goodness of s'mores with **"Fire & Ice"** on Fridays and Saturdays and meet fan-favorite characters on **"Magical Mondays."** Enjoy festive lights, holiday music and select winter concessions as you skate on real ice at the Port's Pacific Rim Plaza near Jetty Bar & Grille. Sign up for a public skating session or book the rink for private events. Learn more and buy tickets @ www.pacificice.com.

✳ The Port's 16th annual **Holiday on the Bay** is taking place Dec. 2 from noon to 6 p.m. at Pacific Rim Plaza next to Hotel Indigo. This

year's festival includes a holiday market, Anthony's food truck, free s'mores roasting, kids' crafts, touch-a-truck, face painting, a visit from "Frozen"-inspired royalty, a tree-lighting ceremony with an appearance from Santa, a lighted boat parade and more. Visit www.portofeverett.com/holidayonthebay to see the full schedule.

✳ The Mukilteo Yacht Club is hosting its annual **Lighted Boat Parade** as part of Holiday on the Bay. All local boaters are invited to decorate their boats and join the parade. Boats will take off from Guest Dock 5, kicking off the parade around 5:30 p.m. Call 206-579-4740 or e-mail myc@mukilteoyachtclub.com to register for the parade.

✳ Adding to the fun, the Port of Everett and Snohomish Running Co. have partnered to bring a new running event to Snohomish County — just in time for the holidays. The inaugural **Holiday on the Bay 5K** will be Dec. 3. The chip-timed run or walk starts at 9 a.m. Enjoy a flat route with sweeping views of Port Gardner Bay and the Olympic Mountains. Registration includes a race shirt and finisher medal. Register @ www.portofeverett.com/holidayonthebay5k.

✳ The Port's **winter lighting displays** are up from mid-November thru President's Day at Waterfront Place. The 35-foot "frozen fountain," is featured during the tree-lighting ceremony at the Holiday on the Bay festival. The tree-like sculpture at Pacific Rim Plaza next to Hotel Indigo serves as the main attraction for the Port's winter lighting displays. Other water-themed illuminations along the Marina esplanade include "crashing waves" and "leaping salmon."

Holiday on the Bay
@ PORT OF EVERETT

SATURDAY, DECEMBER 2, 2023

KICK OFF THE HOLIDAY SEASON AT THE PORT OF EVERETT WATERFRONT!

SCAN THE QR CODE TO VIEW THE FULL SCHEDULE OF EVENTS



EVENTS CALENDAR

More info @ portofeverett.com/2023events

Nov. 7, 14: Port Commission Meetings

Nov. 25-Jan. 8: Pacific Ice Pop-Up Ice Rink @ Pacific Rim Plaza

Nov. 25-Jan. 6: Fire & Ice at Pacific Ice (Fridays and Saturdays)

Nov. 27-Jan. 8: Magical Mondays at Pacific Ice (select Mondays)

Dec. 2: Holiday on the Bay Festival

Dec. 3: Holiday on the Bay 5K

EXECUTIVE

Call for vendors! Applications are now being accepted for the holiday market at the Port of Everett's 16th annual Holiday on the Bay festival taking place Dec. 2. The Port is seeking a variety of local vendors to showcase their wares for holiday shoppers. Applications are due Nov. 10. Learn more @ www.portofeverett.com/holidaymarket.

SEAPORT

Soybean business returns to the Port of Everett Seaport! Recently, soybean meal arrived at the Port by rail from South Dakota, was transferred to shipping containers and then loaded onto a ship bound for Papua New Guinea and Suva to be used as animal feed. The last time the Port moved soybean meal cargo was in 2019.

MARINA

The Port of Everett has scheduled maintenance dredging in and around Central I-Dock this fall. Port contractor American Construction Co. will remove up to 5,500 cubic yards — or about 550 dump truck loads — of material by clamshell dredging. The operation is anticipated to start in late November and continue 24/7 thru December.



REAL ESTATE

Everett Yacht Sales is moving its office to the Port of Everett. The brokerage, which specializes in selling used power and sailing vessels, is relocating from the former JELD-WEN building off West Marine View Drive to Suite 221 at the Port's Marina Village. Owners Bob Wolven and Steve Dittoe established the brokerage in 2019. Although Everett Yacht Sales has moored its boats for sale at the Marina for years, their office was not located at the Port. The Port Commission authorized the new lease on Oct. 3.

NOVEMBER 2023

PORT REPORT

CREATING
ECONOMIC
OPPORTUNITIES

PORT EXPLORING ECONOMIC DEVELOPMENT OPPORTUNITIES BEYOND ITS BOUNDARIES, LAUNCHES COMMUNITY SURVEY

Live in Snohomish County? We want to hear from you now thru Nov. 26



TAKE SURVEY!

SCAN THE QR CODE OR VISIT
PORTOFEVERETT.COM/BOUNDARYSURVEY

As an economic driver and job creator in the region, the Port of Everett is always looking at ways to create new economic opportunity and add value to the communities it serves.

The Port of Everett has launched a community survey to gauge interest in having the Port bring its unique tools and resources to more areas of Snohomish County.

The survey, being conducted by third-party vendor Critical Data, asks residents and business owners throughout Snohomish County for their input. It takes about five minutes to complete, and is open now through Sunday, Nov. 26, 2023.

The survey is available in English and Spanish, with additional languages and accessibility options available upon request to publicaffairs@portofeverett.com. Respondents may also take the survey by phone by calling 909-496-5755 Monday – Saturday, between 9 a.m. – 5 p.m.

ABOUT PORT BOUNDARY EXPLORATION

During the Port's Strategic Plan outreach in 2018/2019, the Port sought public feedback to help set a roadmap for the next decade of Port initia-

tives. During public engagement, the Port heard interest in expanding Port boundaries linked to a desire to see the Port's strategic investments and infrastructure improvements stretch into other parts of Snohomish County.

With all existing Port sites developed, in development now, or programed for future use, the Port is looking to the future to identify how and where to focus its tools and resources to create new economic value in Snohomish County.

While many large port districts in Washington state are county-wide, the Port of Everett is not. Currently, the Port's boundaries encompass most of Everett, portions of Mukilteo, and small parts of unincorporated Snohomish County in the Marysville area with about 110,000 residents. To put this into perspective, with nearly 830,000 residents and counting, only about 15% of the County has port resources available to them.

Ports are limited in their ability to invest in areas outside of their boundaries. This restricts how the Port of Everett can partner with neighboring communities to invest in their specific economic and community priorities — whether that be transportation

improvements and close-to-home job opportunities or quality-of-life enhancements by way of community revitalization, mixed-use and recreational amenities, environmental initiatives and more.

Given these limitations and initial community interest, the Port Commission tasked staff with taking a more formal look at the topic of boundary expansion, including an economic value study and legal assessment of what it would take to expand — and most importantly — a community assessment to see if, and where, Port partnership is desired.

The data collected in the survey will help inform next steps. Port staff expects to bring a recommendation to the Port Commission by the end of the year.

For boundary expansion to be enacted, a contiguous area would need to be identified and approved by the Port Commission, then submitted to the Snohomish County Council for submission to the voters by ballot. It would have to be passed by voters of the proposed area by 50.01% (or simple majority).

LEARN MORE @ portofeverett.com/boundaries.

PACIFIC ICE
AT PORT OF EVERETT'S WATERFRONT PLACE
NOVEMBER 25TH - JANUARY 8TH

SCAN THE QR CODE TO LEARN MORE AND PURCHASE TICKETS OR VISIT PORTOFEVERETT.COM/PACIFICICE

FIRE & ICE
FRIDAYS & SATURDAYS
THRU JAN. 6

Roast s'mores at Pacific Rim Plaza fire pits on Friday and Saturday nights (FREE with skate session or available for purchase).

MAGICAL MONDAYS
SELECT MONDAYS
THRU JAN. 8

Bring your kiddos out to the Pacific Ice rink on select Mondays to meet-and-greet popular characters.

RINK RENTALS
PLAN YOUR HOLIDAY PARTIES AT PACIFIC ICE!

Book the real ice, pop-up rink for private events from birthdays to corporate holiday parties. Inquire at info@pacificice.com.

APPENDIX B:

Survey Report



COMMUNITY SURVEY for PORT OF EVERETT

October – November 2023
Critical Data Strategies, LLC

TABLE OF CONTENTS

I. Introduction.....	i
II. Community Survey Findings: Overall Total Findings.....	1
III. Community Survey Findings: Resident and Business Owner.....	38
IV. Community Survey Findings: Community.....	93
V. Conclusions and Insights.....	151
VI. Appendix.....	167
a. Community Survey	
b. Open-Ended Survey Responses	

PORT OF EVERETT INTRODUCTION

The Port of Everett contracted with Critical Data Strategies, LLC, a Spokane, WA-based independent market research and planning firm, to create a survey, conduct the survey, and provide tabulated results from the survey relating to the Port's efforts to explore the potential of expanding the Port of Everett district within Snohomish County.

It was determined to develop and implement an online survey that combined the benefits and convenience of online, chat, and artificial intelligence (AI) technologies into a personalized online survey process. Target survey users were provided with a QR Code that they could access or click on, which took them directly to the survey.

The Port of Everett team worked to promote the survey to all residents within the targeted communities to be surveyed. These included: Arlington, Bothell, Brier, Clearview, Darrington, Edmonds, Everett, Gold Bar, Granite Falls, Hat Island, Index, Lake Stevens, Lynnwood, Maltby, Marysville, Mill Creek, Monroe, Mountlake Terrace, Mukilteo, Snohomish, Stanwood, Sultan, and Tulalip.

The Port of Everett contracted with an outside party which emailed residents within the above communities. The email contained a link to the survey. Additionally, posters, newspaper ads, and other advertising and marketing efforts promoted the survey to the communities.

The survey was activated October 25, 2023, and ended November 26, 2023. A total number of **1,514** residents completed the survey. *(An additional 352 respondents either began but did not complete the survey or were determined to not reside within a Port target market, thus are not included in the survey results.)*

Based upon the findings from each area of study, Critical Data has developed this report which includes:

- Total findings all groups
- Findings tabulated by each community
- Findings tabulated by respondents who are business owners



CRITICAL DATA STRATEGIES, LLC

Port of Everett

Community Survey Findings – TOTAL OVERALL FINDINGS

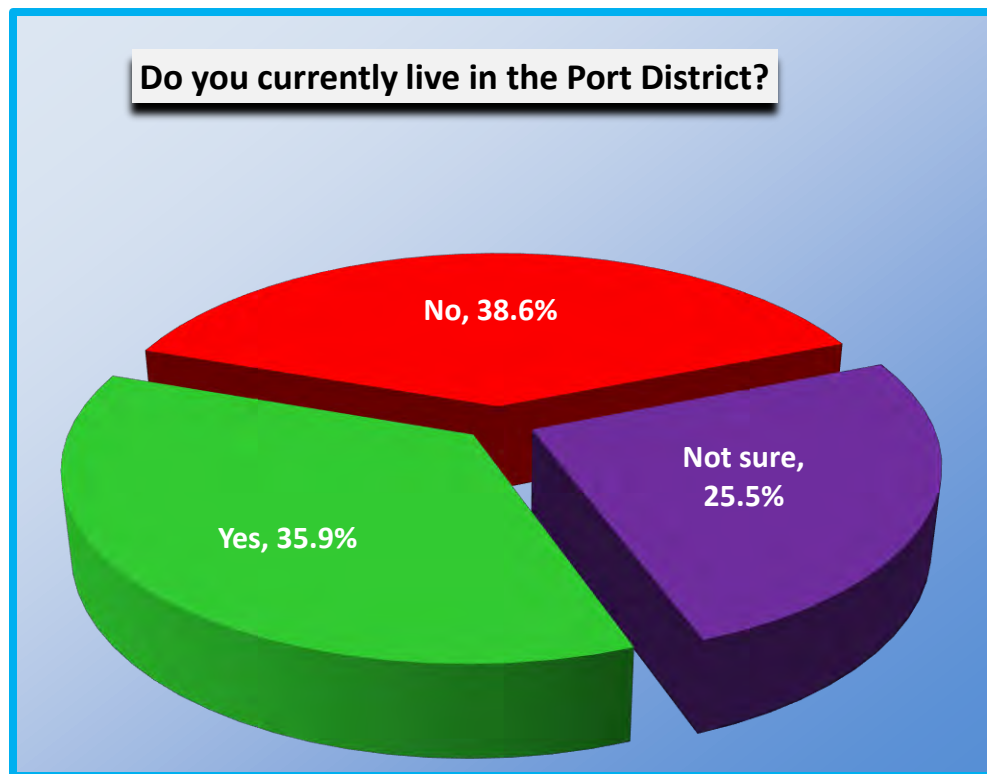
October – November 2023

PORT OF EVERETT COMMUNITY SURVEY FINDINGS

Please note, some of the questions in this document allow for more than one response. The tables of percentages pertaining to these questions are based on the number of people who responded to the relative question, not the number of responses received.

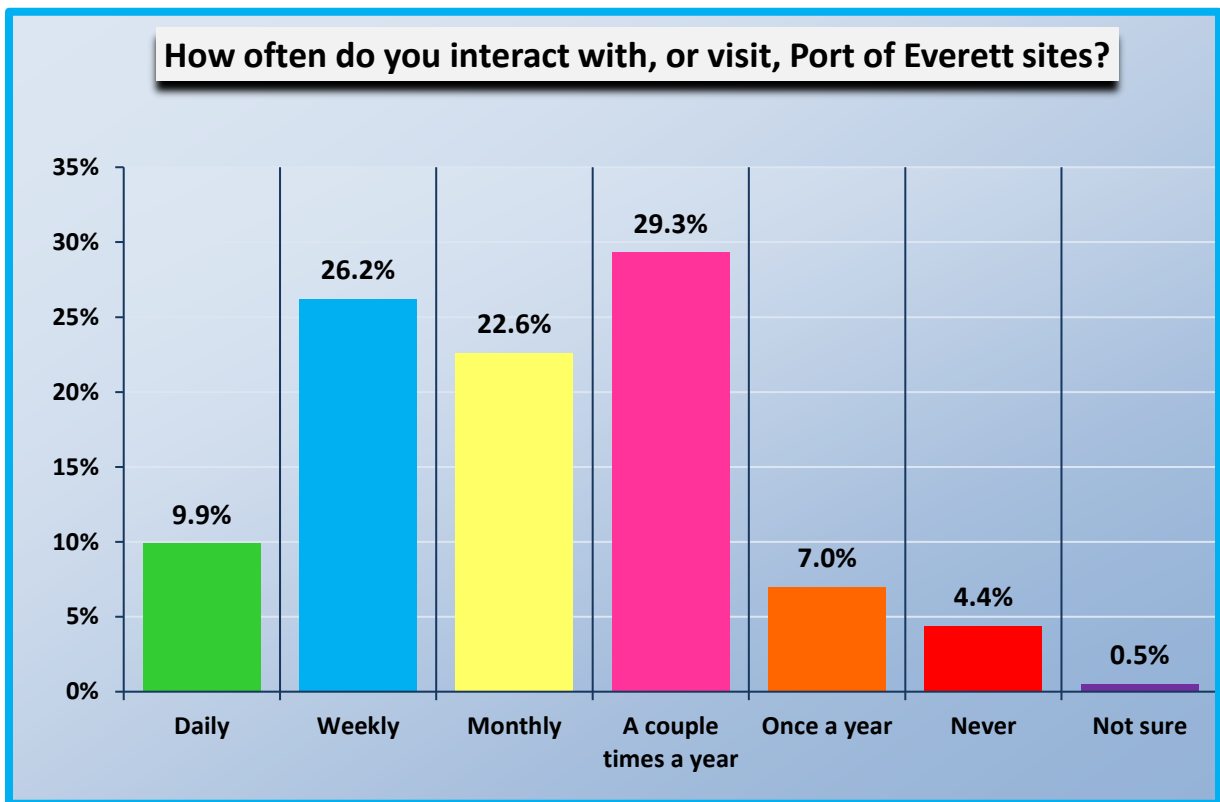
1). Do you currently live in the Port District?

RESPONSE	TIMES MENTIONED	PERCENTAGES
Yes	543	35.9%
No	585	38.6%
Not sure	386	25.5%
TOTAL	1514	100%



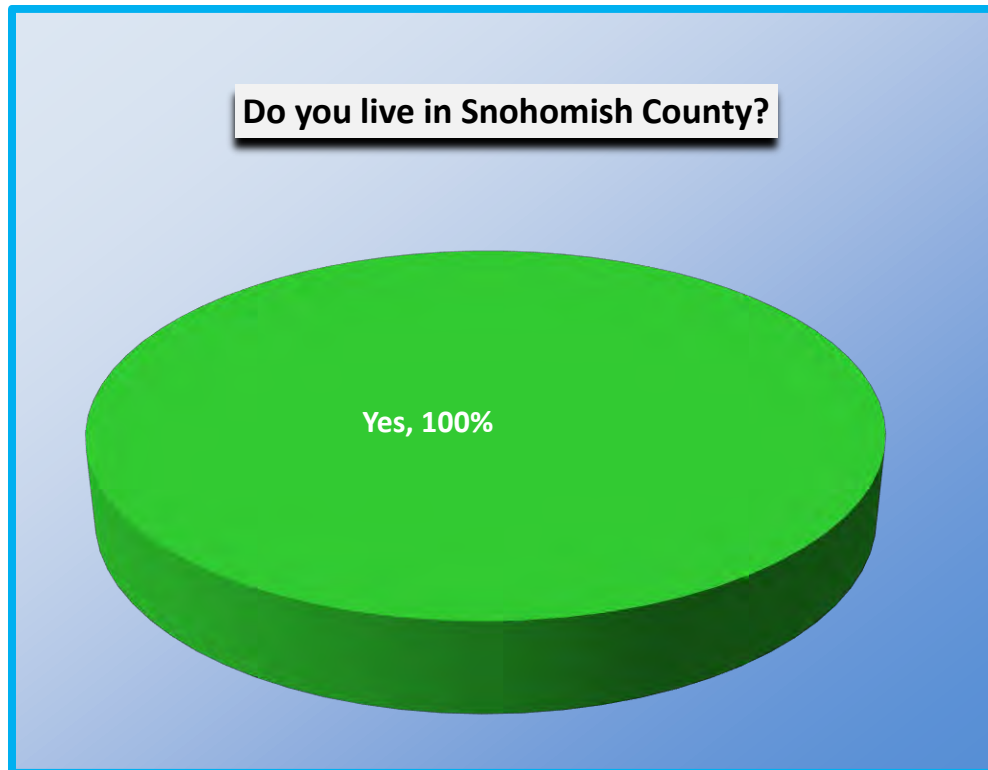
2). How often do you interact with, or visit, Port of Everett sites (i.e., seaport, Port of Everett Marina, Jetty Island, Waterfront Place, Riverside Business Park, Mukilteo parklet/fishing pier, etc.)?

RESPONSE	TIMES MENTIONED	PERCENTAGES
Daily	150	9.9%
Weekly	397	26.2%
Monthly	342	22.6%
A couple times a year	444	29.3%
Once a year	106	7.0%
Never	67	4.4%
Not sure	8	0.5%
TOTAL	1514	100%



3). Do you live in Snohomish County?

RESPONSE	TIMES MENTIONED	PERCENTAGES
Yes	1514	100%
No	0	0.0%
TOTAL	1514	100%

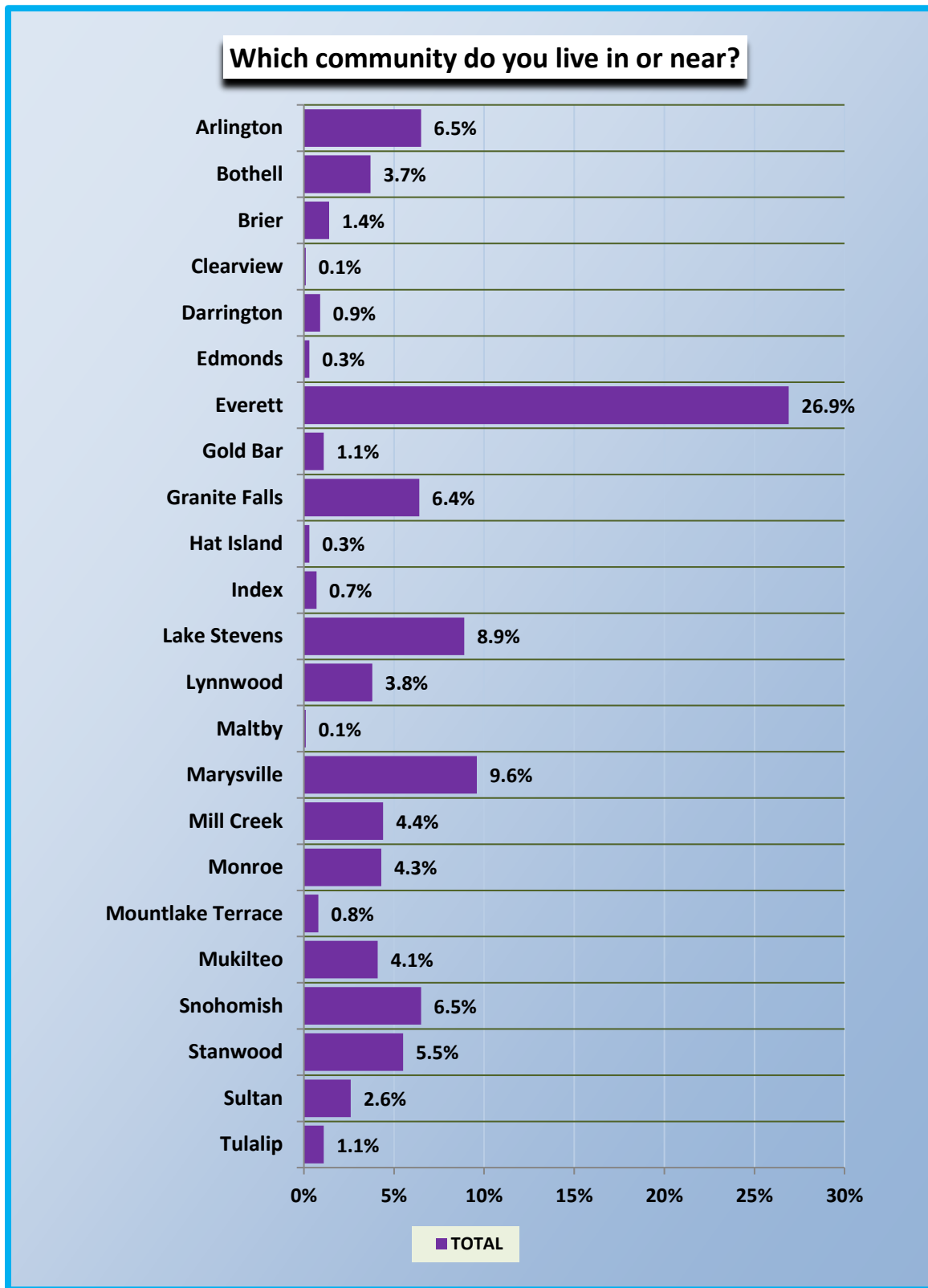


(Question 3 continued, "Do you live in Snohomish County?")

3a). If 'Yes,' Which community do you live in or near?

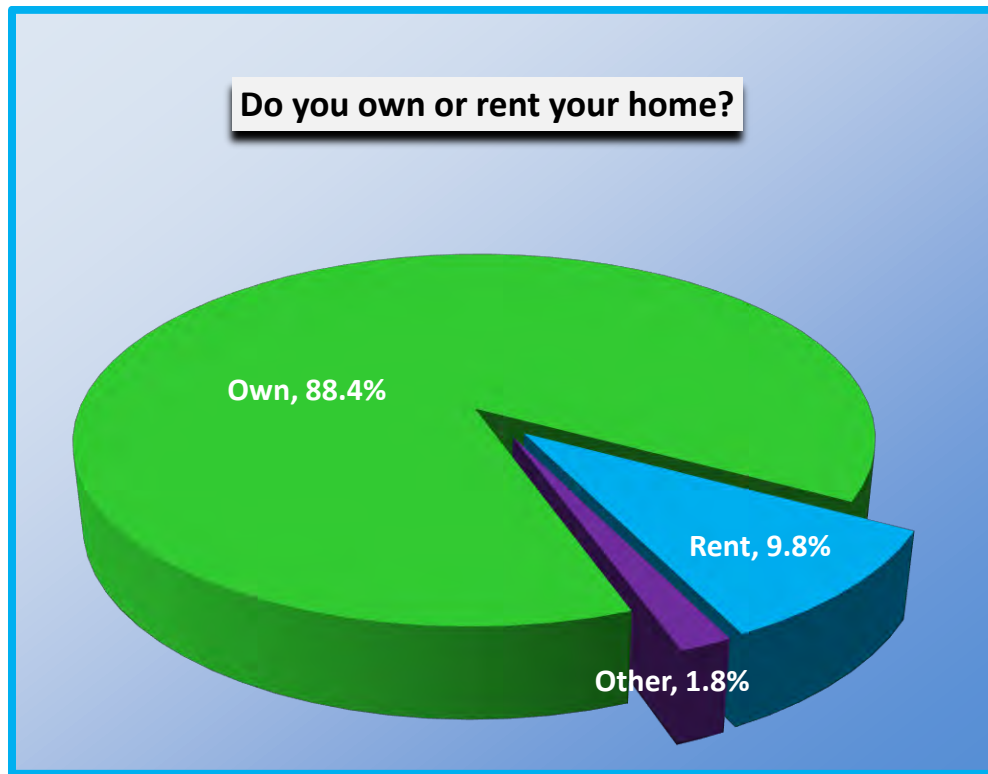
RESPONSE	TIMES MENTIONED	PERCENTAGES
Arlington	98	6.5%
Bothell	56	3.7%
Brier	21	1.4%
Clearview	1	0.1%
Darrington	13	0.9%
Edmonds	5	0.3%
Everett	408	26.9%
Gold Bar	17	1.1%
Granite Falls	97	6.4%
Hat Island	5	0.3%
Index	10	0.7%
Lake Stevens	135	8.9%
Lynnwood	58	3.8%
Maltby	1	0.1%
Marysville	145	9.6%
Mill Creek	66	4.4%
Monroe	65	4.3%
Mountlake Terrace	12	0.8%
Mukilteo	62	4.1%
Snohomish	99	6.5%
Stanwood	84	5.5%
Sultan	39	2.6%
Tulalip	17	1.1%
TOTAL	1514	100%

(Question 3a continued, Which community do you live in or near?)

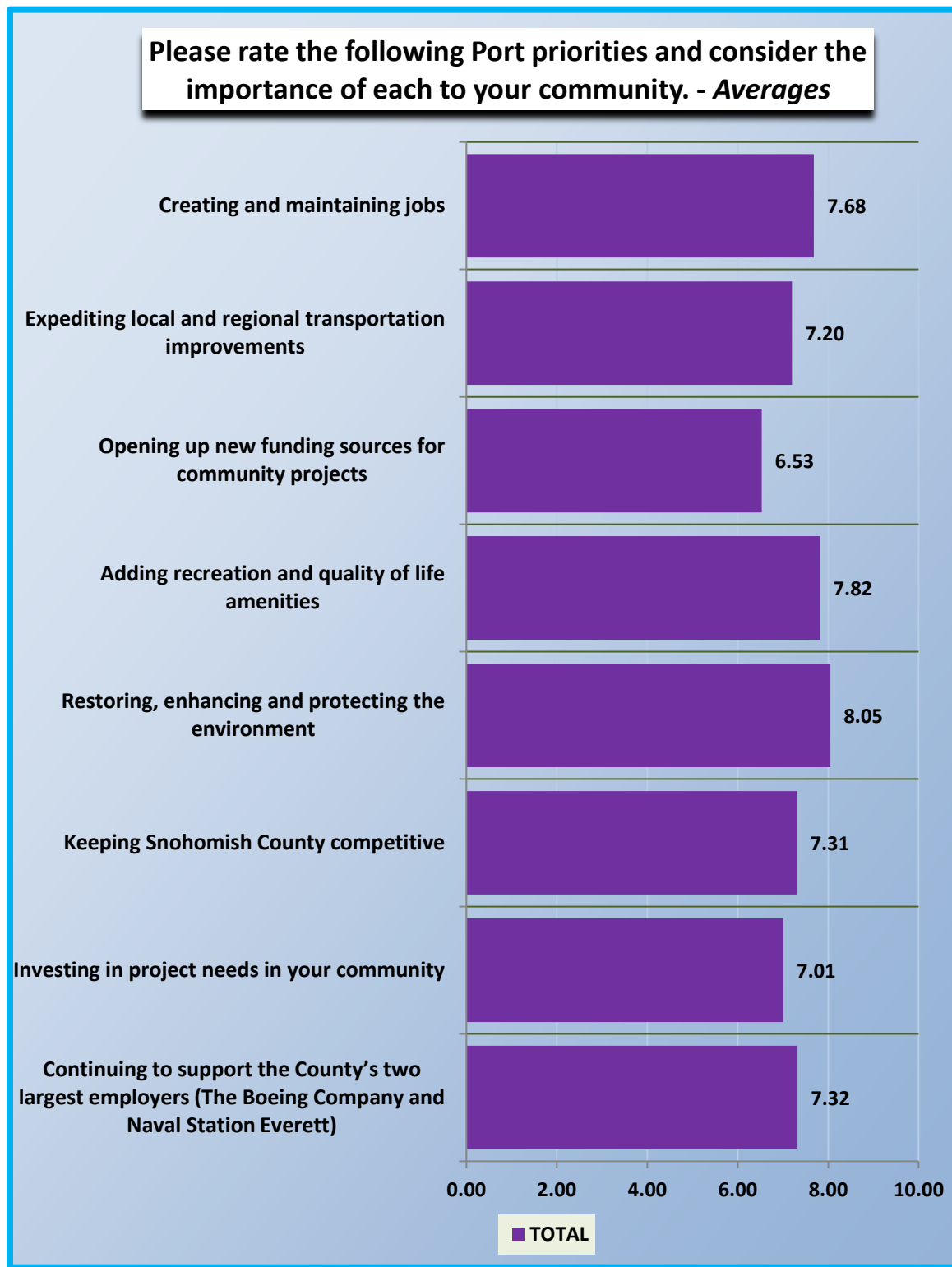


4). Do you own or rent your home?

RESPONSE	TIMES MENTIONED	PERCENTAGES
Own	1338	88.4%
Rent	149	9.8%
Other	27	1.8%
TOTAL	1514	100%



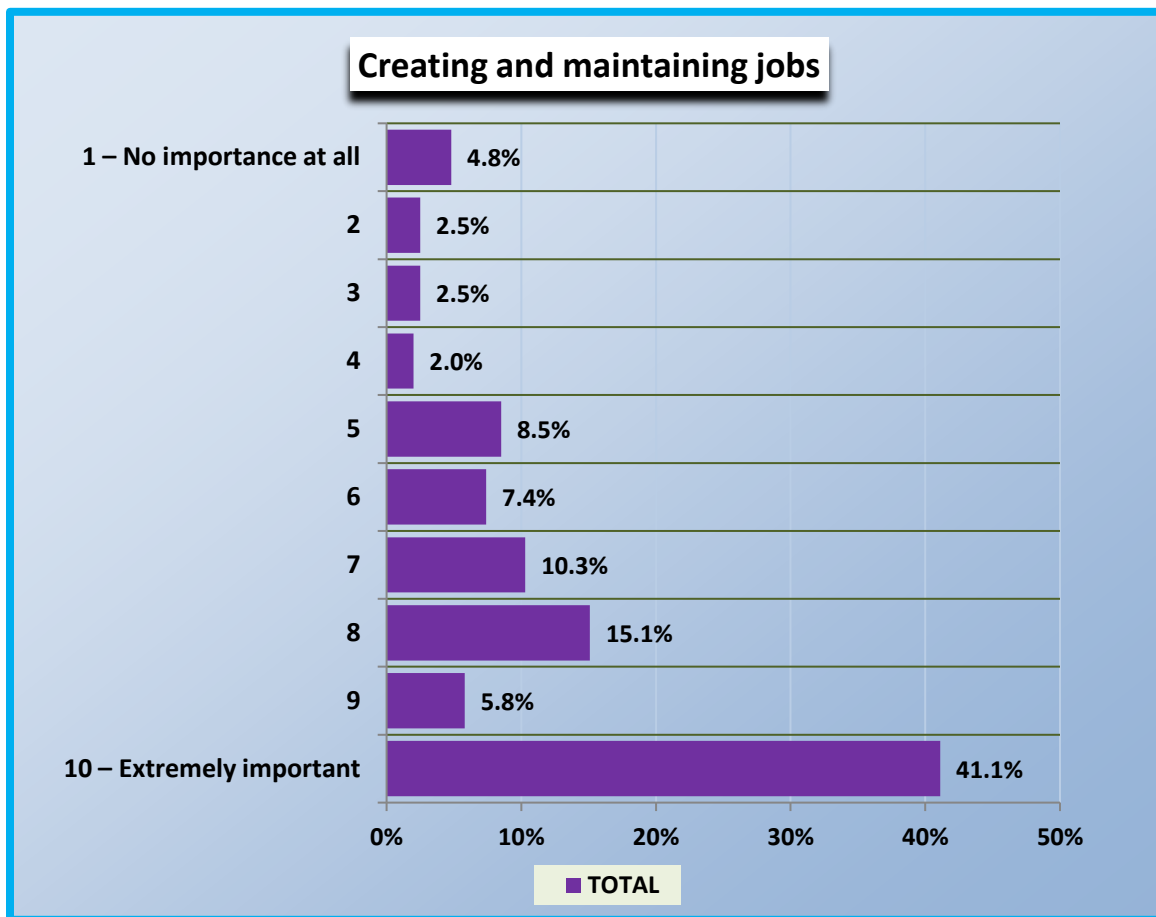
- 5). Please review the following list of Port priorities and consider the importance of each to your community. Please rank using a 1 to 10 scale, with 1 representing “no importance at all” up to 10 which represents “extremely important” to you.



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

A) CREATING AND MAINTAINING JOBS

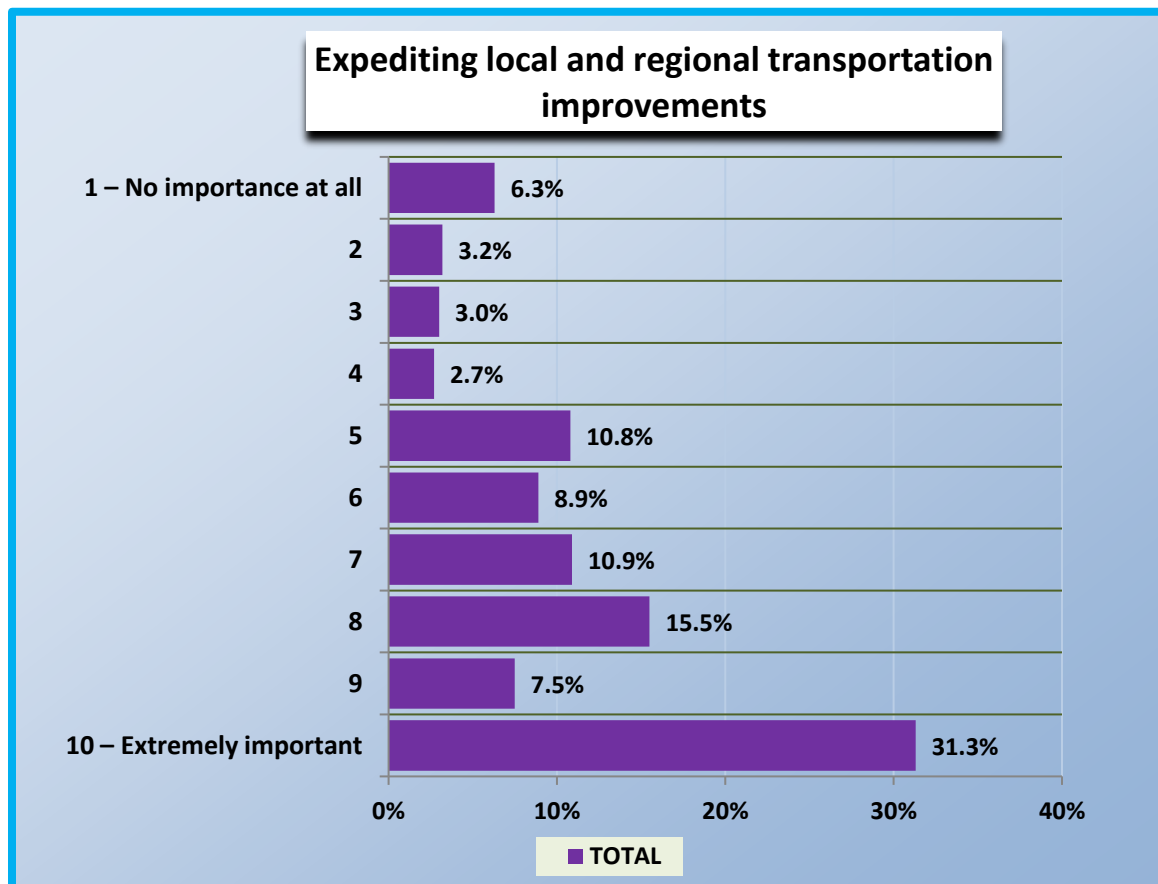
RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	72	4.8%
2	38	2.5%
3	38	2.5%
4	31	2.0%
5	129	8.5%
6	112	7.4%
7	156	10.3%
8	228	15.1%
9	88	5.8%
10 – Extremely important	622	41.1%
AVERAGES	7.68	
TOTAL	1514	100%



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

B) EXPEDITING LOCAL AND REGIONAL TRANSPORTATION IMPROVEMENTS

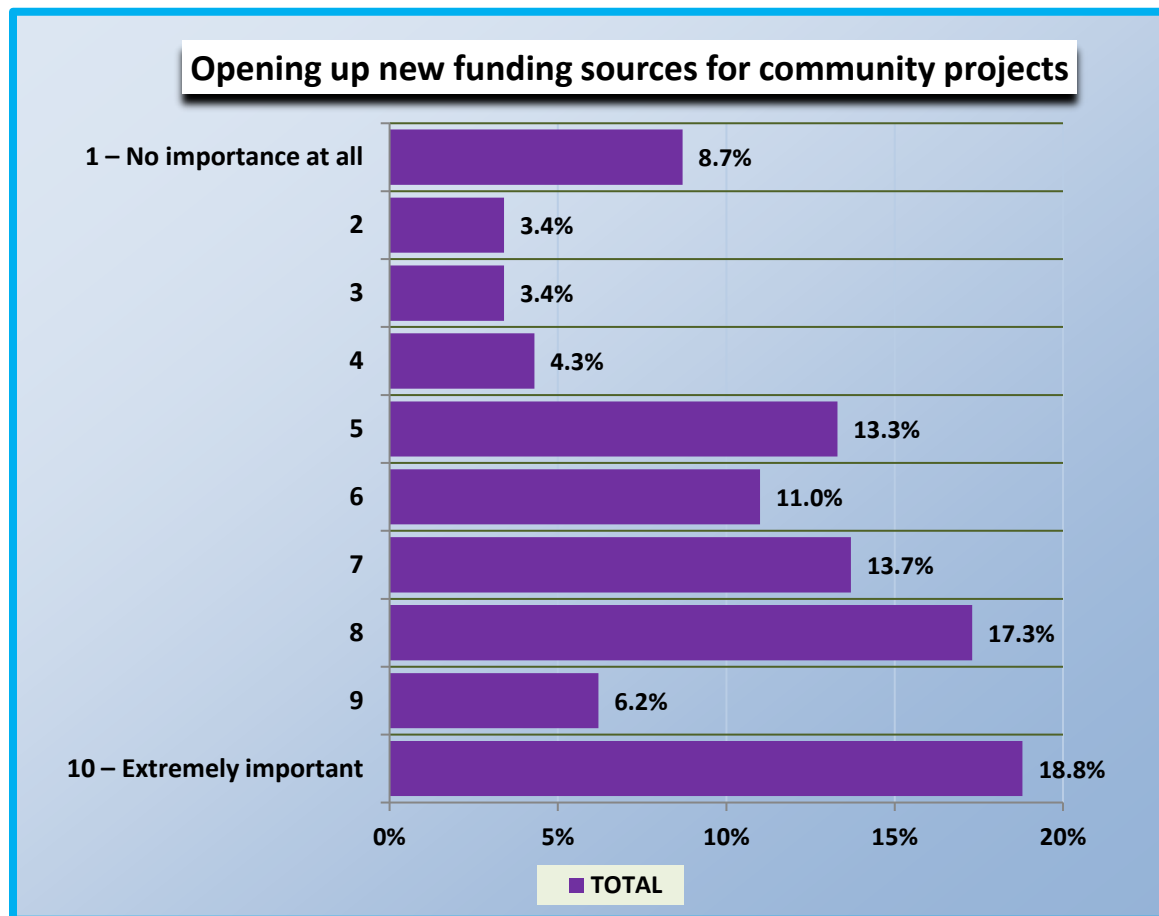
RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	96	6.3%
2	48	3.2%
3	45	3.0%
4	41	2.7%
5	163	10.8%
6	135	8.9%
7	165	10.9%
8	234	15.5%
9	113	7.5%
10 – Extremely important	474	31.3%
AVERAGES	7.20	
TOTAL	1514	100%



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

C) OPENING UP NEW FUNDING SOURCES FOR COMMUNITY PROJECTS

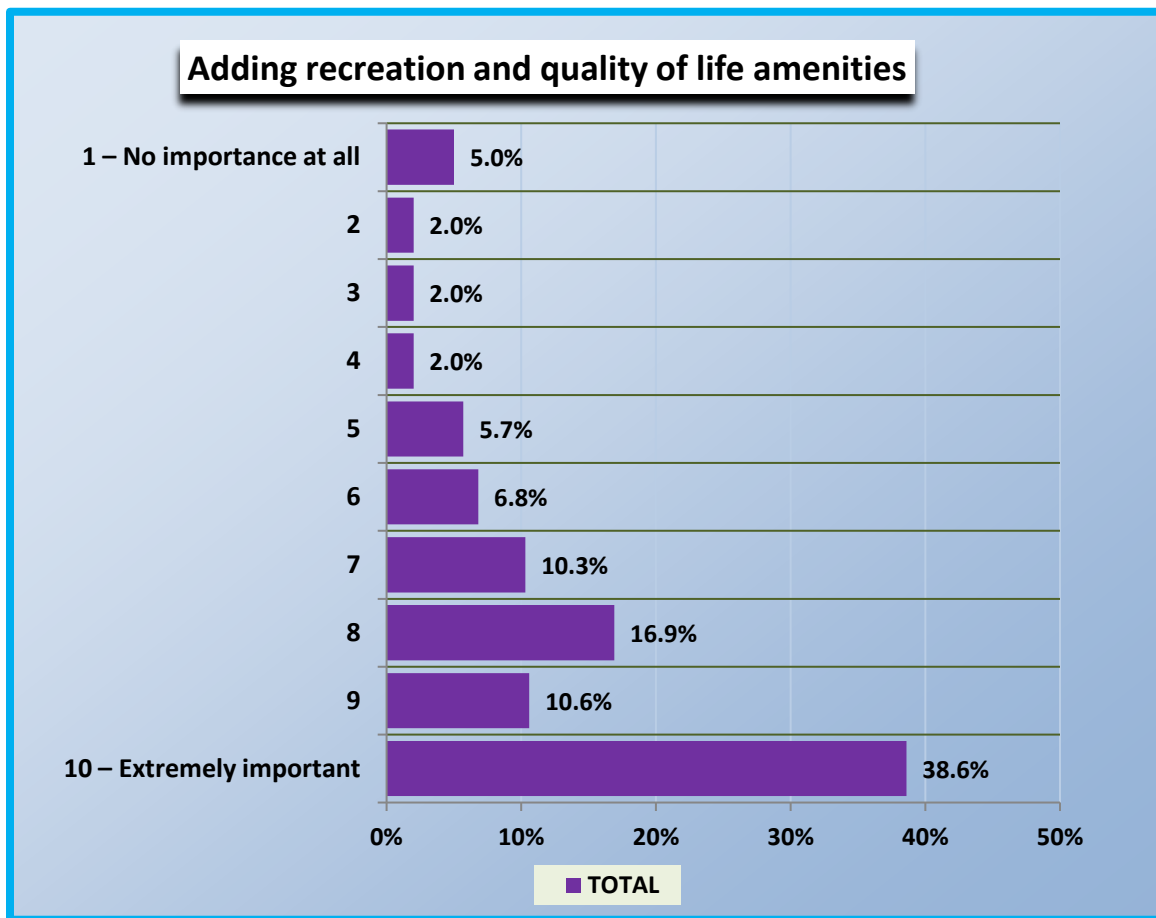
RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	132	8.7%
2	51	3.4%
3	51	3.4%
4	65	4.3%
5	201	13.3%
6	166	11.0%
7	208	13.7%
8	262	17.3%
9	94	6.2%
10 – Extremely important	284	18.8%
AVERAGES	6.53	
TOTAL	1514	100%



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

D) ADDING RECREATION AND QUALITY OF LIFE AMENITIES

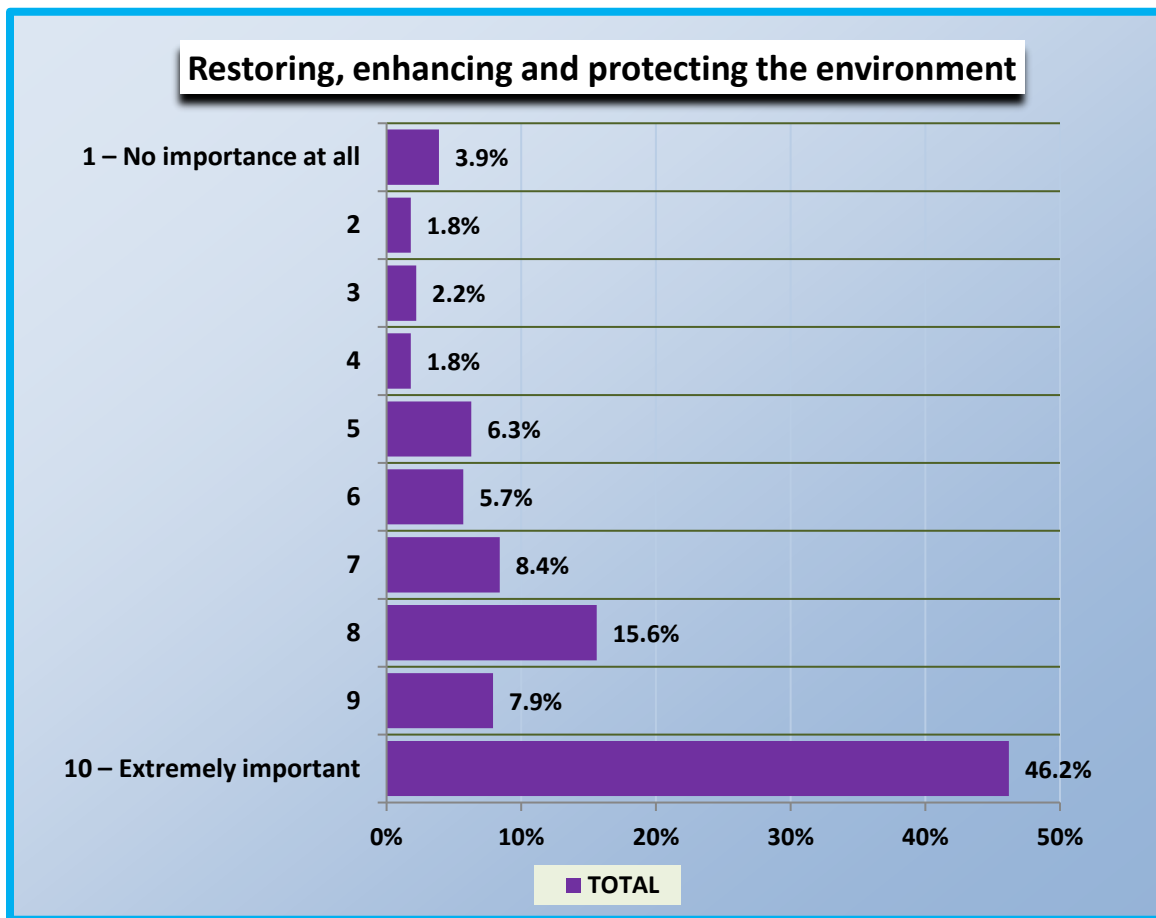
RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	75	5.0%
2	30	2.0%
3	31	2.0%
4	31	2.0%
5	87	5.7%
6	103	6.8%
7	156	10.3%
8	256	16.9%
9	161	10.6%
10 – Extremely important	584	38.6%
AVERAGES	7.82	
TOTAL	1514	100%



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

E) RESTORING, ENHANCING AND PROTECTING THE ENVIRONMENT

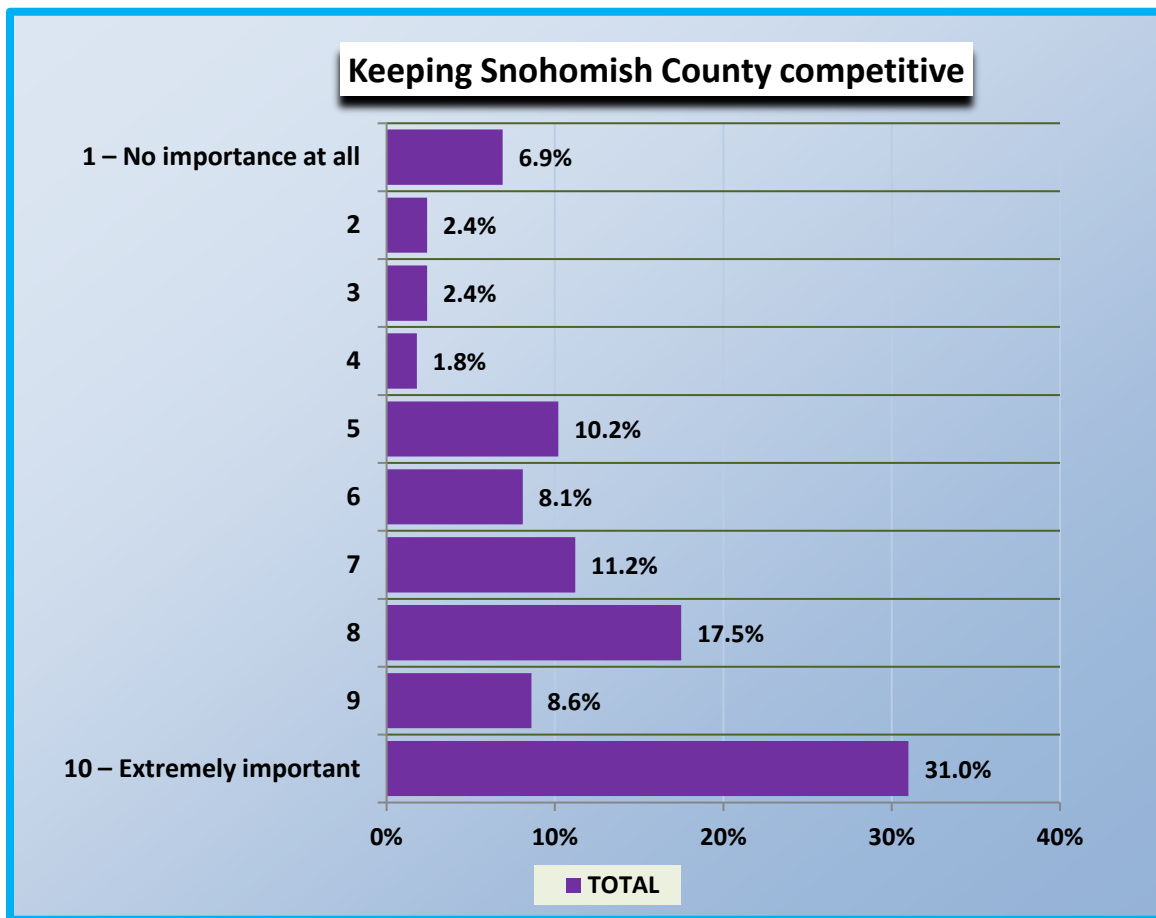
RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	59	3.9%
2	28	1.8%
3	34	2.2%
4	27	1.8%
5	96	6.3%
6	87	5.7%
7	127	8.4%
8	236	15.6%
9	120	7.9%
10 – Extremely important	700	46.2%
AVERAGES	8.05	
TOTAL	1514	100%



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

F) KEEPING SNOHOMISH COUNTY COMPETITIVE

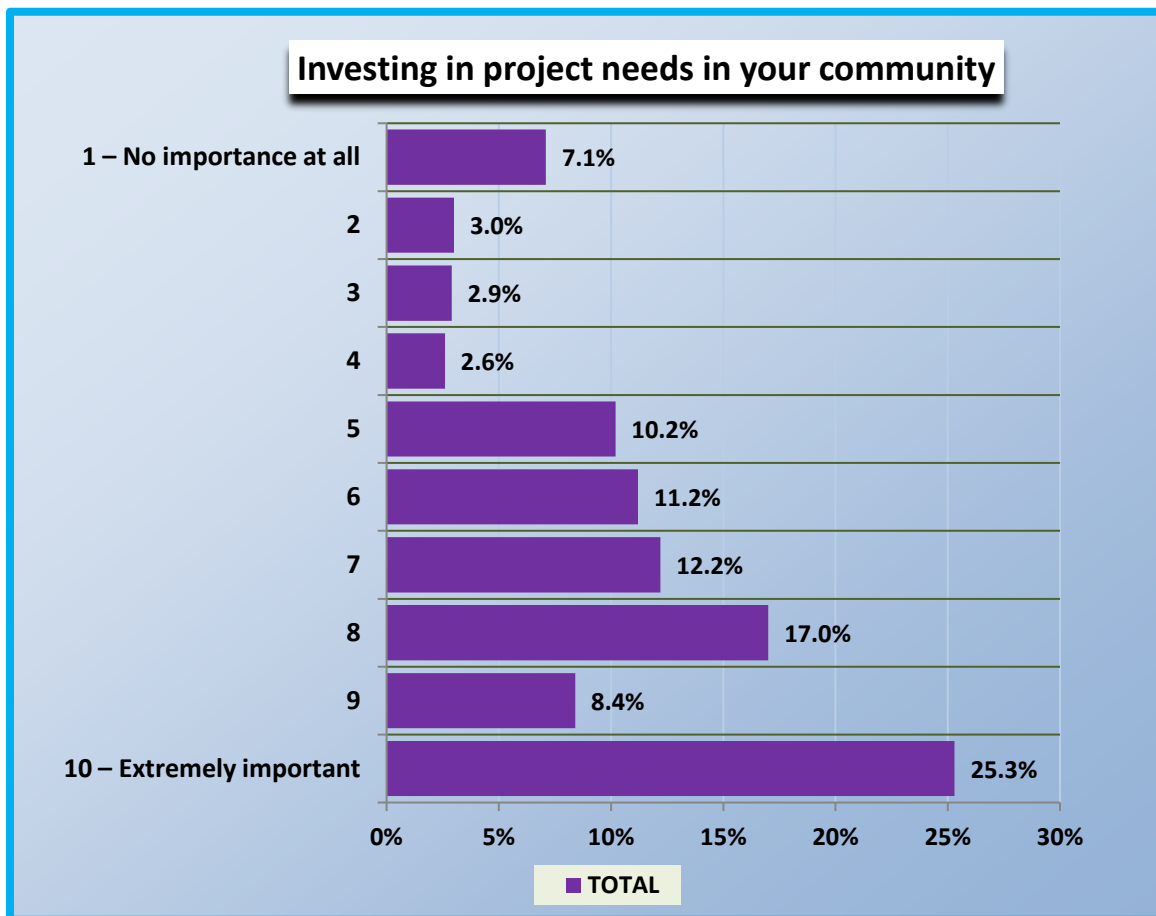
RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	104	6.9%
2	36	2.4%
3	36	2.4%
4	28	1.8%
5	154	10.2%
6	122	8.1%
7	170	11.2%
8	265	17.5%
9	130	8.6%
10 – Extremely important	469	31.0%
AVERAGES	7.31	
TOTAL	1514	



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

G) INVESTING IN PROJECT NEEDS IN YOUR COMMUNITY

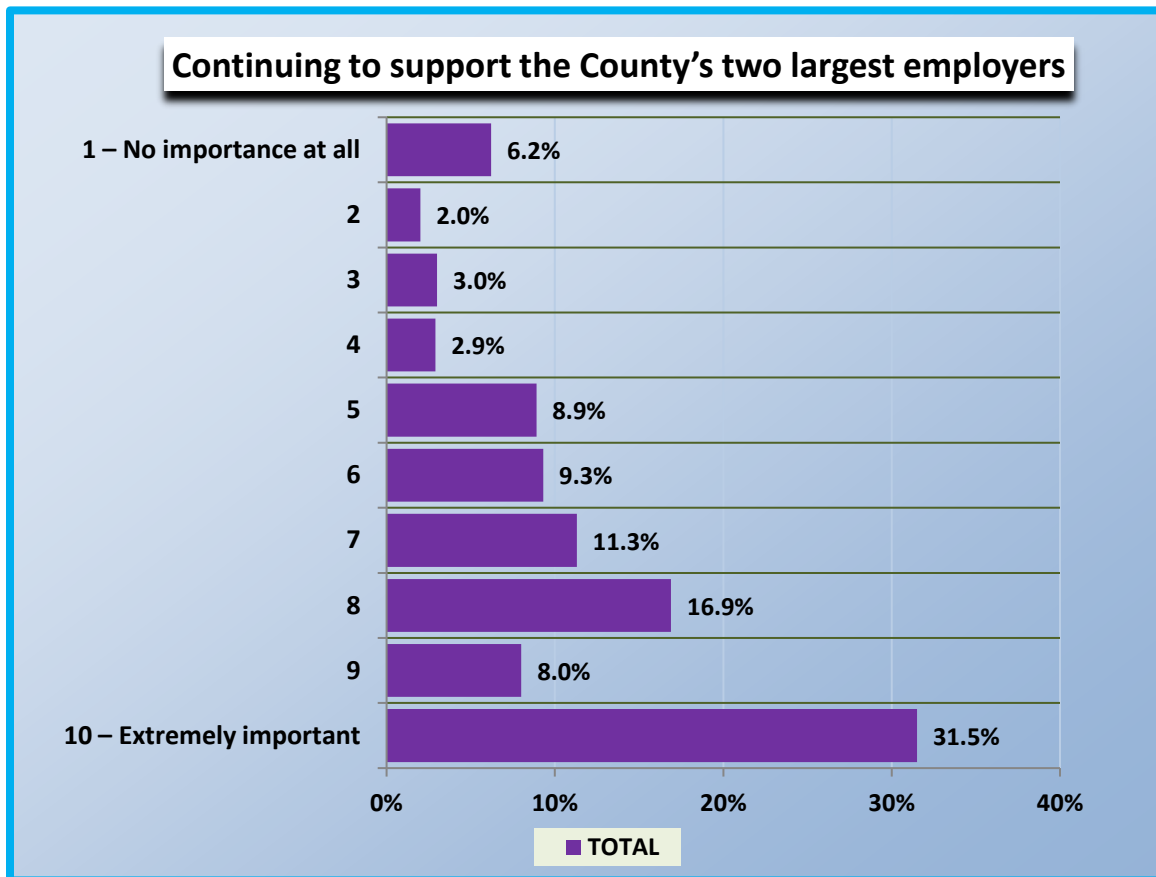
RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	107	7.1%
2	46	3.0%
3	44	2.9%
4	40	2.6%
5	154	10.2%
6	170	11.2%
7	185	12.2%
8	258	17.0%
9	127	8.4%
10 – Extremely important	383	25.3%
AVERAGES	7.01	
TOTAL	1514	100%



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

H) CONTINUING TO SUPPORT THE COUNTY'S TWO LARGEST EMPLOYERS (THE BOEING COMPANY AND NAVAL STATION EVERETT)

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	94	6.2%
2	31	2.0%
3	45	3.0%
4	44	2.9%
5	134	8.9%
6	141	9.3%
7	171	11.3%
8	256	16.9%
9	121	8.0%
10 – Extremely important	477	31.5%
AVERAGES	7.32	
TOTAL	1514	100%



- 6). With all Port sites developed, in development now or programed for future use, the Port is looking to the future to identify how and where to focus its tools and resources to create new economic value in Snohomish County. If the Port District were to include your community in the future, what types of projects and/or improvements would you like to see the Port invest in or partner on? Select all that apply.

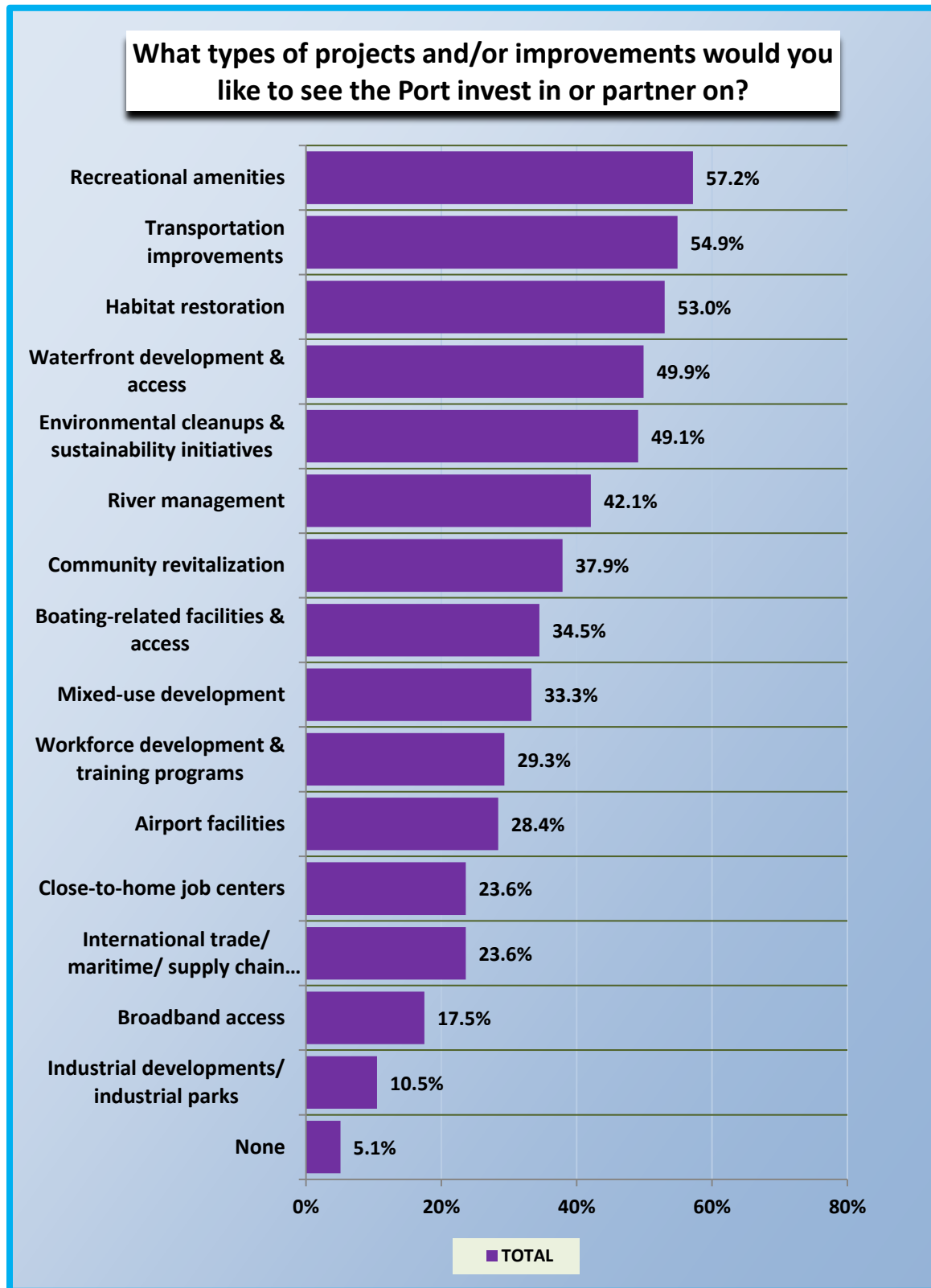
RESPONSE	TIMES MENTIONED	PERCENTAGES
Recreational amenities	866	57.2%
Transportation improvements (i.e., traffic congestion relief, rail crossings, freight mobility, etc.)	831	54.9%
Habitat restoration (i.e., salmon recovery)	802	53.0%
Waterfront development & access	756	49.9%
Environmental Cleanups & sustainability initiatives	743	49.1%
River management (i.e., dredging, derelict vessel removal)	637	42.1%
Community revitalization	574	37.9%
Boating-related facilities & access	522	34.5%
Mixed-use development (i.e., commercial, retail, housing)	504	33.3%
Workforce development & training programs	444	29.3%
Airport facilities	430	28.4%
Close-to-home job centers	358	23.6%
International trade/ maritime/ supply chain infrastructure	357	23.6%
Broadband access	265	17.5%
Industrial developments/industrial parks	159	10.5%
None	77	5.1%

**1,514 responded to this question*

Question allowed for more than one response

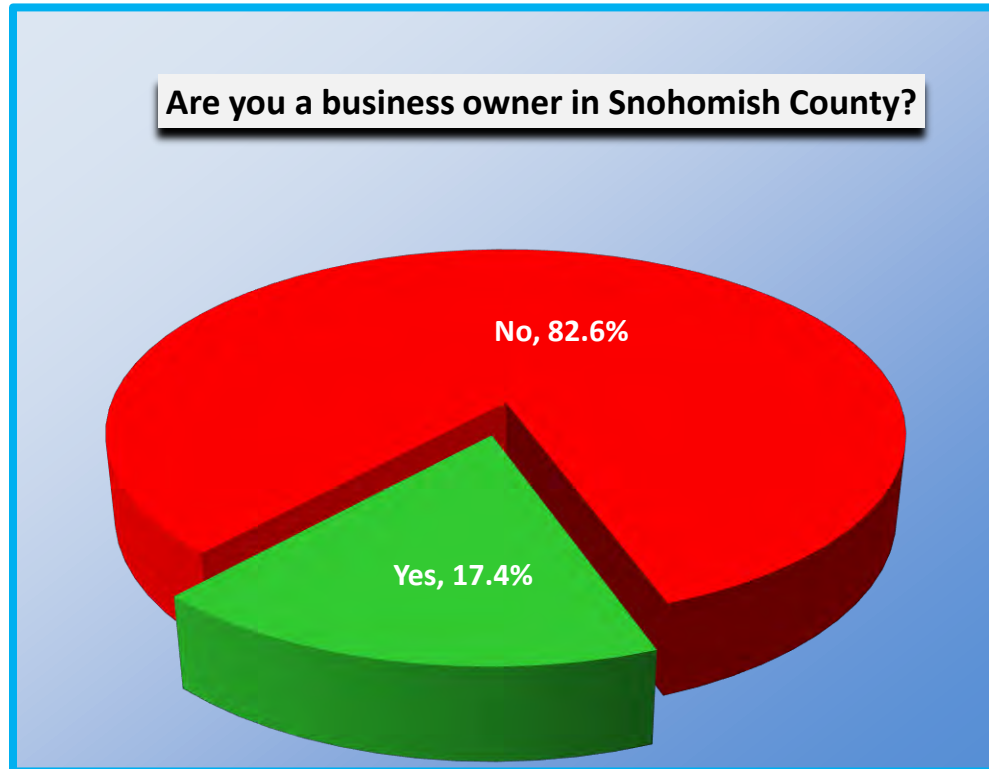
Percentages based on number of respondents

(Question 6 continued, "What types of projects and/or improvements would you like to see the Port invest in or partner on?")



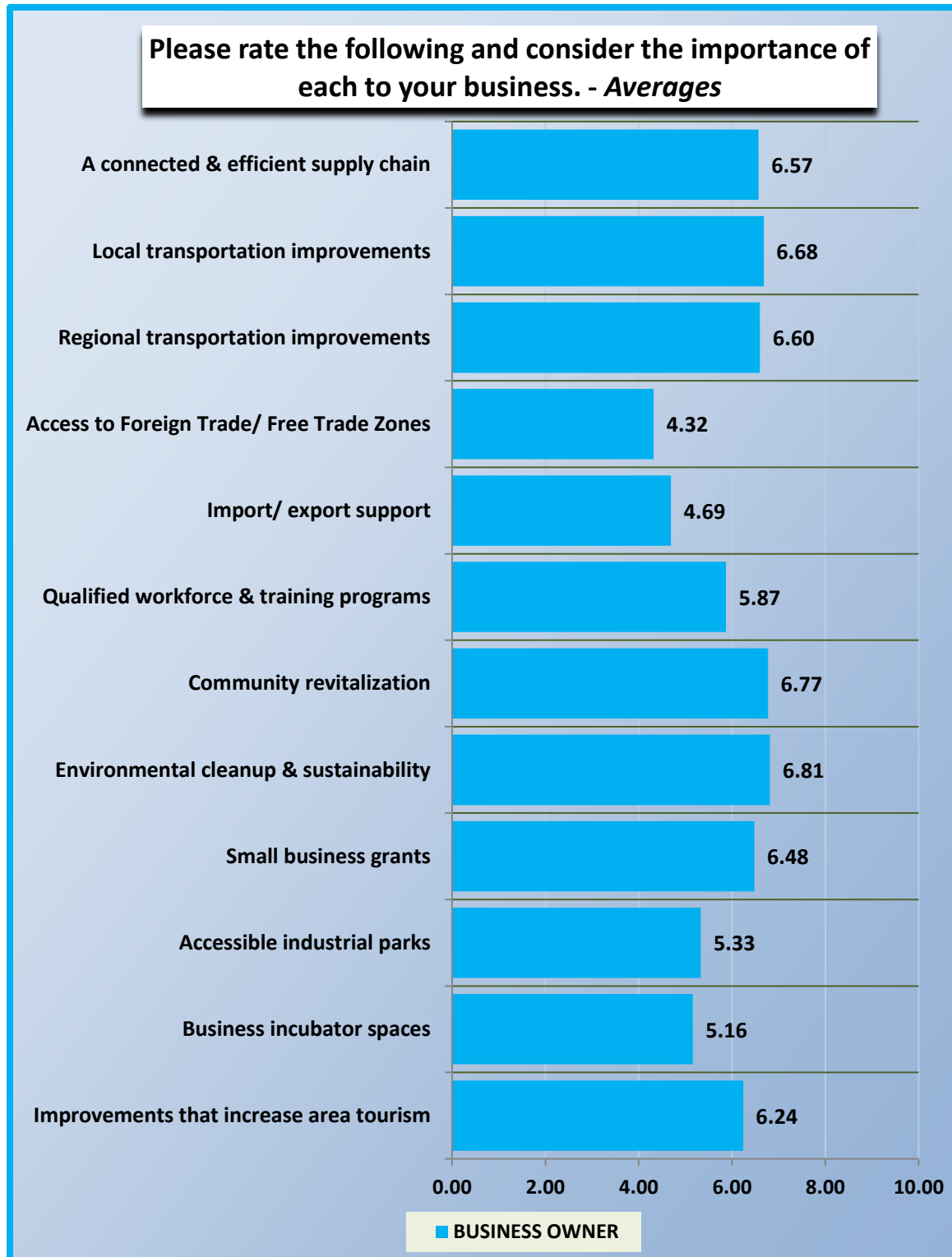
7). Are you a business owner in Snohomish County?

RESPONSE	TIMES MENTIONED	PERCENTAGES
Yes	264	17.4%
No	1250	82.6%
TOTAL	1514	100%



(Question 7 continued, "Are you a business owner in Snohomish County?")

7a). As a business owner, please rate each of the below using a 1 to 10 scale, with 1 representing "no importance at all" up to 10 which represents "extremely important" for your business.



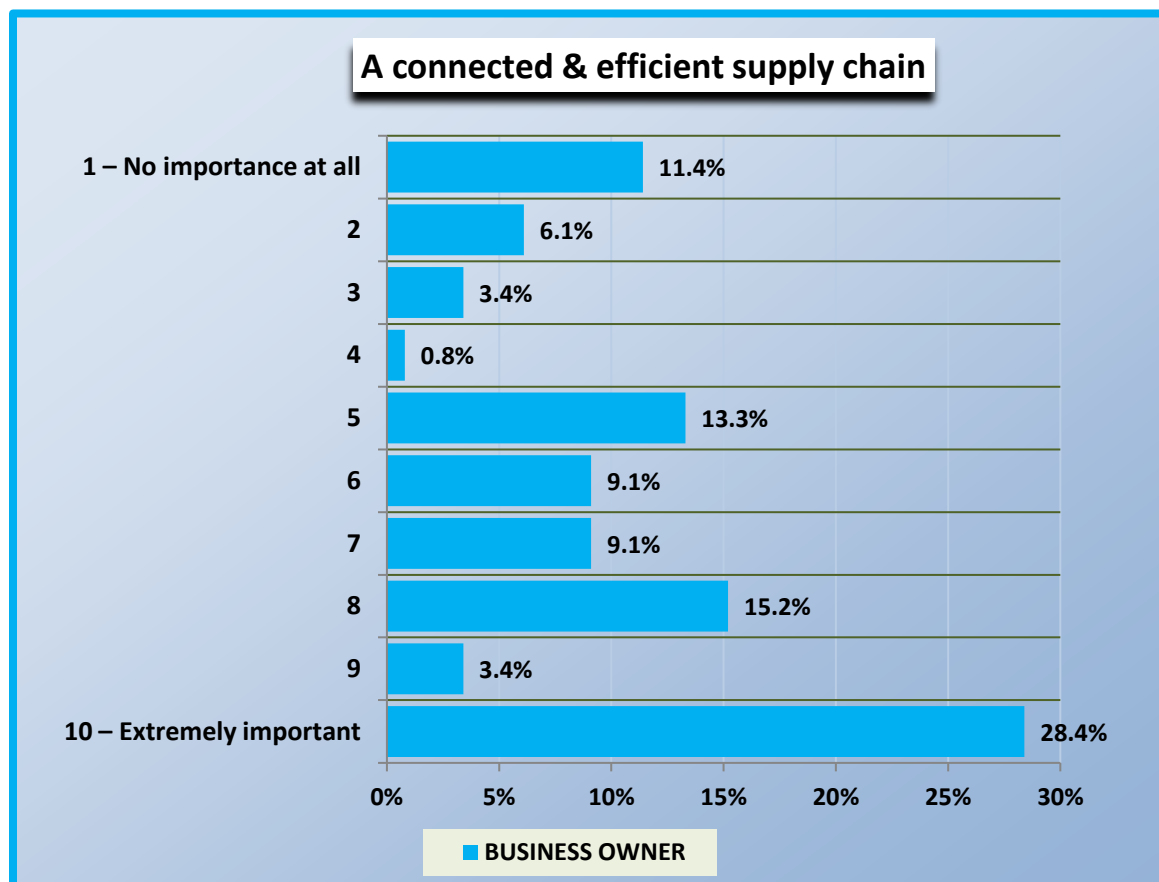
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

A) A CONNECTED & EFFICIENT SUPPLY CHAIN

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	30	11.4%
2	16	6.1%
3	9	3.4%
4	2	0.8%
5	35	13.3%
6	24	9.1%
7	24	9.1%
8	40	15.2%
9	9	3.4%
10 – Extremely important	75	28.4%
AVERAGES	6.57	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



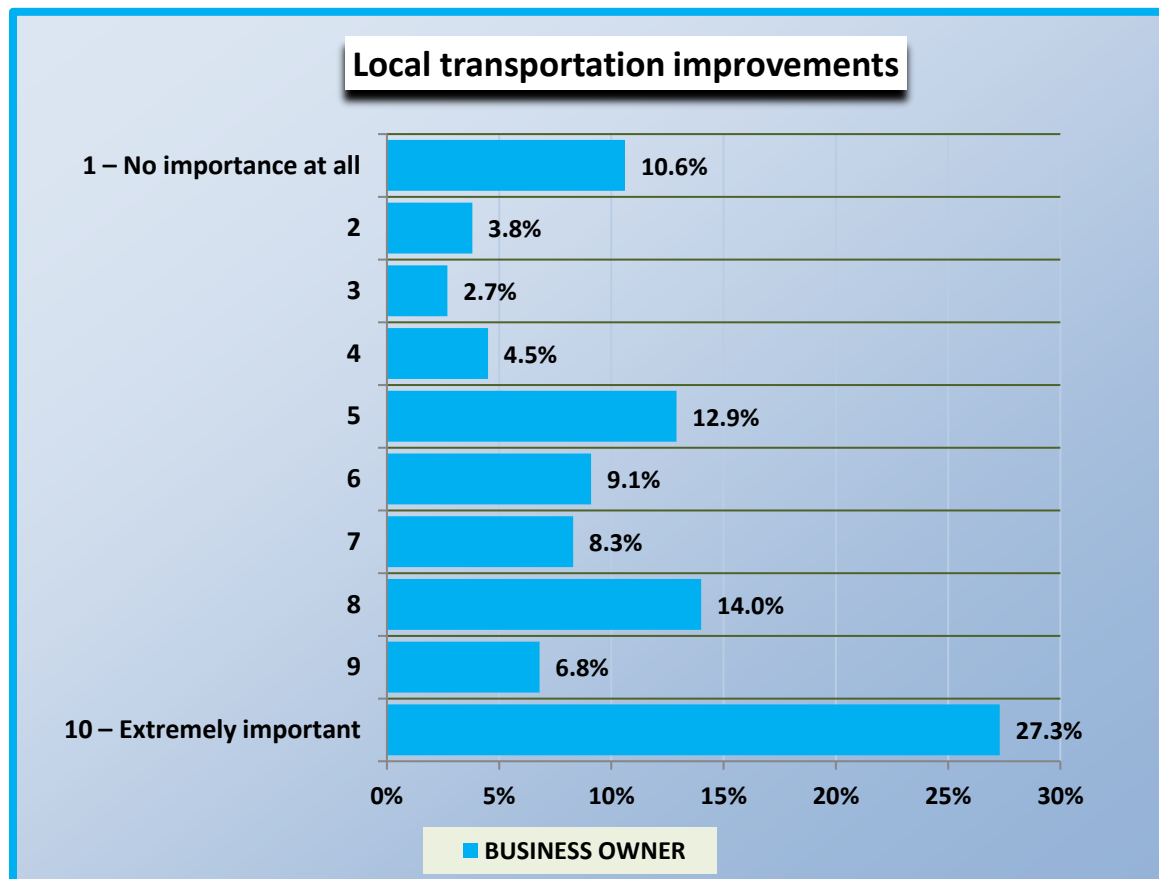
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

B) LOCAL TRANSPORTATION IMPROVEMENTS

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	28	10.6%
2	10	3.8%
3	7	2.7%
4	12	4.5%
5	34	12.9%
6	24	9.1%
7	22	8.3%
8	37	14.0%
9	18	6.8%
10 – Extremely important	72	27.3%
AVERAGES	6.68	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



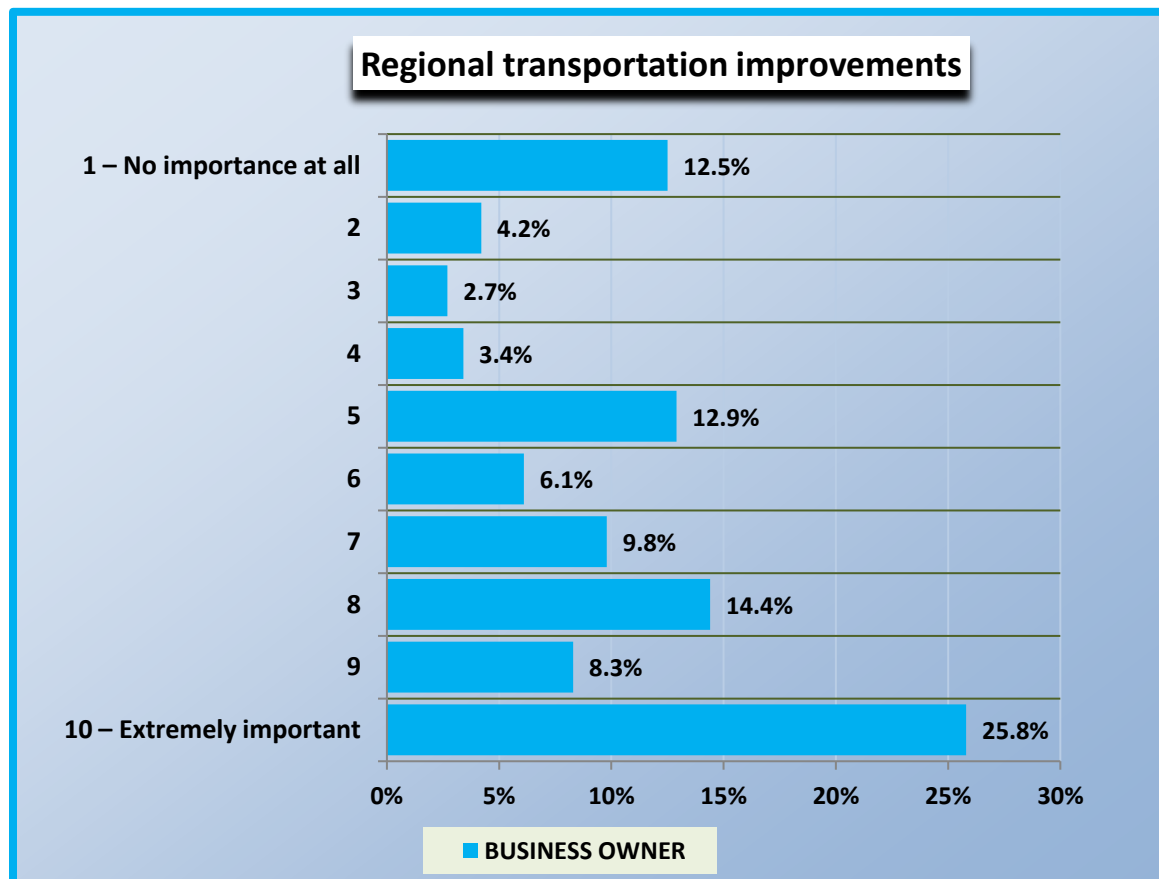
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

C) REGIONAL TRANSPORTATION IMPROVEMENTS

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	33	12.5%
2	11	4.2%
3	7	2.7%
4	9	3.4%
5	34	12.9%
6	16	6.1%
7	26	9.8%
8	38	14.4%
9	22	8.3%
10 – Extremely important	68	25.8%
AVERAGES	6.60	
TOTAL	264	

*264 responded to this question

Percentages based on number of respondents



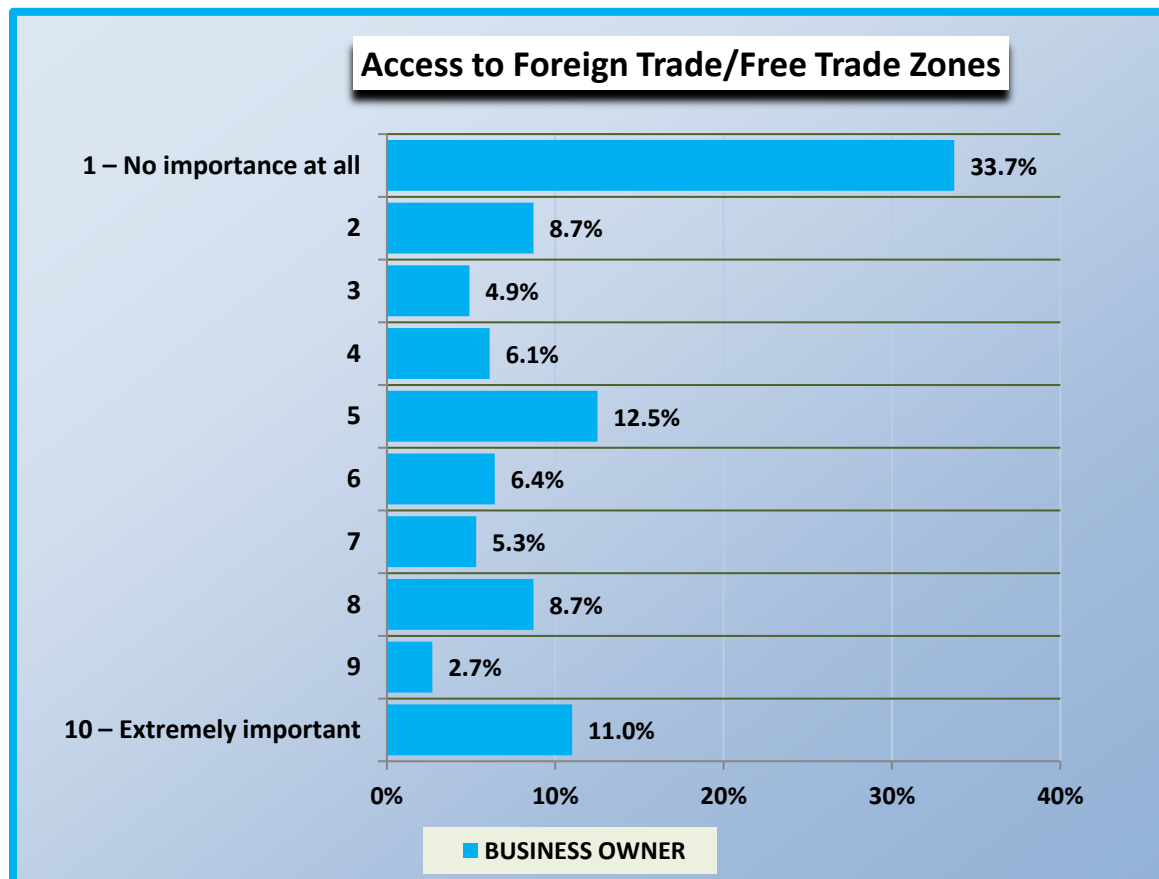
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

D) ACCESS TO FOREIGN TRADE/FREE TRADE ZONES

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	89	33.7%
2	23	8.7%
3	13	4.9%
4	16	6.1%
5	33	12.5%
6	17	6.4%
7	14	5.3%
8	23	8.7%
9	7	2.7%
10 – Extremely important	29	11.0%
AVERAGES	4.32	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



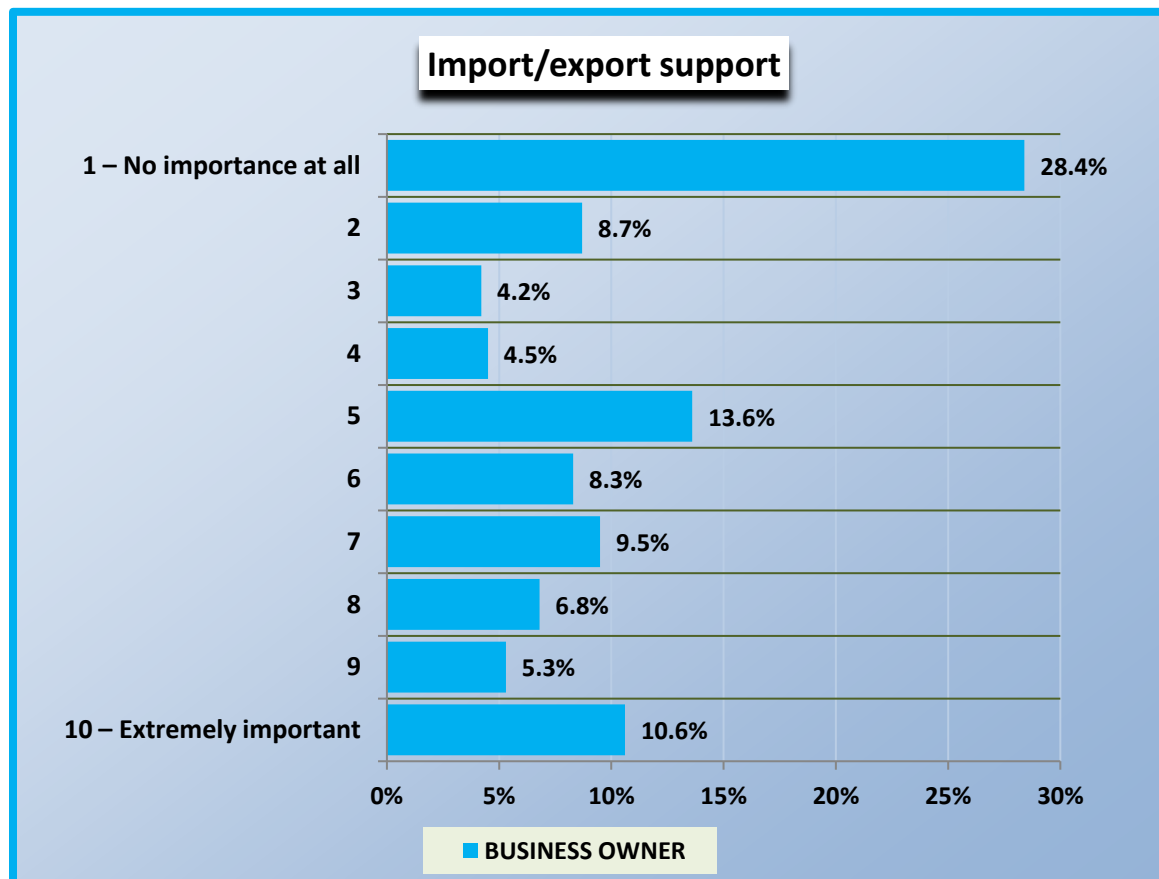
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

E) IMPORT/EXPORT SUPPORT

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	75	28.4%
2	23	8.7%
3	11	4.2%
4	12	4.5%
5	36	13.6%
6	22	8.3%
7	25	9.5%
8	18	6.8%
9	14	5.3%
10 – Extremely important	28	10.6%
AVERAGES	4.69	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



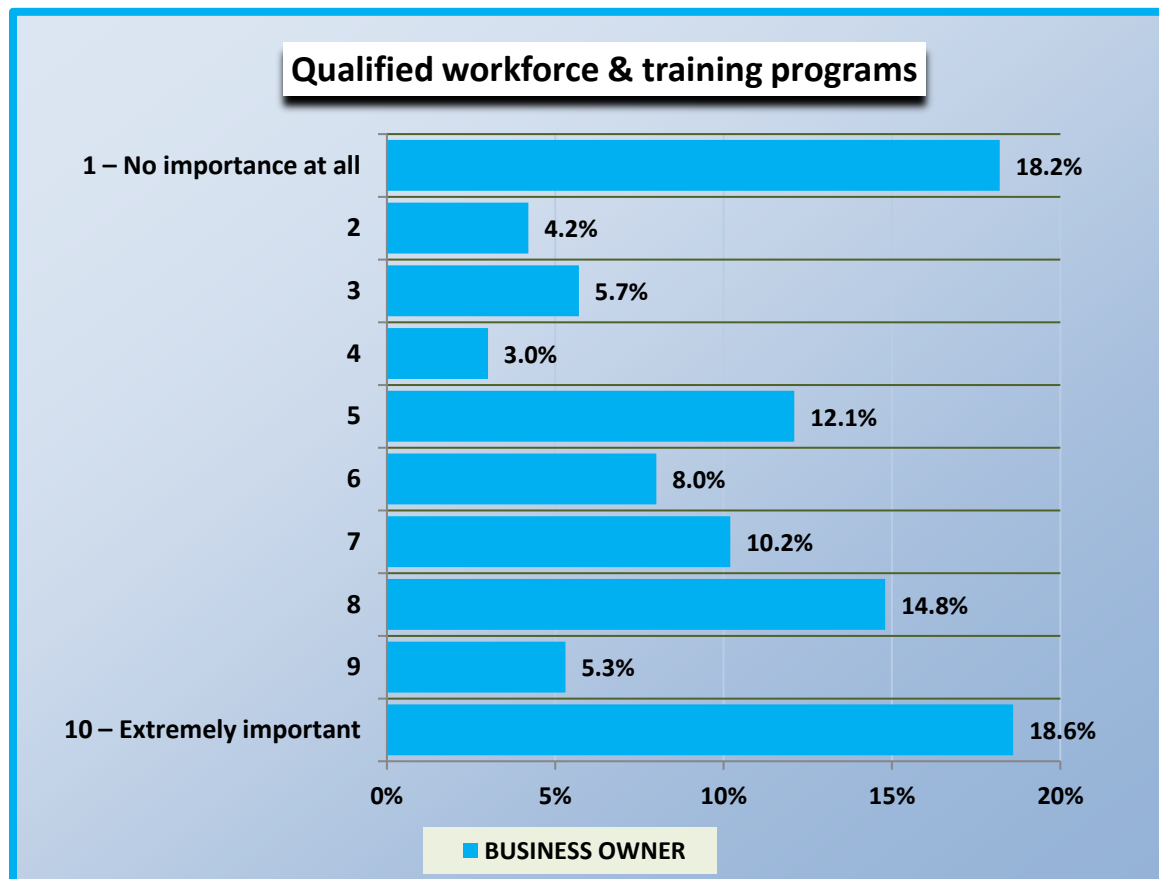
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

F) QUALIFIED WORKFORCE & TRAINING PROGRAMS

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	48	18.2%
2	11	4.2%
3	15	5.7%
4	8	3.0%
5	32	12.1%
6	21	8.0%
7	27	10.2%
8	39	14.8%
9	14	5.3%
10 – Extremely important	49	18.6%
AVERAGES	5.87	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



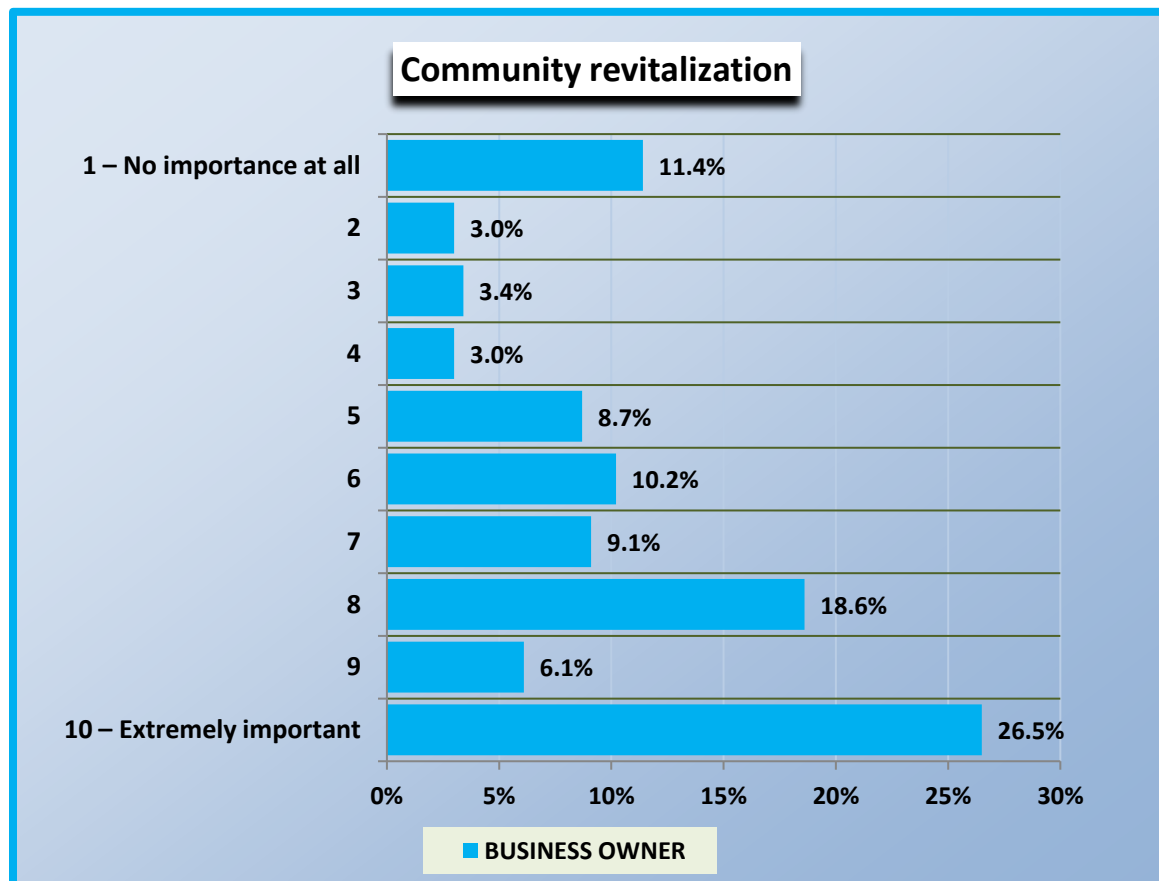
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

G) COMMUNITY REVITALIZATION

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	30	11.4%
2	8	3.0%
3	9	3.4%
4	8	3.0%
5	23	8.7%
6	27	10.2%
7	24	9.1%
8	49	18.6%
9	16	6.1%
10 – Extremely important	70	26.5%
AVERAGES	6.77	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



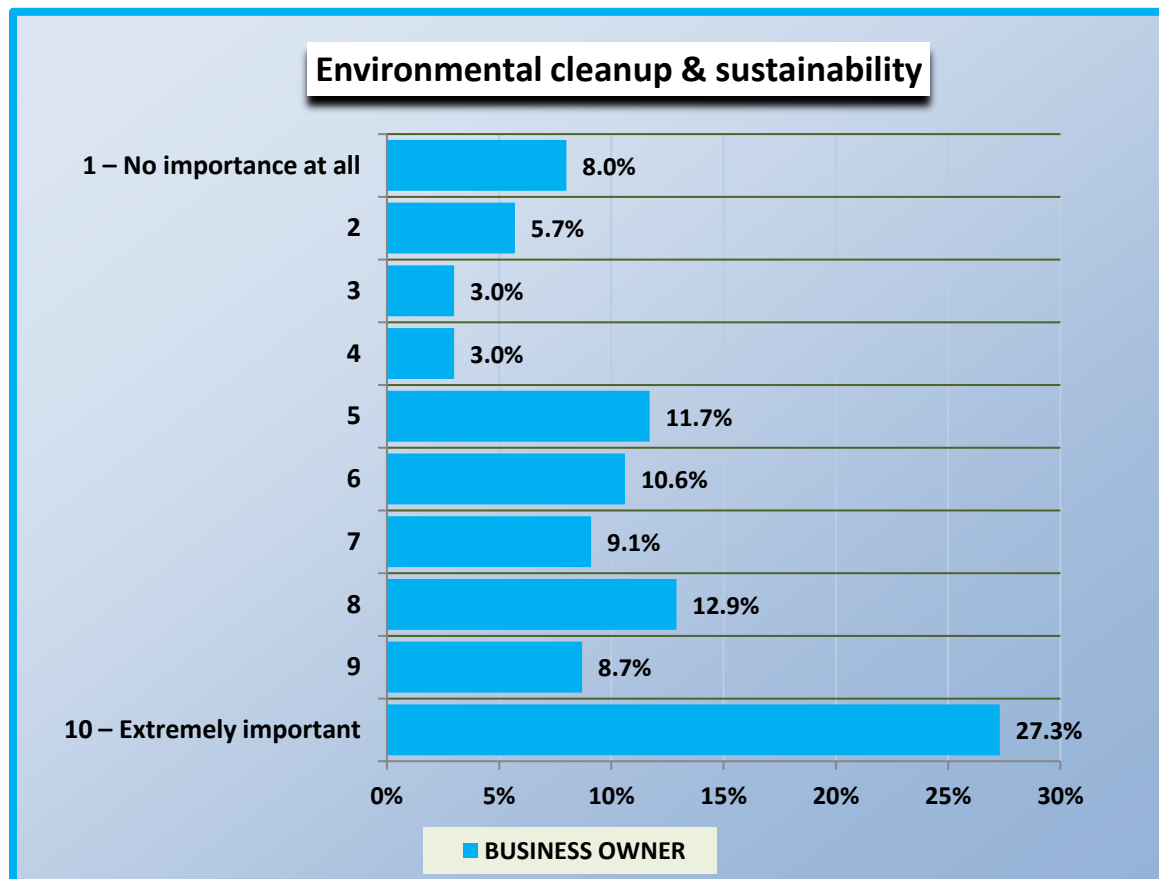
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

H) ENVIRONMENTAL CLEANUP & SUSTAINABILITY

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	21	8.0%
2	15	5.7%
3	8	3.0%
4	8	3.0%
5	31	11.7%
6	28	10.6%
7	24	9.1%
8	34	12.9%
9	23	8.7%
10 – Extremely important	72	27.3%
AVERAGES	6.81	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



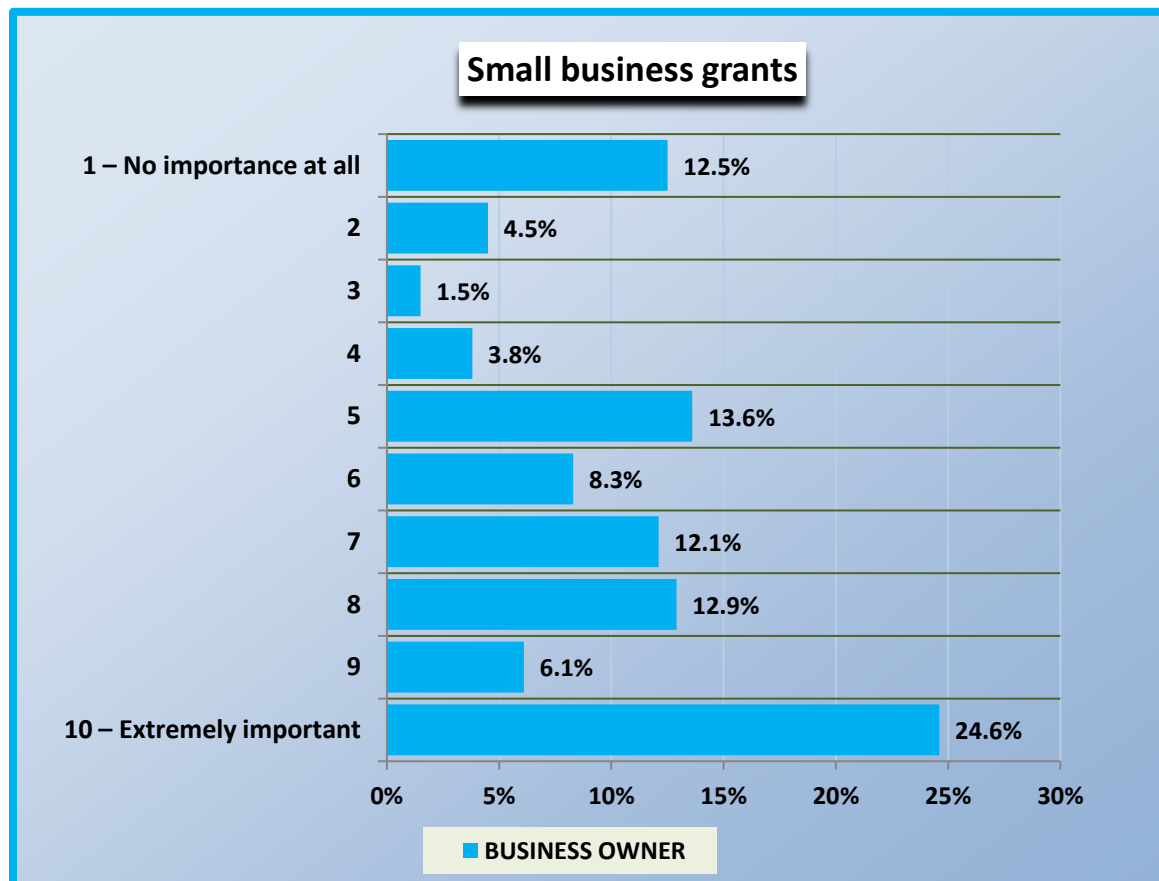
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

I) SMALL BUSINESS GRANTS

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	33	12.5%
2	12	4.5%
3	4	1.5%
4	10	3.8%
5	36	13.6%
6	22	8.3%
7	32	12.1%
8	34	12.9%
9	16	6.1%
10 – Extremely important	65	24.6%
AVERAGES	6.48	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



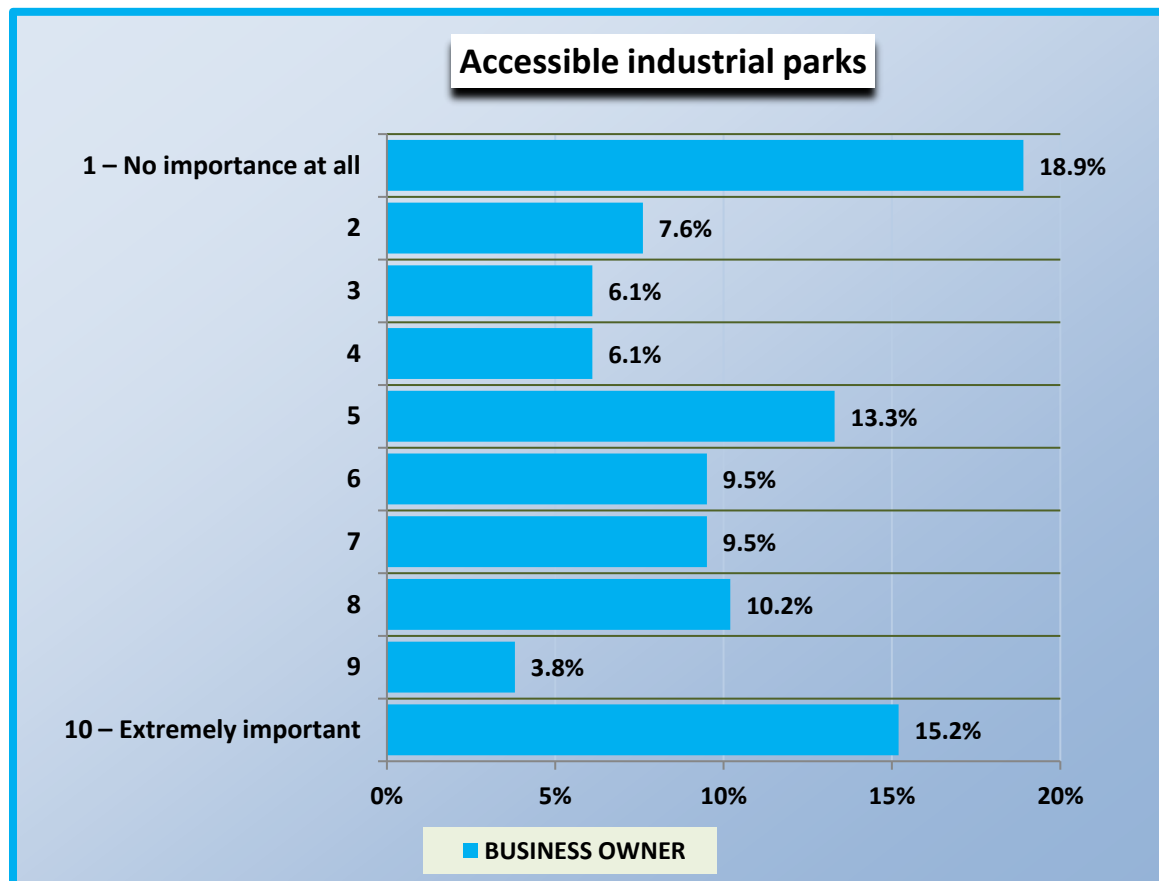
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

J) ACCESSIBLE INDUSTRIAL PARKS

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	50	18.9%
2	20	7.6%
3	16	6.1%
4	16	6.1%
5	35	13.3%
6	25	9.5%
7	25	9.5%
8	27	10.2%
9	10	3.8%
10 – Extremely important	40	15.2%
AVERAGES	5.33	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



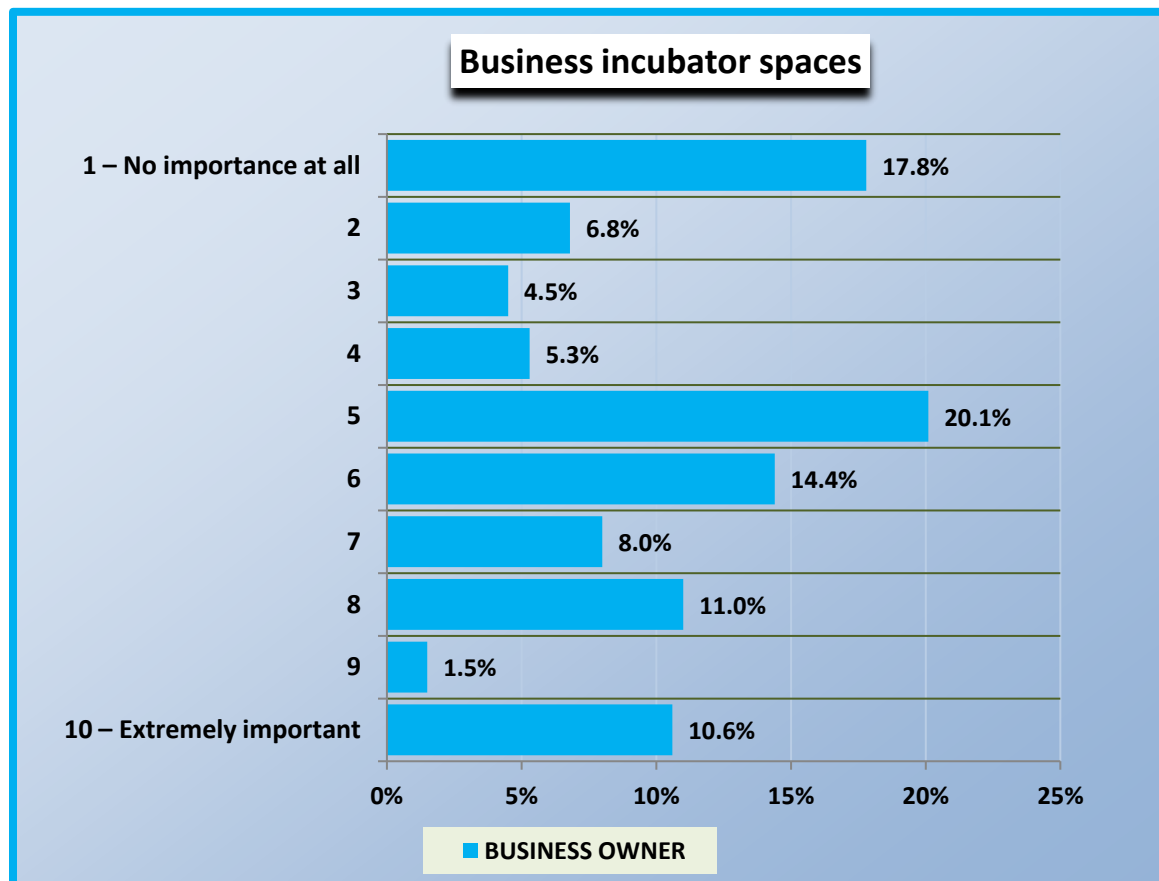
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

K) BUSINESS INCUBATOR SPACES

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	47	17.8%
2	18	6.8%
3	12	4.5%
4	14	5.3%
5	53	20.1%
6	38	14.4%
7	21	8.0%
8	29	11.0%
9	4	1.5%
10 – Extremely important	28	10.6%
AVERAGES	5.16	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



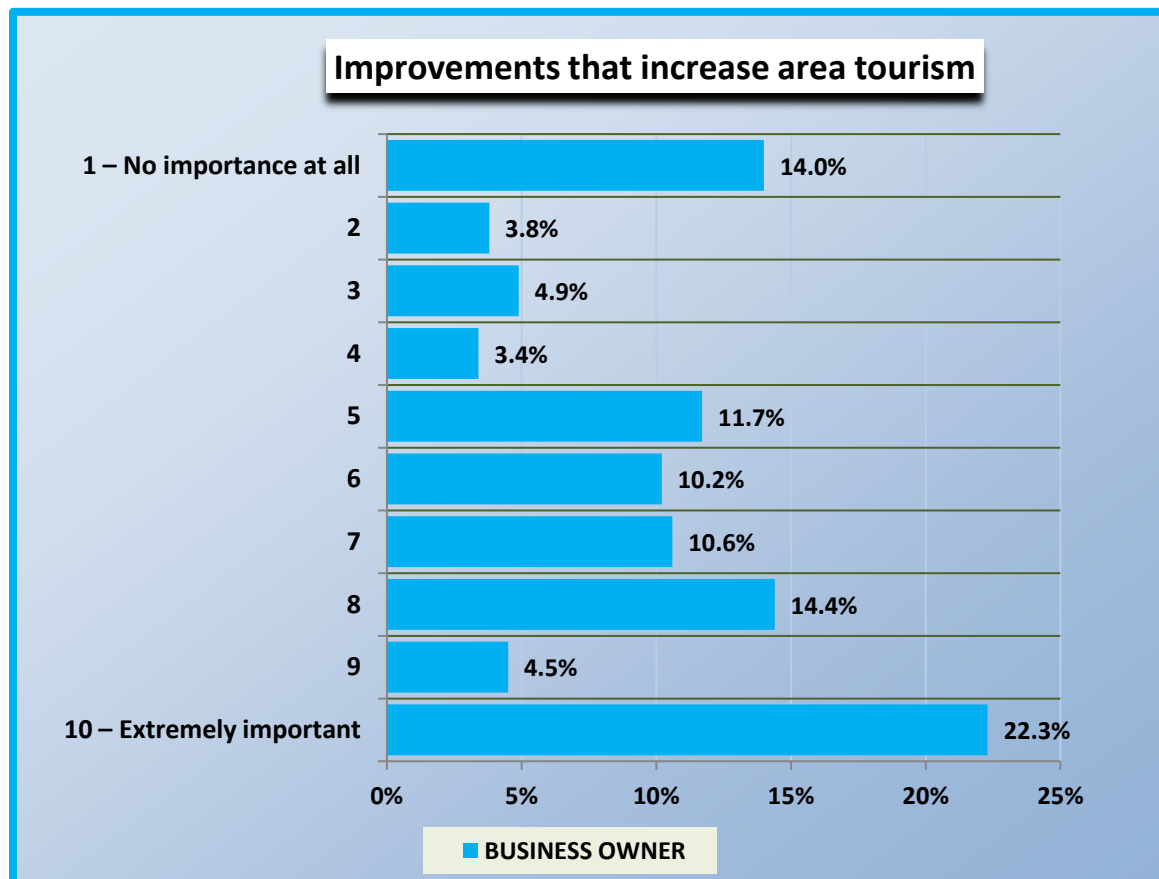
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

L) IMPROVEMENTS THAT INCREASE AREA TOURISM

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	37	14.0%
2	10	3.8%
3	13	4.9%
4	9	3.4%
5	31	11.7%
6	27	10.2%
7	28	10.6%
8	38	14.4%
9	12	4.5%
10 – Extremely important	59	22.3%
AVERAGES	6.24	
TOTAL	264	100%

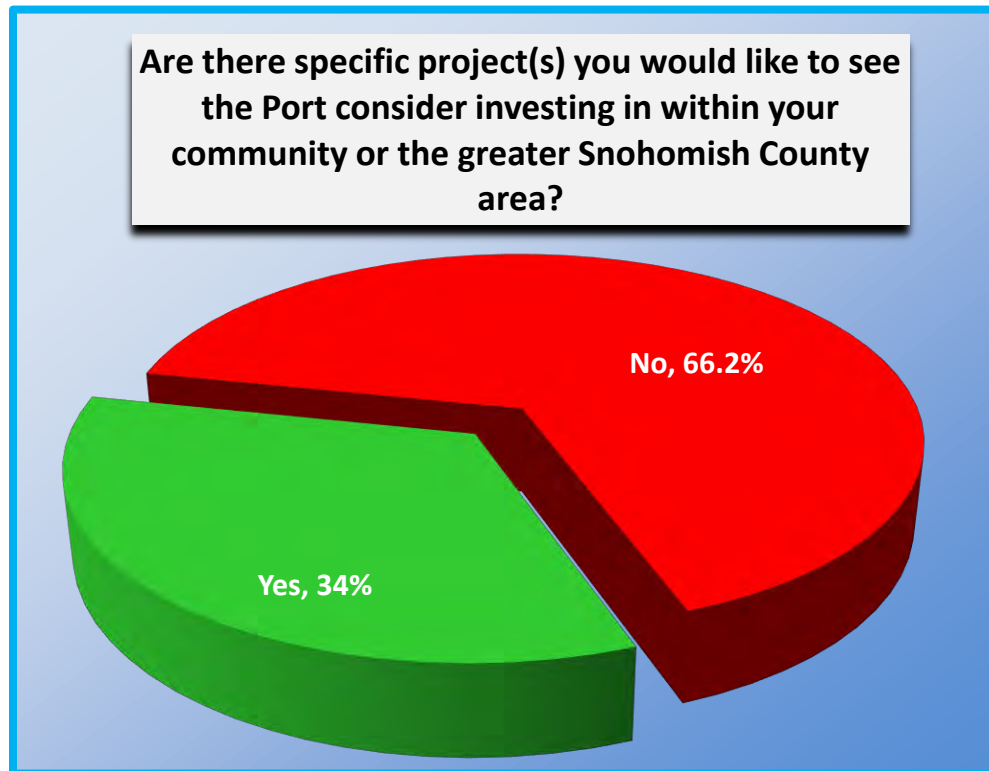
*264 responded to this question

Percentages based on number of respondents



8). Are there specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?

RESPONSE	TIMES MENTIONED	PERCENTAGES
Yes	512	33.8%
No	1002	66.2%
TOTAL	1514	100%



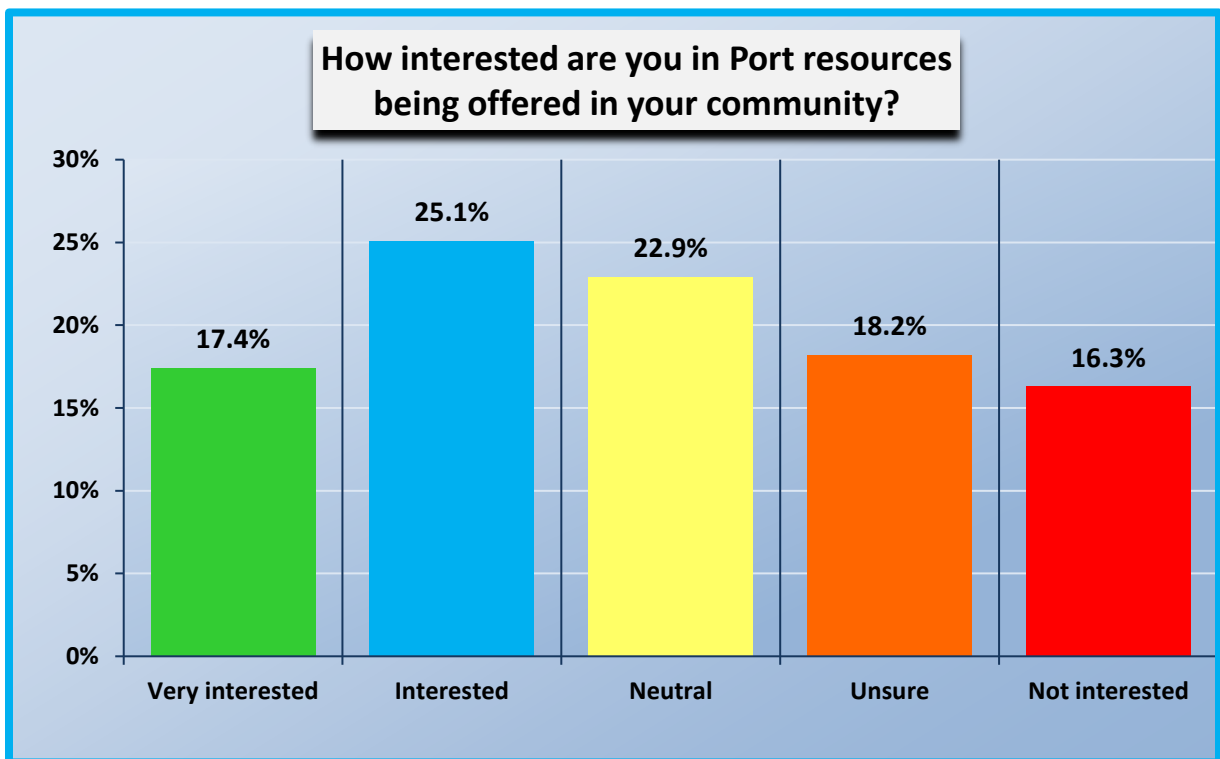
(Question 8 continued, “Are there specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

8a). If ‘Yes,’ What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?

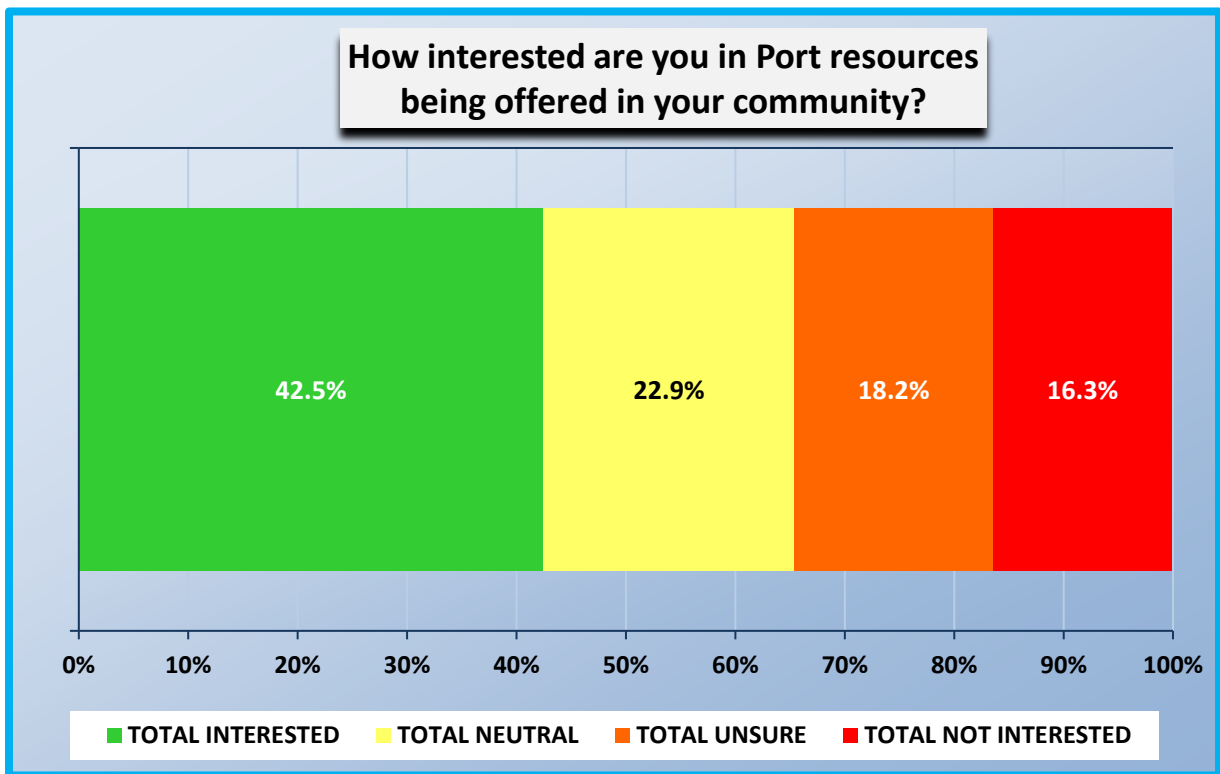
Please find all the open-ended responses in the appendix.

- 9). Many large port districts in Washington state are county-wide – the Port of Everett is not. Currently, the Port District includes most of Everett, portions of Mukilteo and parts of unincorporated Snohomish County in the Marysville area. How interested are you in Port resources being offered in your community?

RESPONSE	TIMES MENTIONED	PERCENTAGES
Very interested	264	17.4%
Interested	380	25.1%
Neutral	347	22.9%
Unsure	276	18.2%
Not interested	247	16.3%
TOTAL	1514	100%



(Question 9 continued, "How interested are you in Port resources being offered in your community?")



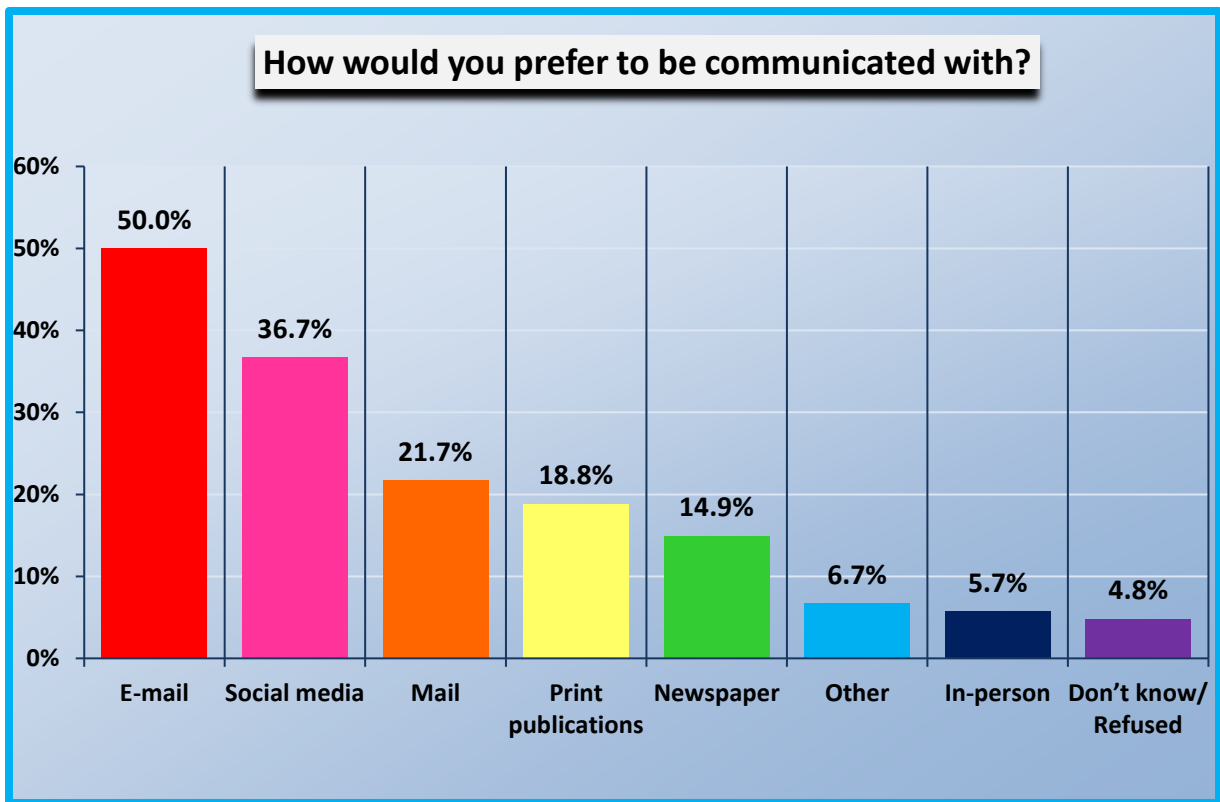
10). How would you prefer to be communicated with? Select all that apply.

RESPONSE	TIMES MENTIONED	PERCENTAGES
E-mail	757	50.0%
Social media	556	36.7%
Mail	329	21.7%
Print publications	285	18.8%
Newspaper	226	14.9%
Other	101	6.7%
In-person	86	5.7%
Don't know/ Refused	72	4.8%

**1,514 responded to this question*

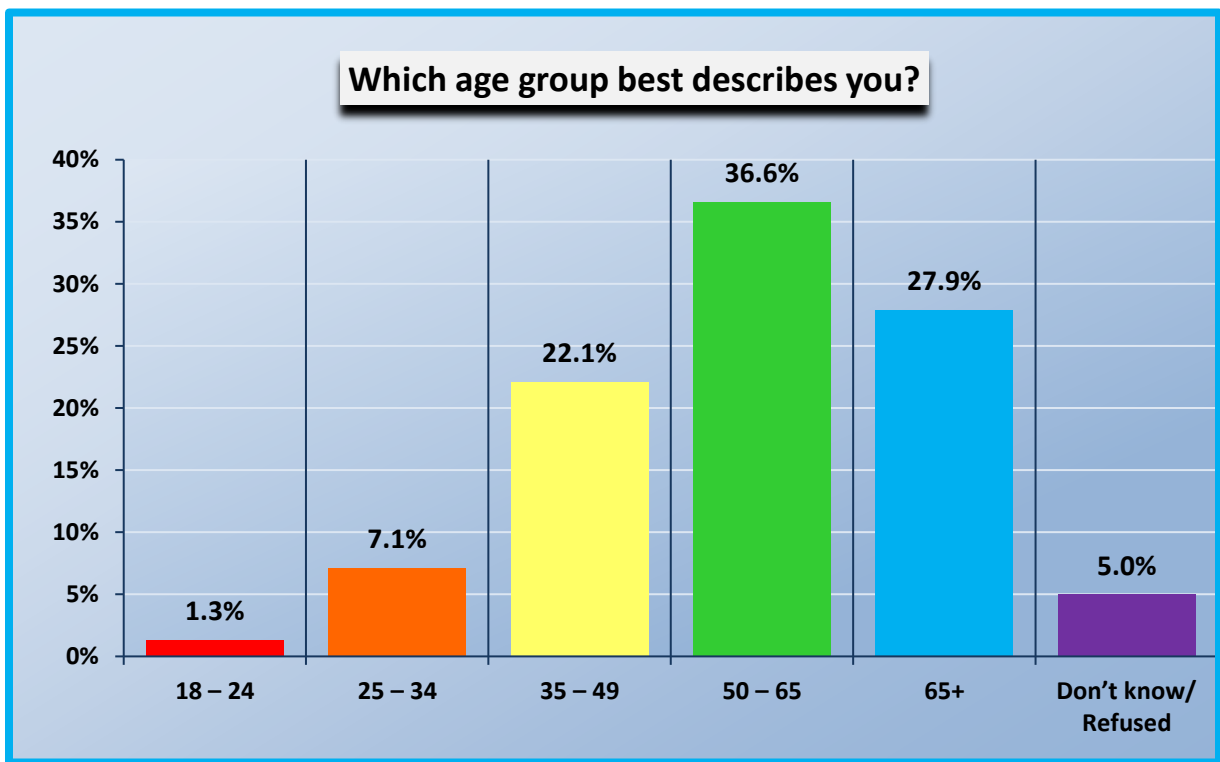
Question allowed for more than one response

Percentages based on number of respondents



11). Which age group best describes you?

RESPONSE	TIMES MENTIONED	PERCENTAGES
18 – 24	20	1.3%
25 – 34	108	7.1%
35 – 49	334	22.1%
50 – 65	554	36.6%
65+	422	27.9%
Don't know/Refused	76	5.0%
TOTAL	1514	100%





CRITICAL DATA STRATEGIES, LLC

Port of Everett

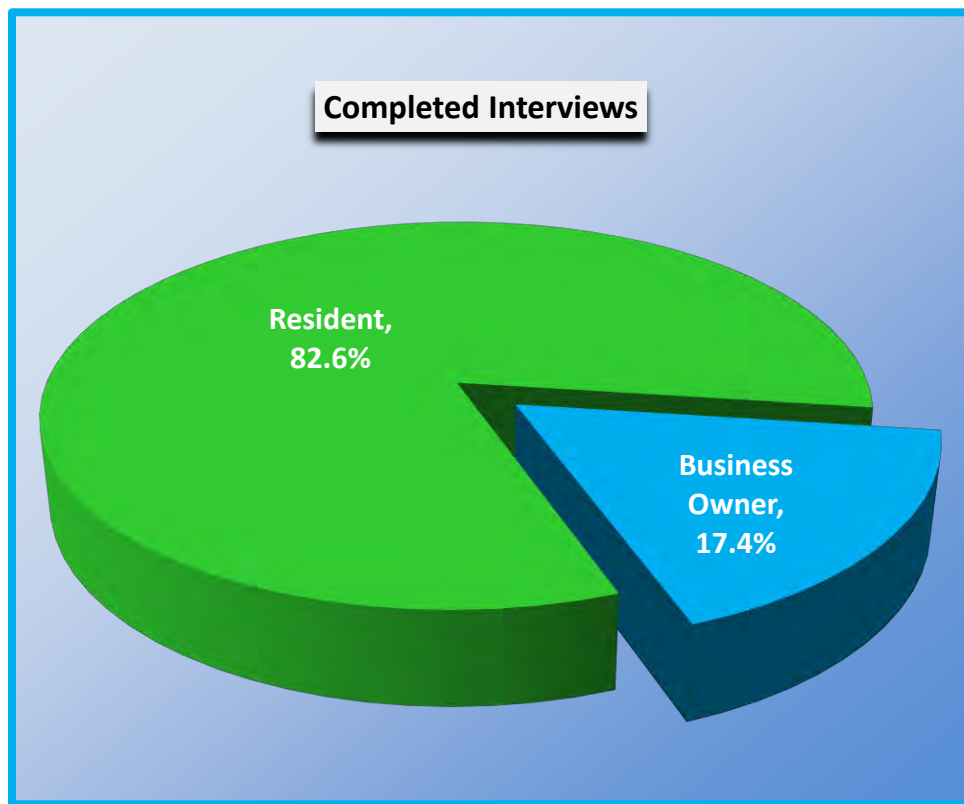
**Community Survey Findings –
BY RESIDENT OR BUSINESS OWNER**

October – November 2023

PORT OF EVERETT COMMUNITY SURVEY FINDINGS

COMPLETED INTERVIEWS

TYPE	TIMES MENTIONED	PERCENTAGES
Resident	1250	82.6%
Business Owner	264	17.4%
TOTAL	1514	100%



Please note, some of the questions in this document allow for more than one response. The tables of percentages pertaining to these questions are based on the number of people who responded to the relative question, not the number of responses received.

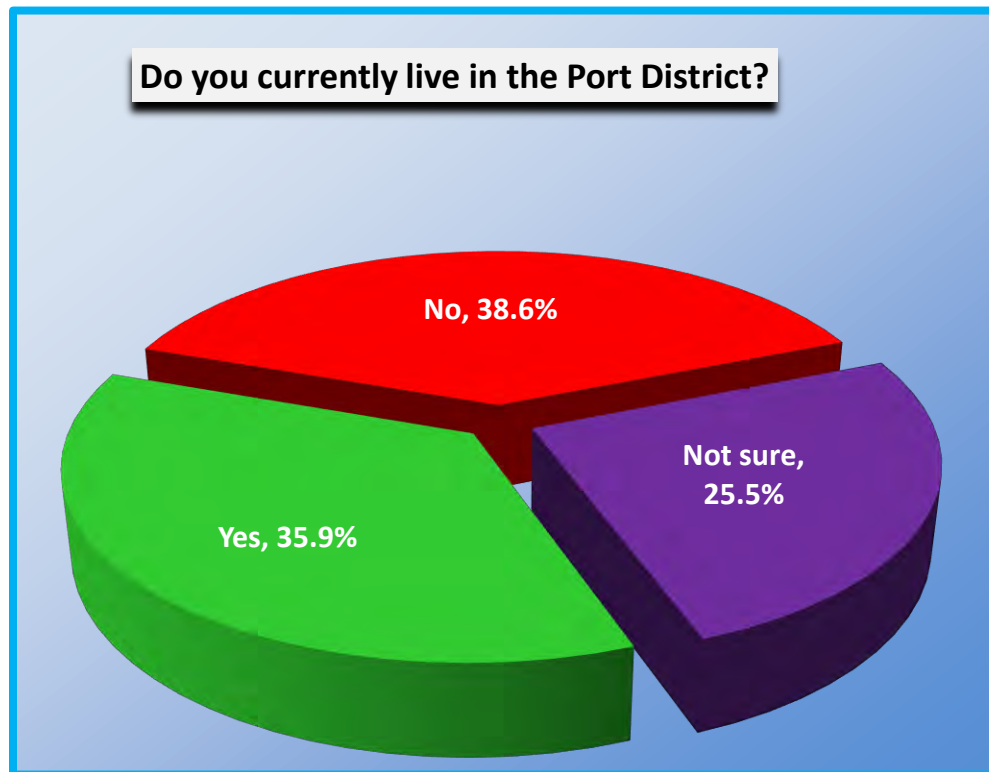
1). Do you currently live in the Port District?

TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Yes	438	105	543
No	485	100	585
Not sure	327	59	386
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Yes	35.0%	39.8%	35.9%
No	38.8%	37.9%	38.6%
Not sure	26.2%	22.3%	25.5%
TOTAL	100%	100%	100%



2). How often do you interact with, or visit, Port of Everett sites (i.e., seaport, Port of Everett Marina, Jetty Island, Waterfront Place, Riverside Business Park, Mukilteo parklet/fishing pier, etc.)?

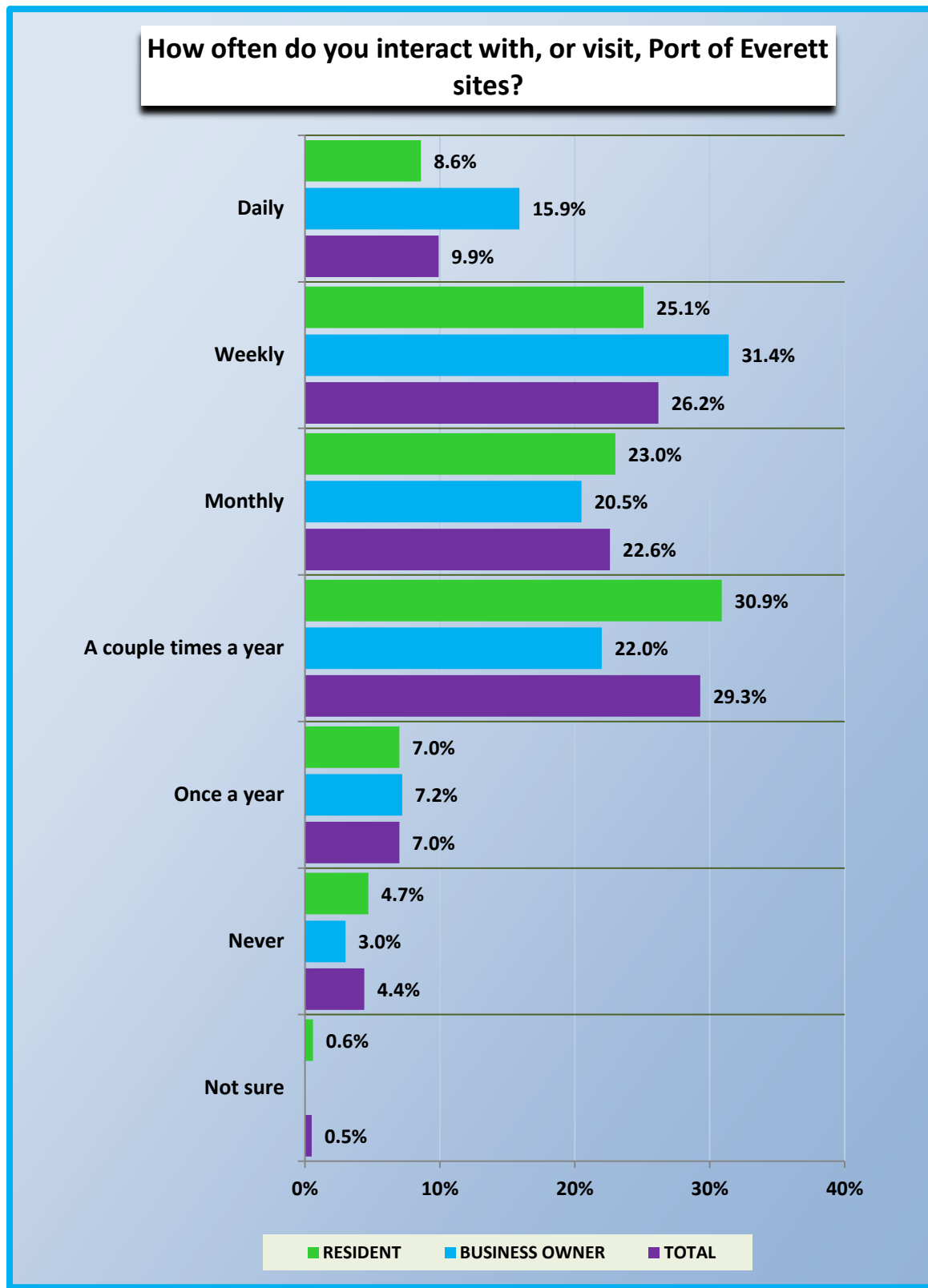
TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Daily	108	42	150
Weekly	314	83	397
Monthly	288	54	342
A couple times a year	386	58	444
Once a year	87	19	106
Never	59	8	67
Not sure	8	0	8
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Daily	8.6%	15.9%	9.9%
Weekly	25.1%	31.4%	26.2%
Monthly	23.0%	20.5%	22.6%
A couple times a year	30.9%	22.0%	29.3%
Once a year	7.0%	7.2%	7.0%
Never	4.7%	3.0%	4.4%
Not sure	0.6%	0.0%	0.5%
TOTAL	100%	100%	100%

(Question 2 continued, “How often do you interact with, or visit, Port of Everett sites?”)



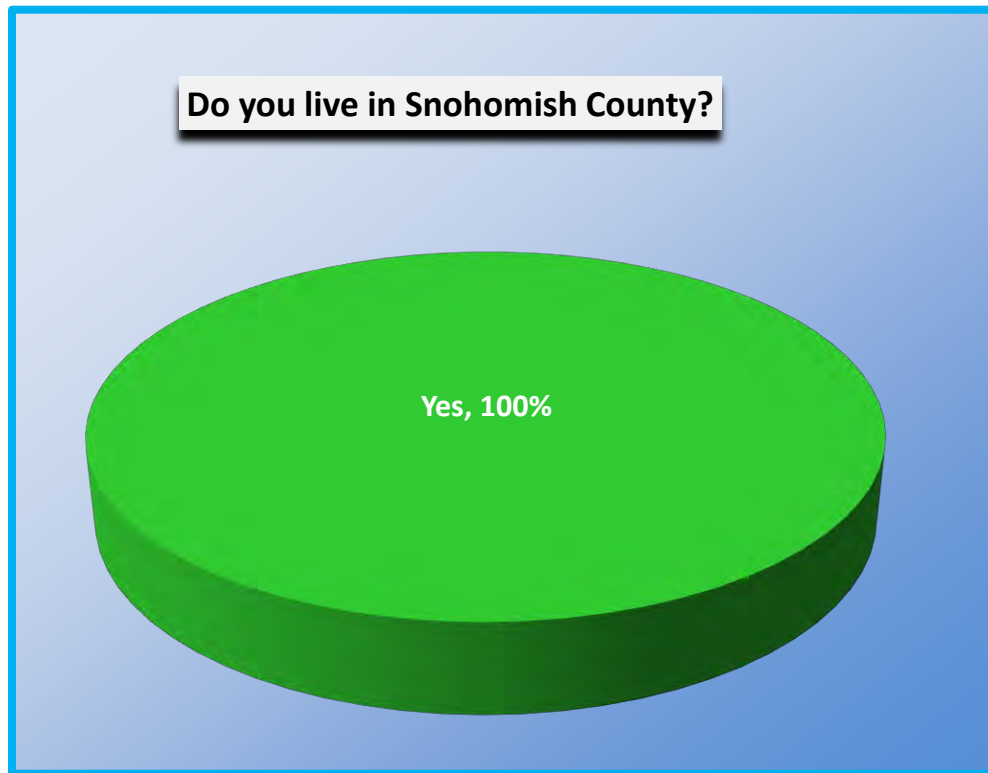
3). Do you live in Snohomish County?

TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Yes	1250	264	1514
No	0	0	0
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Yes	100%	100%	100%
No	0.0%	0.0%	0.0%
TOTAL	100%	100%	100%



(Question 3 continued, "Do you live in Snohomish County?")

3a). If 'Yes,' Which community do you live in or near?

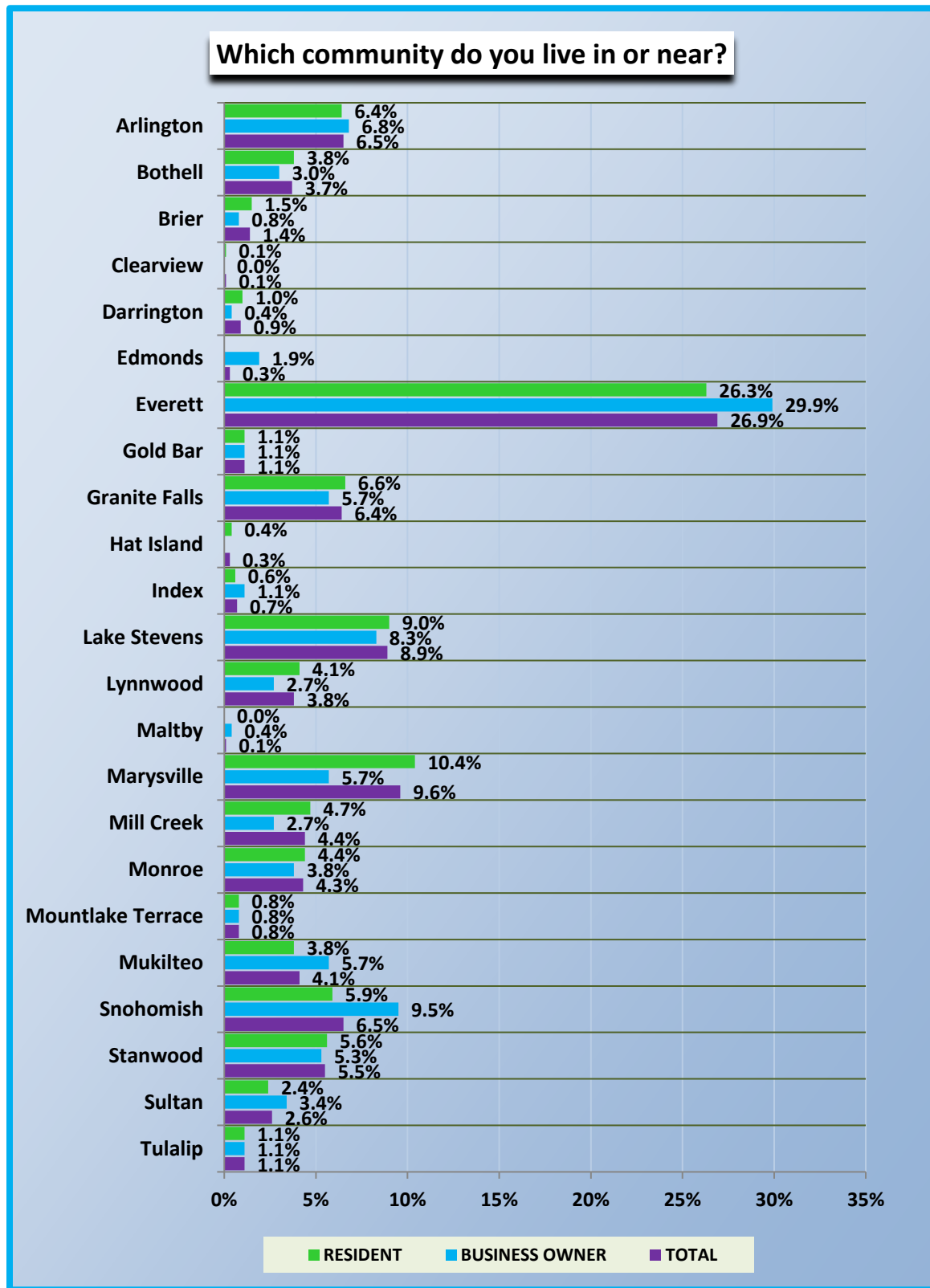
RESPONSE	TIMES MENTIONED		
	RESIDENT	BUSINESS OWNER	TOTAL
Arlington	80	18	98
Bothell	48	8	56
Brier	19	2	21
Clearview	1	0	1
Darrington	12	1	13
Edmonds	0	5	5
Everett	329	79	408
Gold Bar	14	3	17
Granite Falls	82	15	97
Hat Island	5	0	5
Index	7	3	10
Lake Stevens	113	22	135
Lynnwood	51	7	58
Maltby	0	1	1
Marysville	130	15	145
Mill Creek	59	7	66
Monroe	55	10	65
Mountlake Terrace	10	2	12
Mukilteo	47	15	62
Snohomish	74	25	99
Stanwood	70	14	84
Sultan	30	9	39
Tulalip	14	3	17
TOTAL	1250	264	1514

(Question 3a continued, Which community do you live in or near?)

**PERCENTAGES*

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Arlington	6.4%	6.8%	6.5%
Bothell	3.8%	3.0%	3.7%
Brier	1.5%	0.8%	1.4%
Clearview	0.1%	0.0%	0.1%
Darrington	1.0%	0.4%	0.9%
Edmonds	0.0%	1.9%	0.3%
Everett	26.3%	29.9%	26.9%
Gold Bar	1.1%	1.1%	1.1%
Granite Falls	6.6%	5.7%	6.4%
Hat Island	0.4%	0.0%	0.3%
Index	0.6%	1.1%	0.7%
Lake Stevens	9.0%	8.3%	8.9%
Lynnwood	4.1%	2.7%	3.8%
Maltby	0.0%	0.4%	0.1%
Marysville	10.4%	5.7%	9.6%
Mill Creek	4.7%	2.7%	4.4%
Monroe	4.4%	3.8%	4.3%
Mountlake Terrace	0.8%	0.8%	0.8%
Mukilteo	3.8%	5.7%	4.1%
Snohomish	5.9%	9.5%	6.5%
Stanwood	5.6%	5.3%	5.5%
Sultan	2.4%	3.4%	2.6%
Tulalip	1.1%	1.1%	1.1%
TOTAL	100%	100%	100%

(Question 3a continued, Which community do you live in or near?)



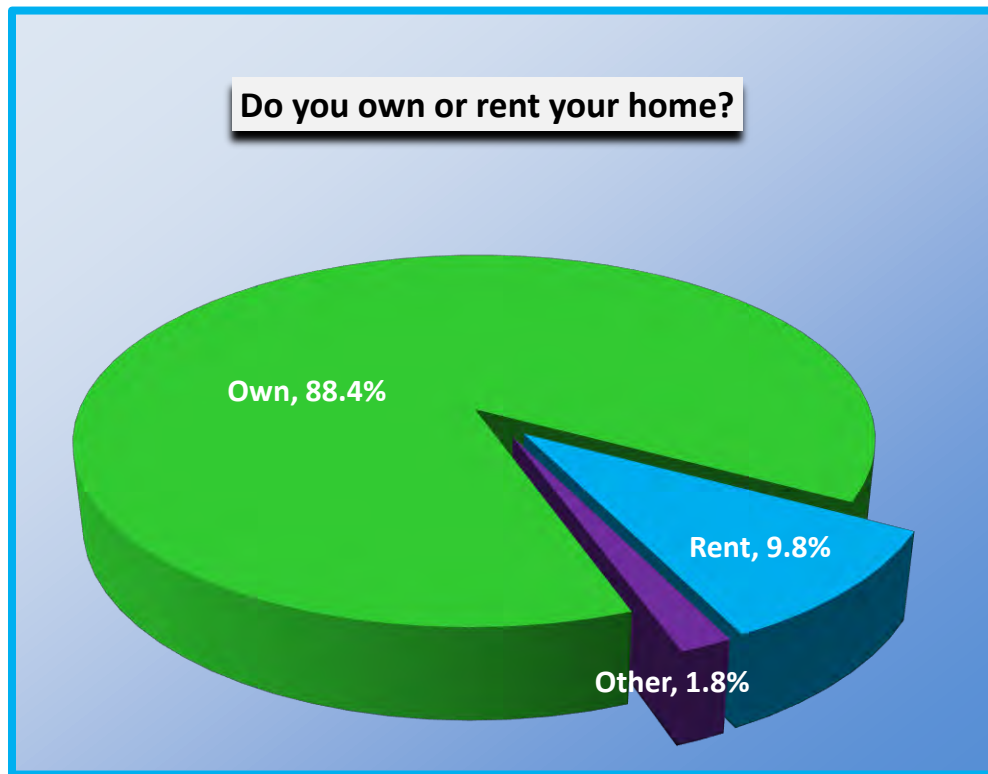
4). Do you own or rent your home?

TIMES MENTIONED

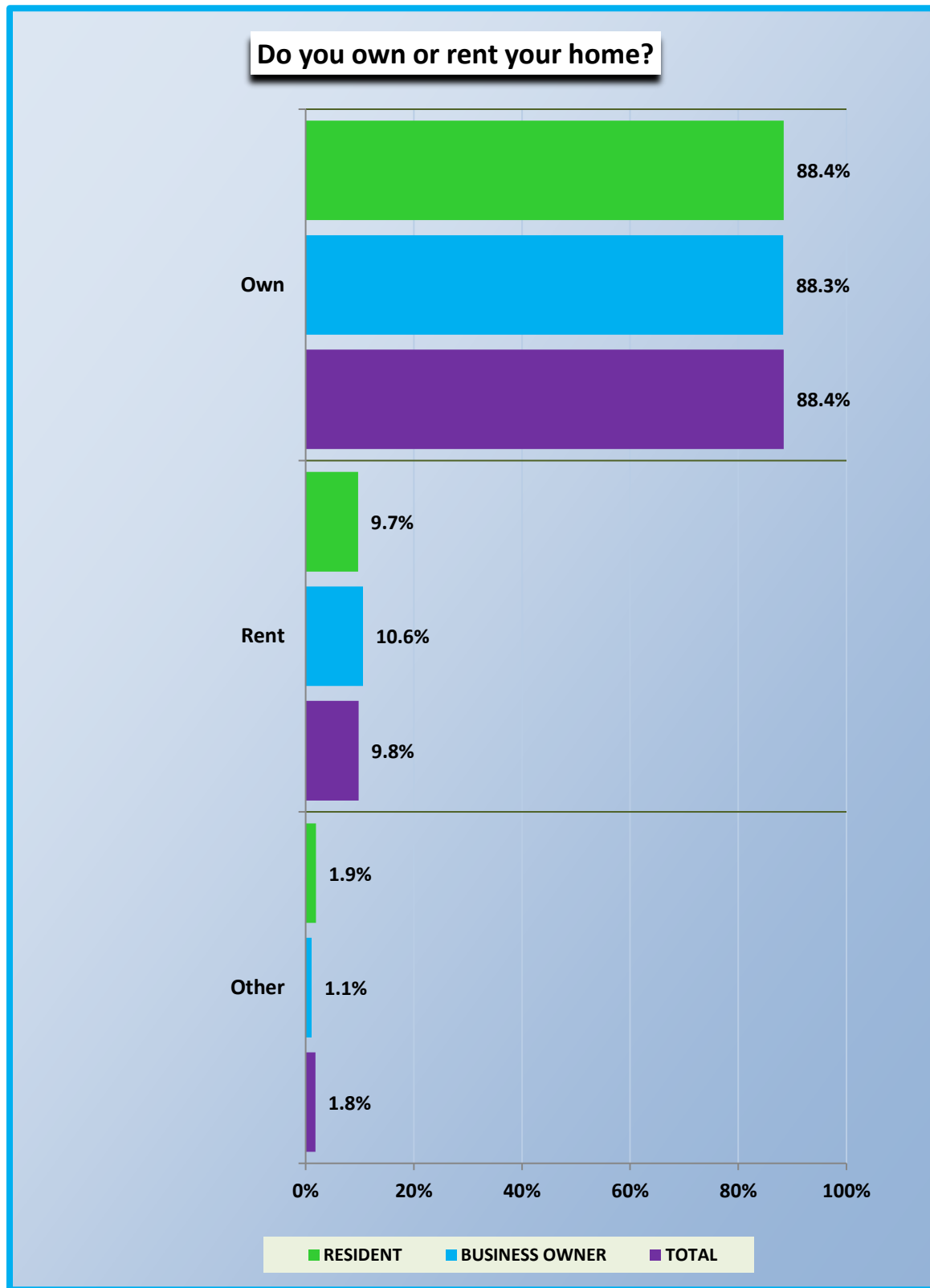
RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Own	1105	233	1338
Rent	121	28	149
Other	24	3	27
TOTAL	1250	264	1514

PERCENTAGES

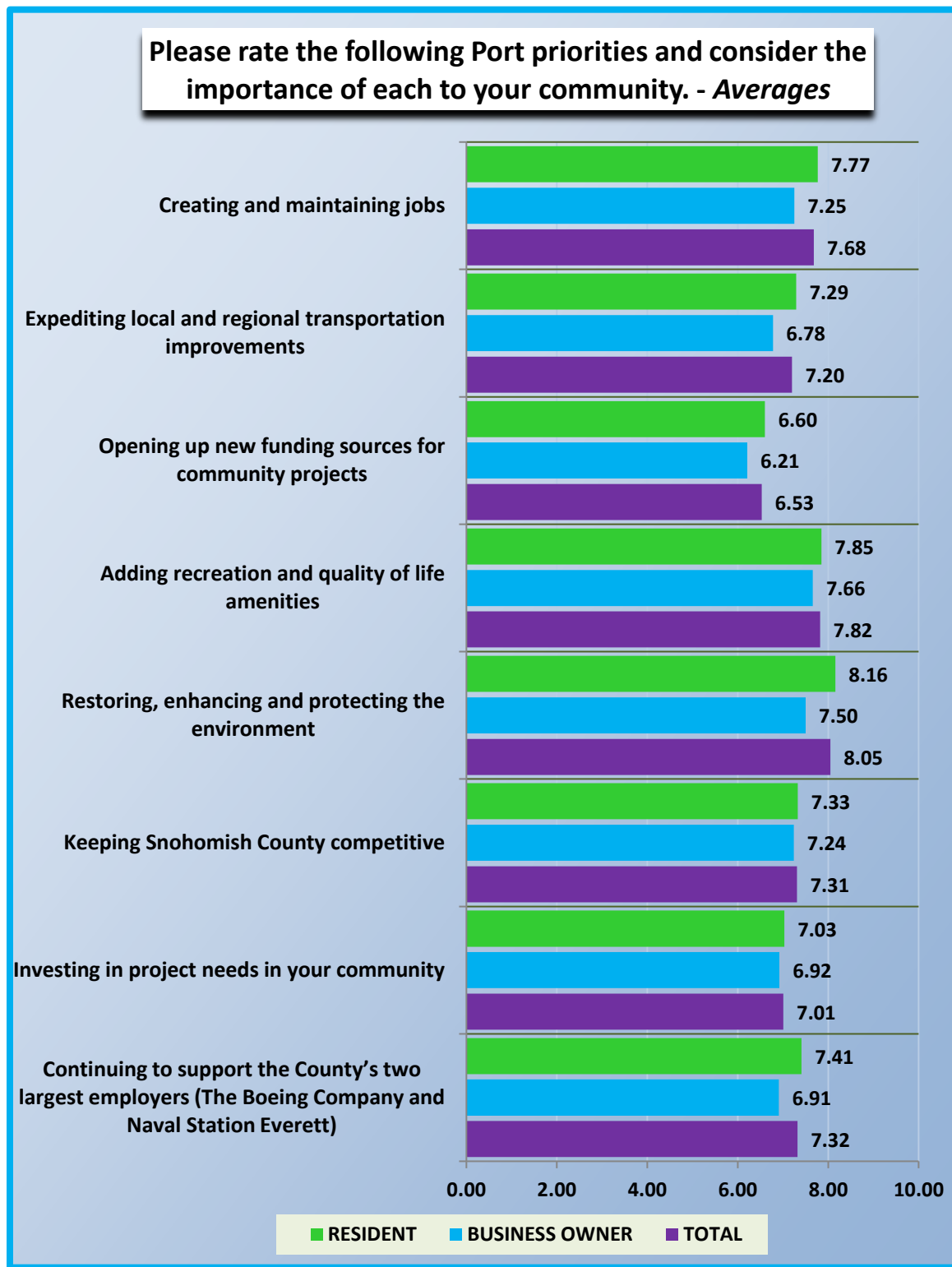
RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Own	88.4%	88.3%	88.4%
Rent	9.7%	10.6%	9.8%
Other	1.9%	1.1%	1.8%
TOTAL	100%	100%	100%



(Question 4 continued, "Do you own or rent your home?")



- 5). Please review the following list of Port priorities and consider the importance of each to your community. Please rank using a 1 to 10 scale, with 1 representing “no importance at all” up to 10 which represents “extremely important” to you.



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

A) CREATING AND MAINTAINING JOBS

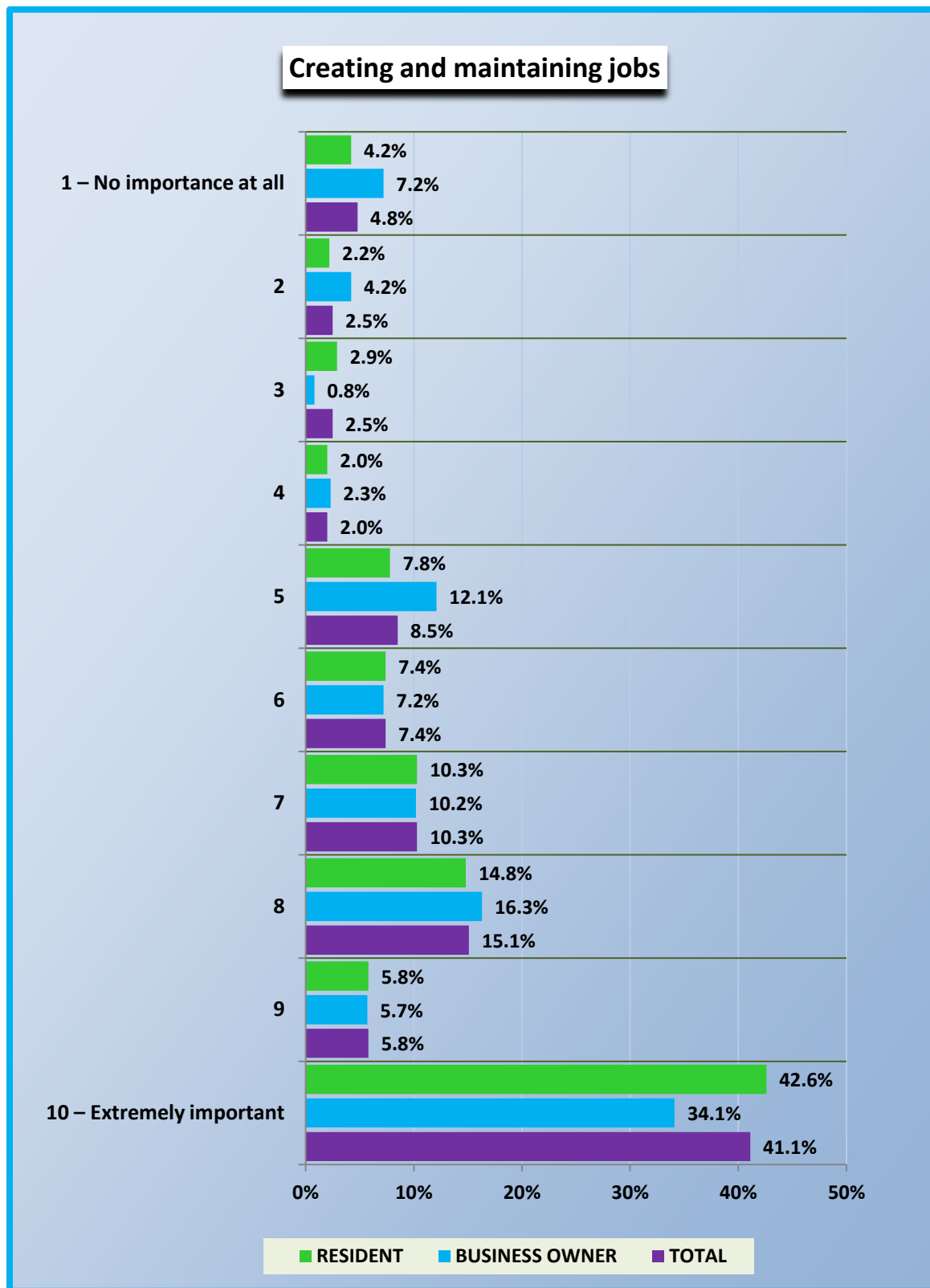
TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	53	19	72
2	27	11	38
3	36	2	38
4	25	6	31
5	97	32	129
6	93	19	112
7	129	27	156
8	185	43	228
9	73	15	88
10 – Extremely important	532	90	622
AVERAGES	7.77	7.25	7.68
TOTAL	1250	264	100%

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	4.2%	7.2%	4.8%
2	2.2%	4.2%	2.5%
3	2.9%	0.8%	2.5%
4	2.0%	2.3%	2.0%
5	7.8%	12.1%	8.5%
6	7.4%	7.2%	7.4%
7	10.3%	10.2%	10.3%
8	14.8%	16.3%	15.1%
9	5.8%	5.7%	5.8%
10 – Extremely important	42.6%	34.1%	41.1%
TOTAL	100%	100%	100%

(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

B) EXPEDITING LOCAL AND REGIONAL TRANSPORTATION IMPROVEMENTS

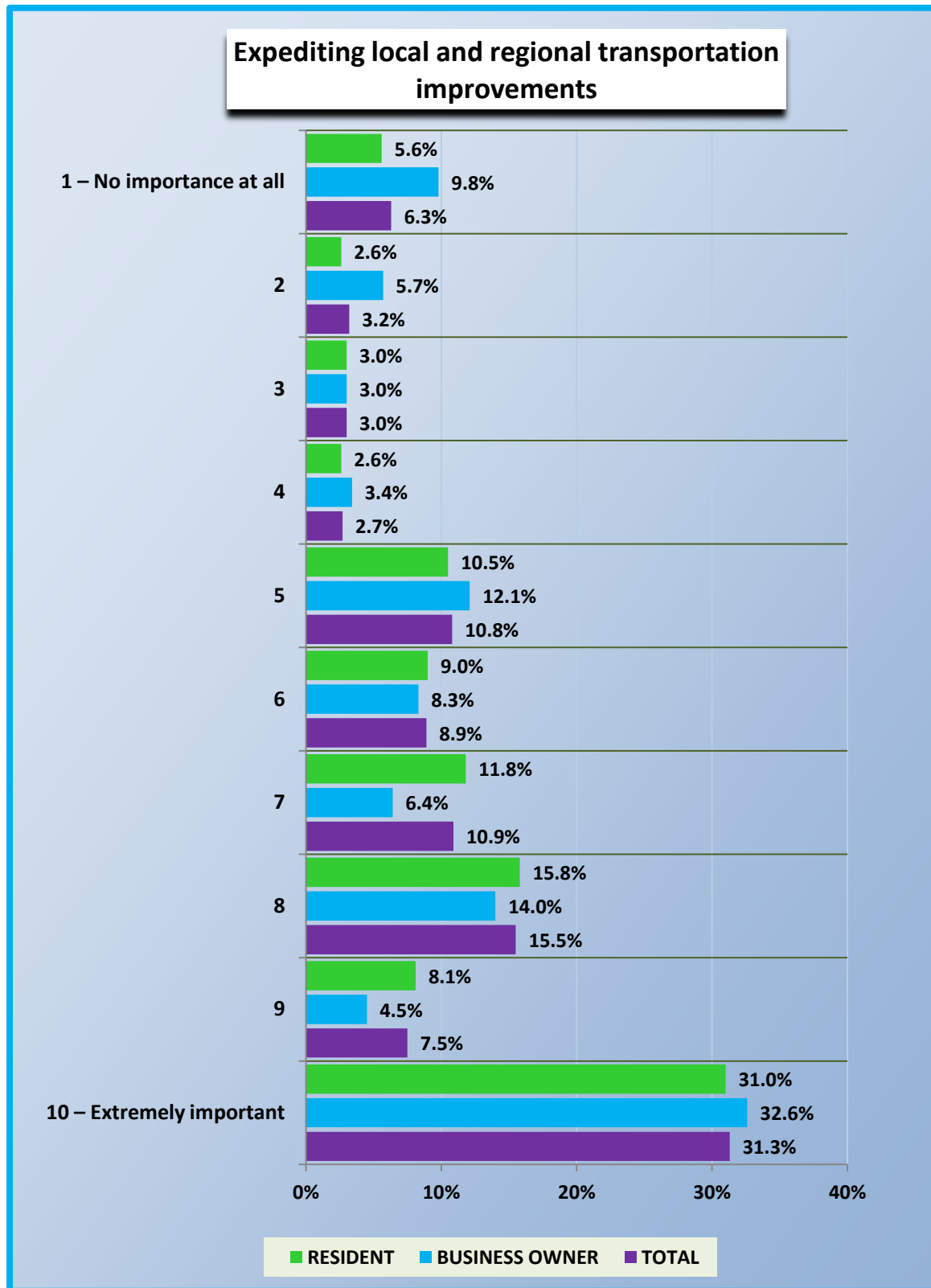
TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	70	26	96
2	33	15	48
3	37	8	45
4	32	9	41
5	131	32	163
6	113	22	135
7	148	17	165
8	197	37	234
9	101	12	113
10 – Extremely important	388	86	474
AVERAGES	7.29	6.78	7.20
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	5.6%	9.8%	6.3%
2	2.6%	5.7%	3.2%
3	3.0%	3.0%	3.0%
4	2.6%	3.4%	2.7%
5	10.5%	12.1%	10.8%
6	9.0%	8.3%	8.9%
7	11.8%	6.4%	10.9%
8	15.8%	14.0%	15.5%
9	8.1%	4.5%	7.5%
10 – Extremely important	31.0%	32.6%	31.3%
TOTAL	100%	100%	100%

(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

C) OPENING UP NEW FUNDING SOURCES FOR COMMUNITY PROJECTS

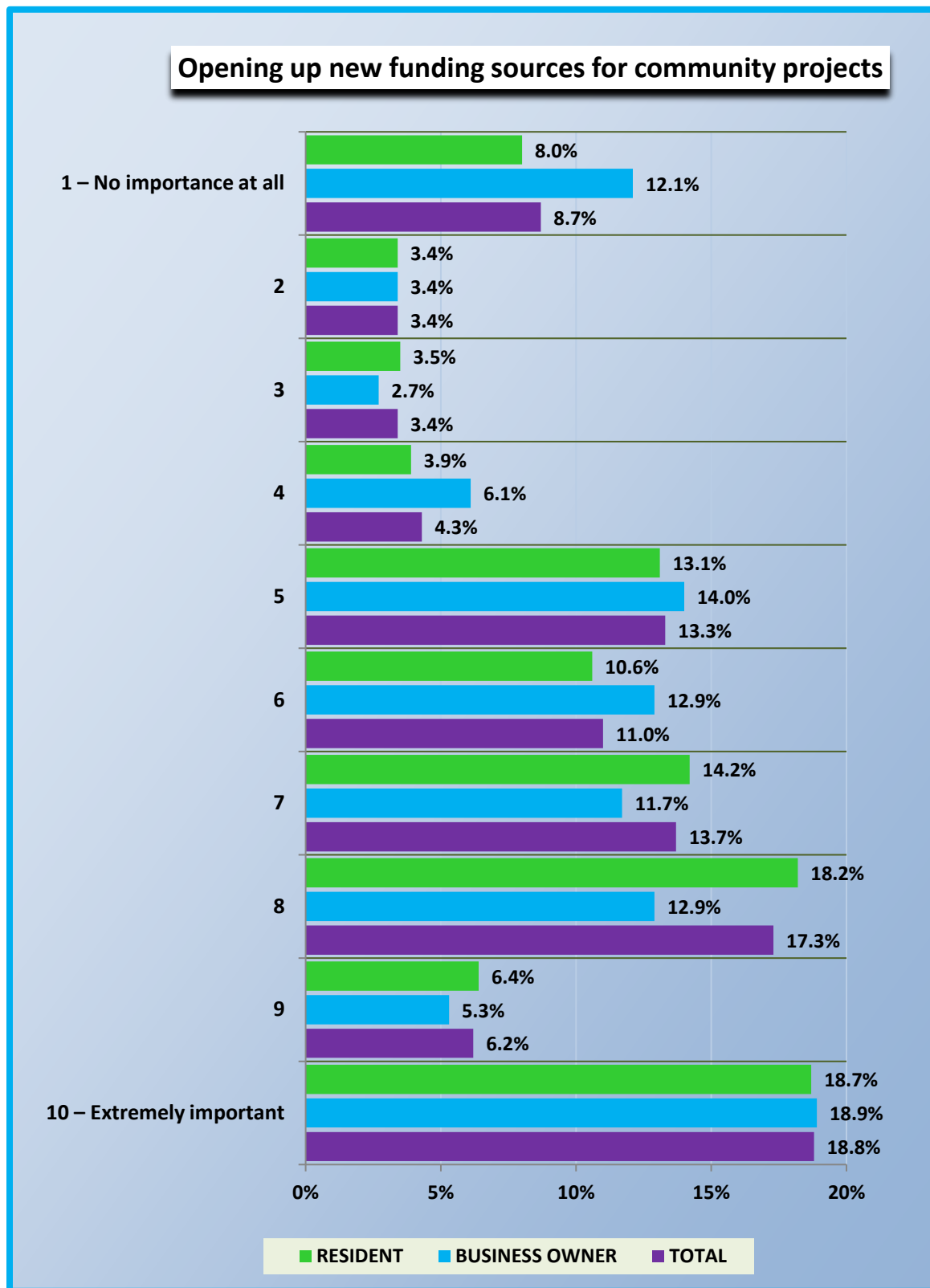
TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	100	32	132
2	42	9	51
3	44	7	51
4	49	16	65
5	164	37	201
6	132	34	166
7	177	31	208
8	228	34	262
9	80	14	94
10 – Extremely important	234	50	284
AVERAGES	6.60	6.21	6.53
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	8.0%	12.1%	8.7%
2	3.4%	3.4%	3.4%
3	3.5%	2.7%	3.4%
4	3.9%	6.1%	4.3%
5	13.1%	14.0%	13.3%
6	10.6%	12.9%	11.0%
7	14.2%	11.7%	13.7%
8	18.2%	12.9%	17.3%
9	6.4%	5.3%	6.2%
10 – Extremely important	18.7%	18.9%	18.8%
TOTAL	100%	100%	100%

(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")



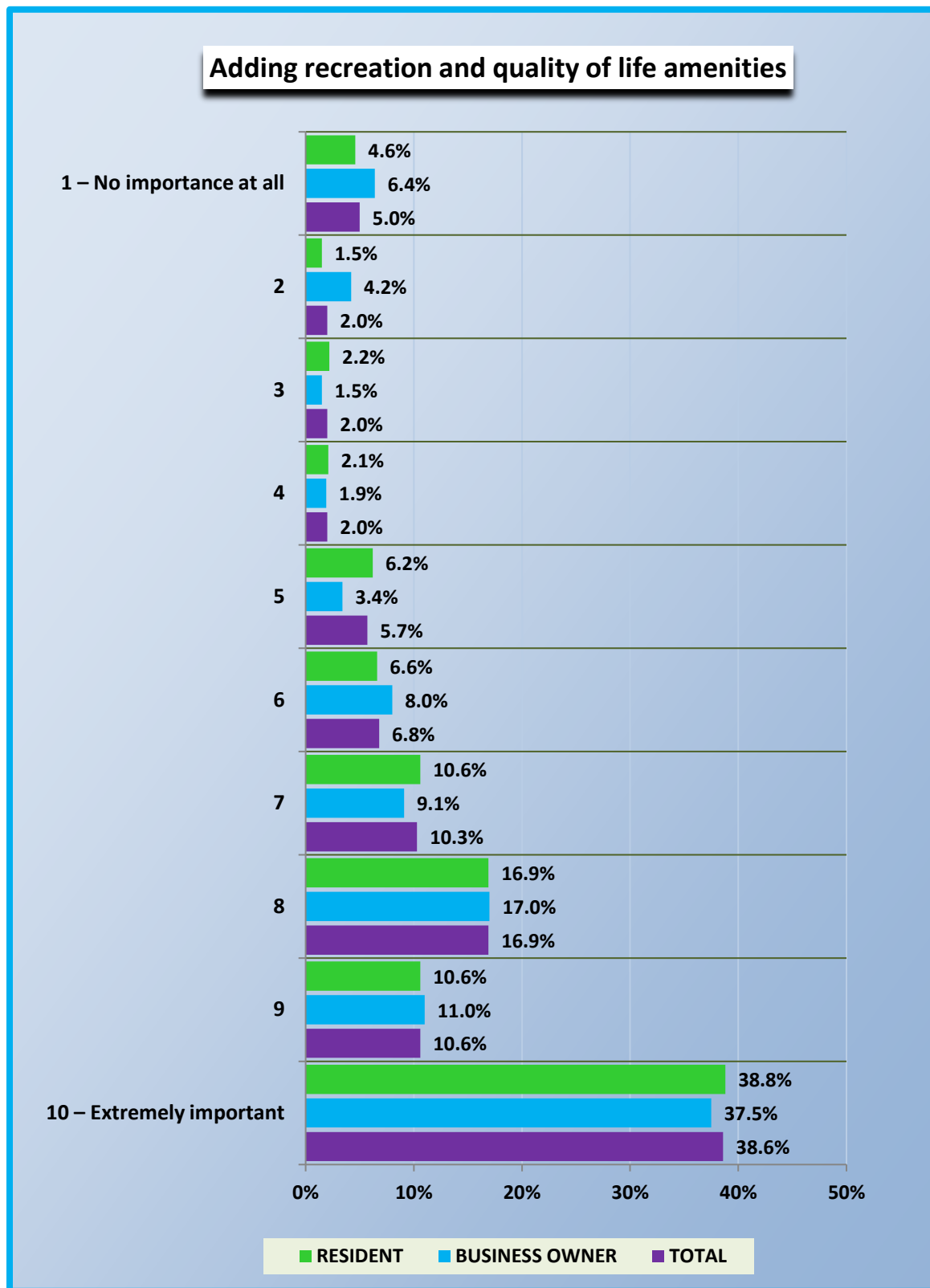
(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

D) ADDING RECREATION AND QUALITY OF LIFE AMENITIES

TIMES MENTIONED			
RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	58	17	75
2	19	11	30
3	27	4	31
4	26	5	31
5	78	9	87
6	82	21	103
7	132	24	156
8	211	45	256
9	132	29	161
10 – Extremely important	485	99	584
AVERAGES	7.85	7.66	7.82
TOTAL	1250	264	1514

PERCENTAGES			
RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	4.6%	6.4%	5.0%
2	1.5%	4.2%	2.0%
3	2.2%	1.5%	2.0%
4	2.1%	1.9%	2.0%
5	6.2%	3.4%	5.7%
6	6.6%	8.0%	6.8%
7	10.6%	9.1%	10.3%
8	16.9%	17.0%	16.9%
9	10.6%	11.0%	10.6%
10 – Extremely important	38.8%	37.5%	38.6%
TOTAL	100%	100%	100%

(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

E) RESTORING, ENHANCING AND PROTECTING THE ENVIRONMENT

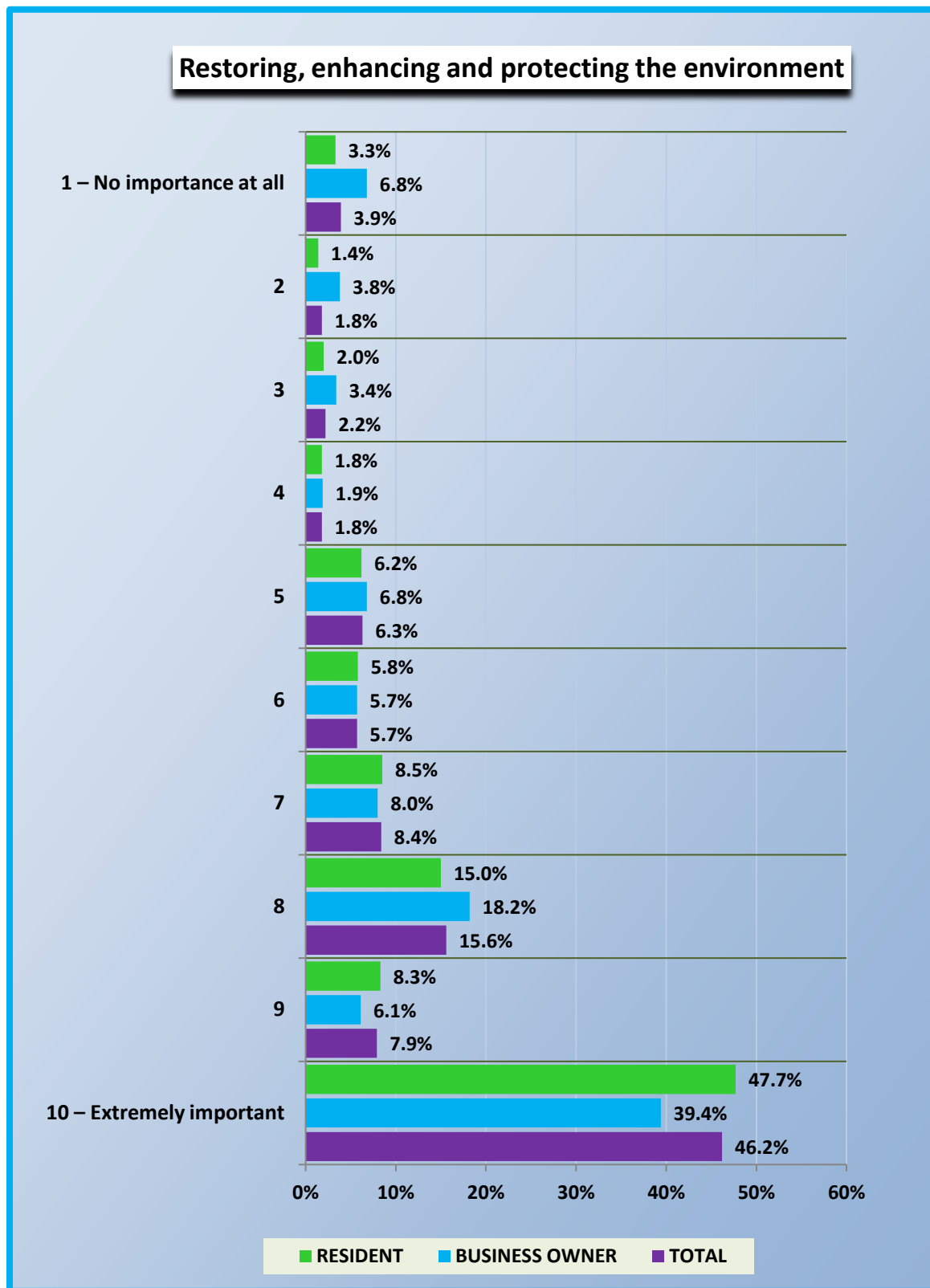
TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	41	18	59
2	18	10	28
3	25	9	34
4	22	5	27
5	78	18	96
6	72	15	87
7	106	21	127
8	188	48	236
9	104	16	120
10 – Extremely important	596	104	700
AVERAGES	8.16	7.50	8.05
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	3.3%	6.8%	3.9%
2	1.4%	3.8%	1.8%
3	2.0%	3.4%	2.2%
4	1.8%	1.9%	1.8%
5	6.2%	6.8%	6.3%
6	5.8%	5.7%	5.7%
7	8.5%	8.0%	8.4%
8	15.0%	18.2%	15.6%
9	8.3%	6.1%	7.9%
10 – Extremely important	47.7%	39.4%	46.2%
TOTAL	100%	100%	100%

(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

F) KEEPING SNOHOMISH COUNTY COMPETITIVE

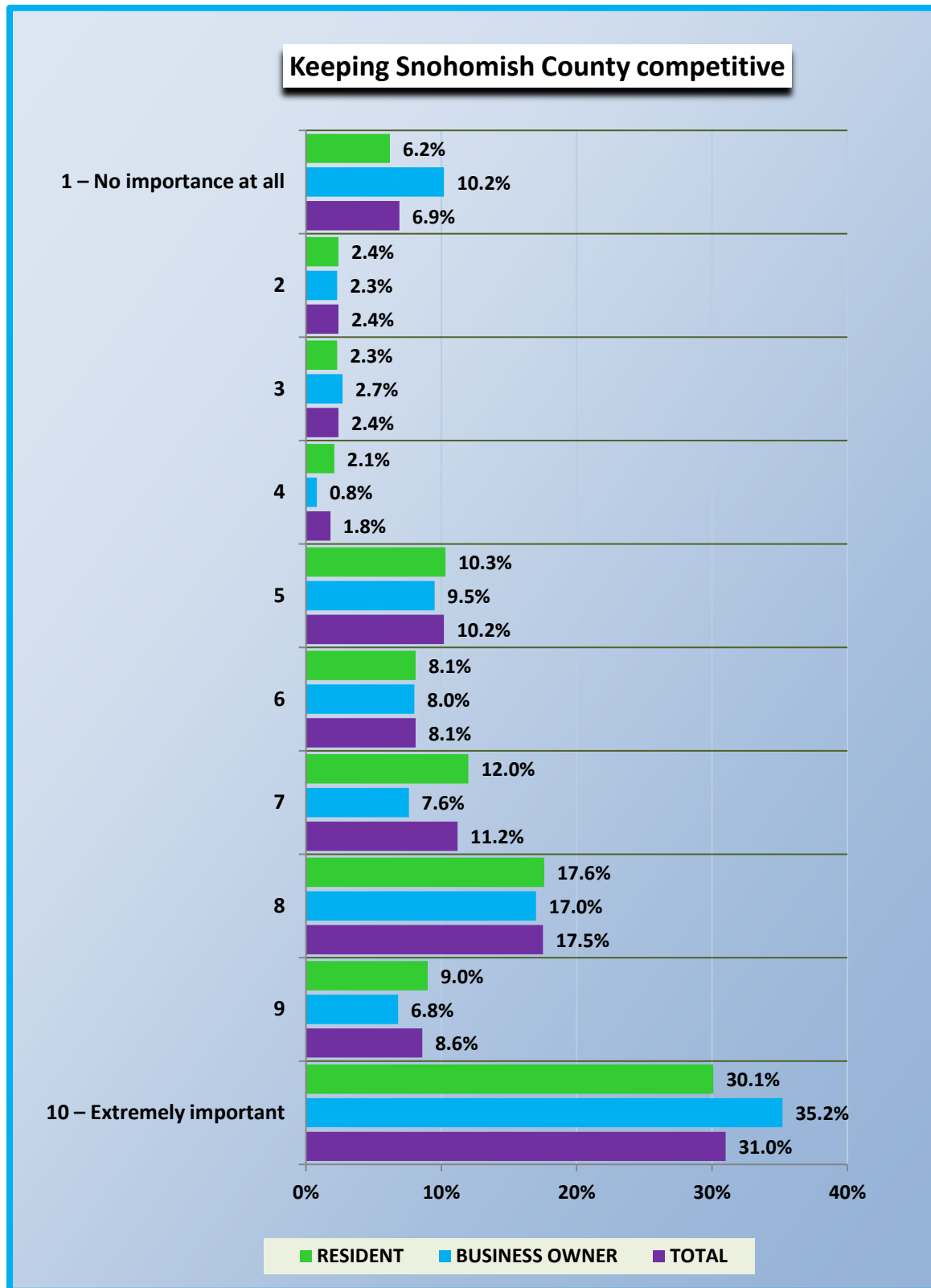
TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	77	27	104
2	30	6	36
3	29	7	36
4	26	2	28
5	129	25	154
6	101	21	122
7	150	20	170
8	220	45	265
9	112	18	130
10 – Extremely important	376	93	469
AVERAGES	7.33	7.24	7.31
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	6.2%	10.2%	6.9%
2	2.4%	2.3%	2.4%
3	2.3%	2.7%	2.4%
4	2.1%	0.8%	1.8%
5	10.3%	9.5%	10.2%
6	8.1%	8.0%	8.1%
7	12.0%	7.6%	11.2%
8	17.6%	17.0%	17.5%
9	9.0%	6.8%	8.6%
10 – Extremely important	30.1%	35.2%	31.0%
TOTAL	100%	100%	100%

(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

G) INVESTING IN PROJECT NEEDS IN YOUR COMMUNITY

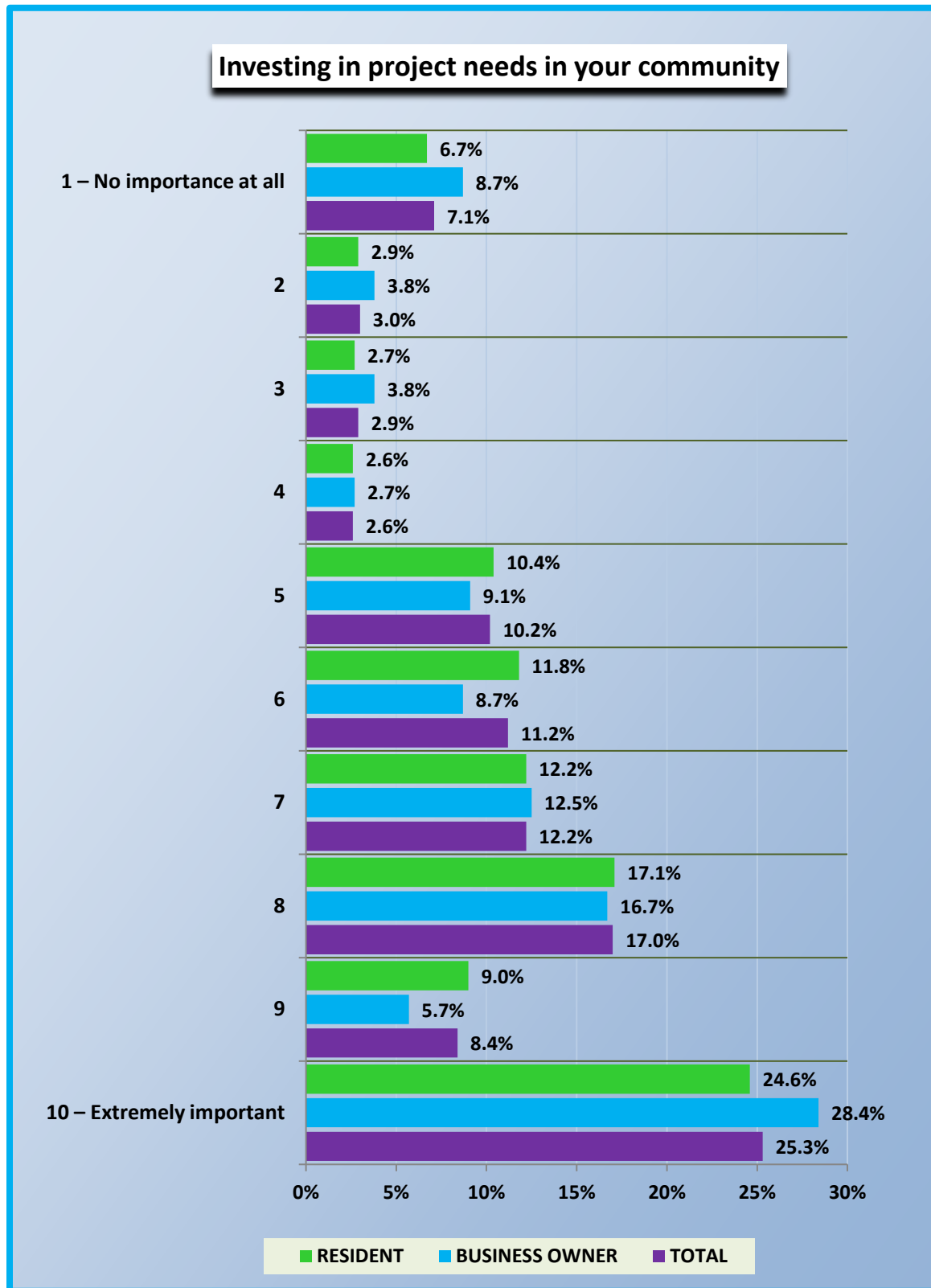
TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	84	23	107
2	36	10	46
3	34	10	44
4	33	7	40
5	130	24	154
6	147	23	170
7	152	33	185
8	214	44	258
9	112	15	127
10 – Extremely important	308	75	383
AVERAGES	7.03	6.92	7.01
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	6.7%	8.7%	7.1%
2	2.9%	3.8%	3.0%
3	2.7%	3.8%	2.9%
4	2.6%	2.7%	2.6%
5	10.4%	9.1%	10.2%
6	11.8%	8.7%	11.2%
7	12.2%	12.5%	12.2%
8	17.1%	16.7%	17.0%
9	9.0%	5.7%	8.4%
10 – Extremely important	24.6%	28.4%	25.3%
TOTAL	100%	100%	100%

(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

H) CONTINUING TO SUPPORT THE COUNTY'S TWO LARGEST EMPLOYERS (THE BOEING COMPANY AND NAVAL STATION EVERETT)

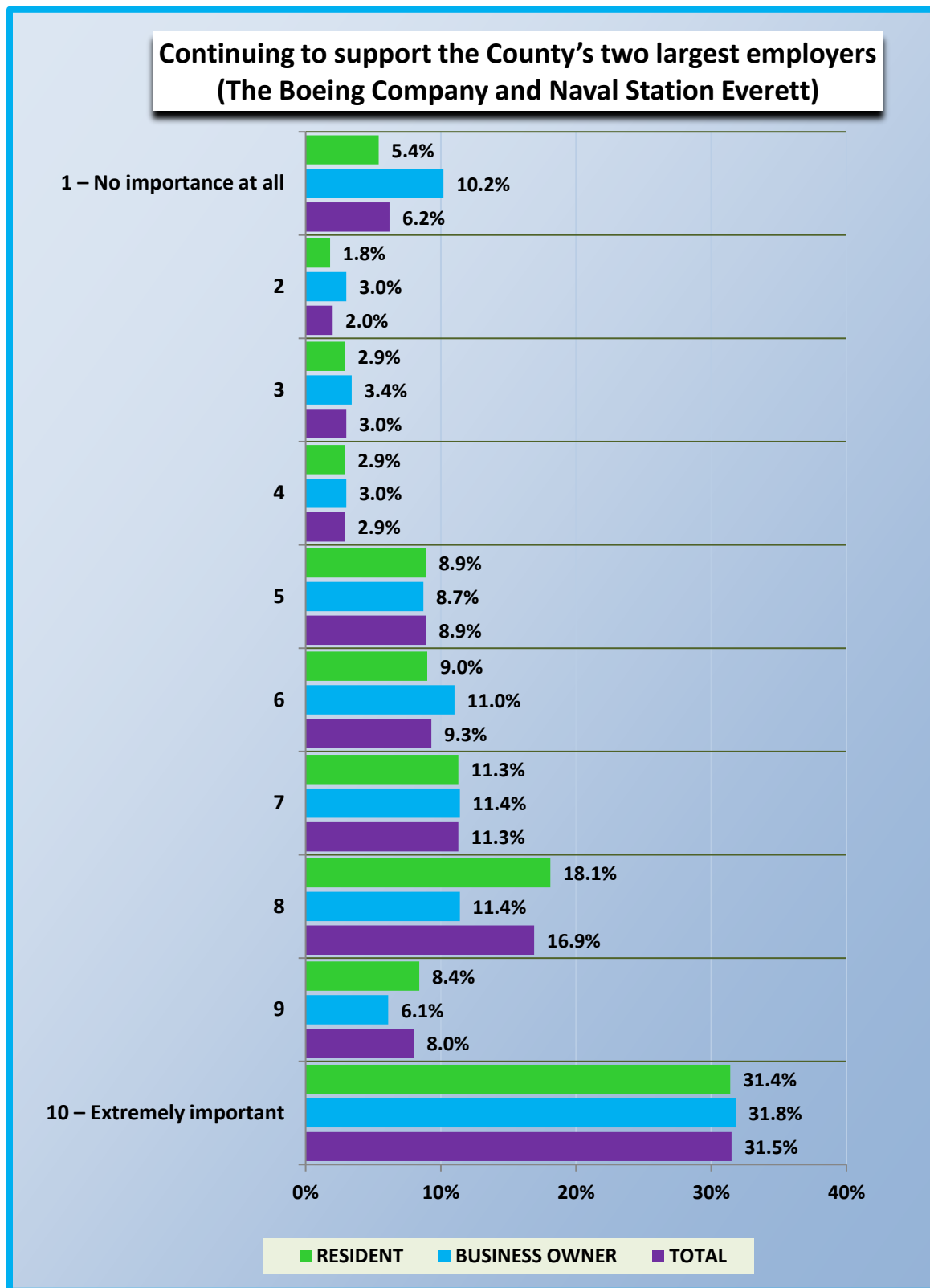
TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	67	27	94
2	23	8	31
3	36	9	45
4	36	8	44
5	111	23	134
6	112	29	141
7	141	30	171
8	226	30	256
9	105	16	121
10 – Extremely important	393	84	477
AVERAGES	7.41	6.91	7.32
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
1 – No importance at all	5.4%	10.2%	6.2%
2	1.8%	3.0%	2.0%
3	2.9%	3.4%	3.0%
4	2.9%	3.0%	2.9%
5	8.9%	8.7%	8.9%
6	9.0%	11.0%	9.3%
7	11.3%	11.4%	11.3%
8	18.1%	11.4%	16.9%
9	8.4%	6.1%	8.0%
10 – Extremely important	31.4%	31.8%	31.5%
TOTAL	100%	100%	100%

(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")



- 6). With all Port sites developed, in development now or programed for future use, the Port is looking to the future to identify how and where to focus its tools and resources to create new economic value in Snohomish County. If the Port District were to include your community in the future, what types of projects and/or improvements would you like to see the Port invest in or partner on? Select all that apply.

**TIMES MENTIONED*

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Recreational amenities	727	139	866
Transportation improvements (i.e., traffic congestion relief, rail crossings, freight mobility, etc.)	711	120	831
Habitat restoration (i.e., salmon recovery)	691	111	802
Waterfront development & access	617	139	756
Environmental Cleanups & sustainability initiatives	644	99	743
River management (i.e., dredging, derelict vessel removal)	531	106	637
Community revitalization	491	83	574
Boating-related facilities & access	405	117	522
Mixed-use development (i.e., commercial, retail, housing)	411	93	504
Workforce development & training programs	372	44	444
Airport facilities	358	72	430
Close-to-home job centers	295	63	358
International trade/ maritime/ supply chain infrastructure	285	72	357
Broadband access	224	41	265
Industrial developments/industrial parks	118	41	159
None	58	19	77

**1,514 responded to this question: 1,250-Resident and 264-Business Owner
Question allowed for more than one response*

(Question 6 continued, “What types of projects and/or improvements would you like to see the Port invest in or partner on?”)

***PERCENTAGES**

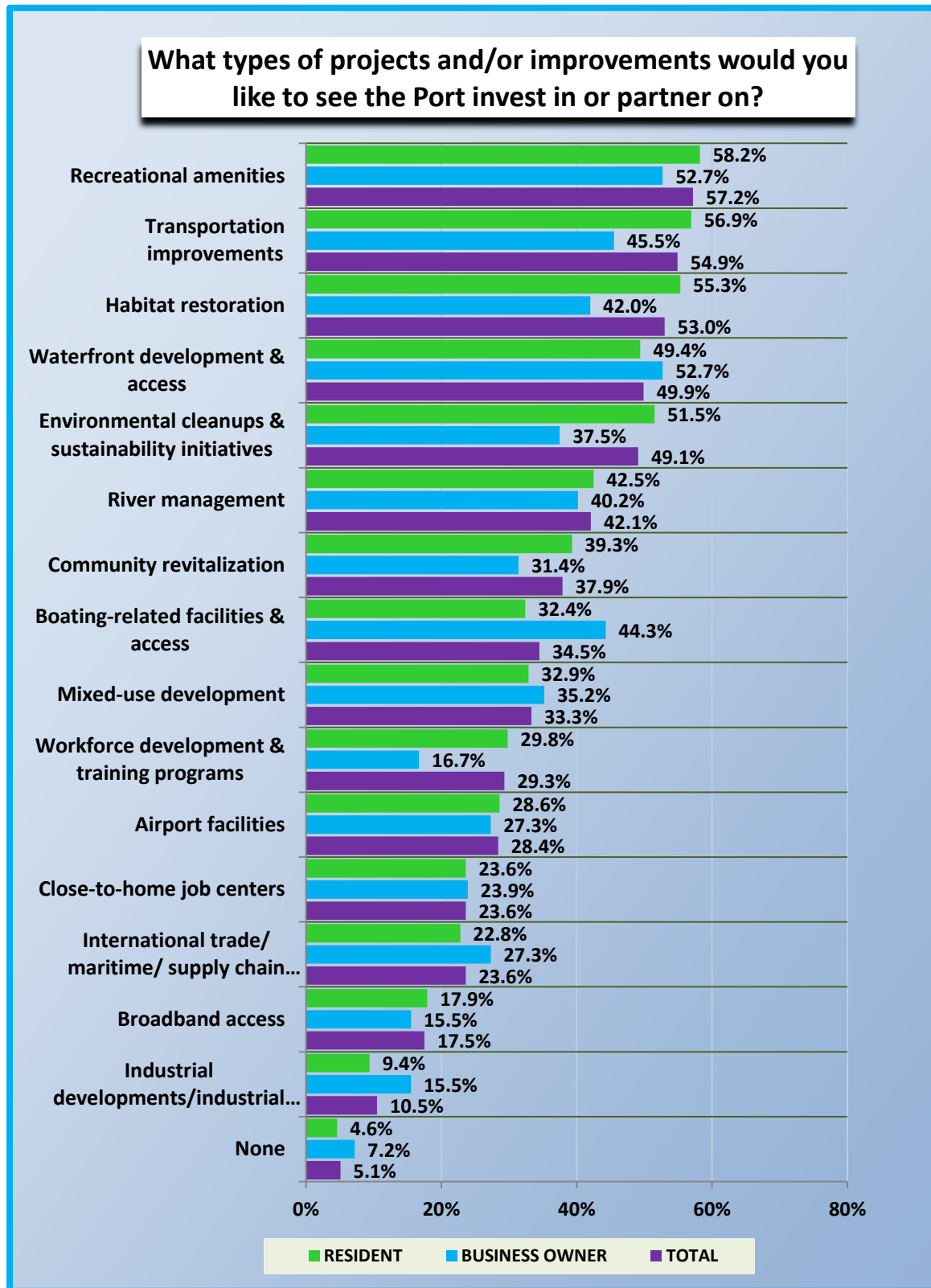
RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Recreational amenities	58.2%	52.7%	57.2%
Transportation improvements (i.e., traffic congestion relief, rail crossings, freight mobility, etc.)	56.9%	45.5%	54.9%
Habitat restoration (i.e., salmon recovery)	55.3%	42.0%	53.0%
Waterfront development & access	49.4%	52.7%	49.9%
Environmental cleanups & sustainability initiatives	51.5%	37.5%	49.1%
River management (i.e., dredging, derelict vessel removal)	42.5%	40.2%	42.1%
Community revitalization	39.3%	31.4%	37.9%
Boating-related facilities & access	32.4%	44.3%	34.5%
Mixed-use development (i.e., commercial, retail, housing)	32.9%	35.2%	33.3%
Workforce development & training programs	29.8%	16.7%	29.3%
Airport facilities	28.6%	27.3%	28.4%
Close-to-home job centers	23.6%	23.9%	23.6%
International trade/ maritime/ supply chain infrastructure	22.8%	27.3%	23.6%
Broadband access	17.9%	15.5%	17.5%
Industrial developments/industrial parks	9.4%	15.5%	10.5%
None	4.6%	7.2%	5.1%

*1,514 responded to this question: 1,250-Resident and 264-Business Owner

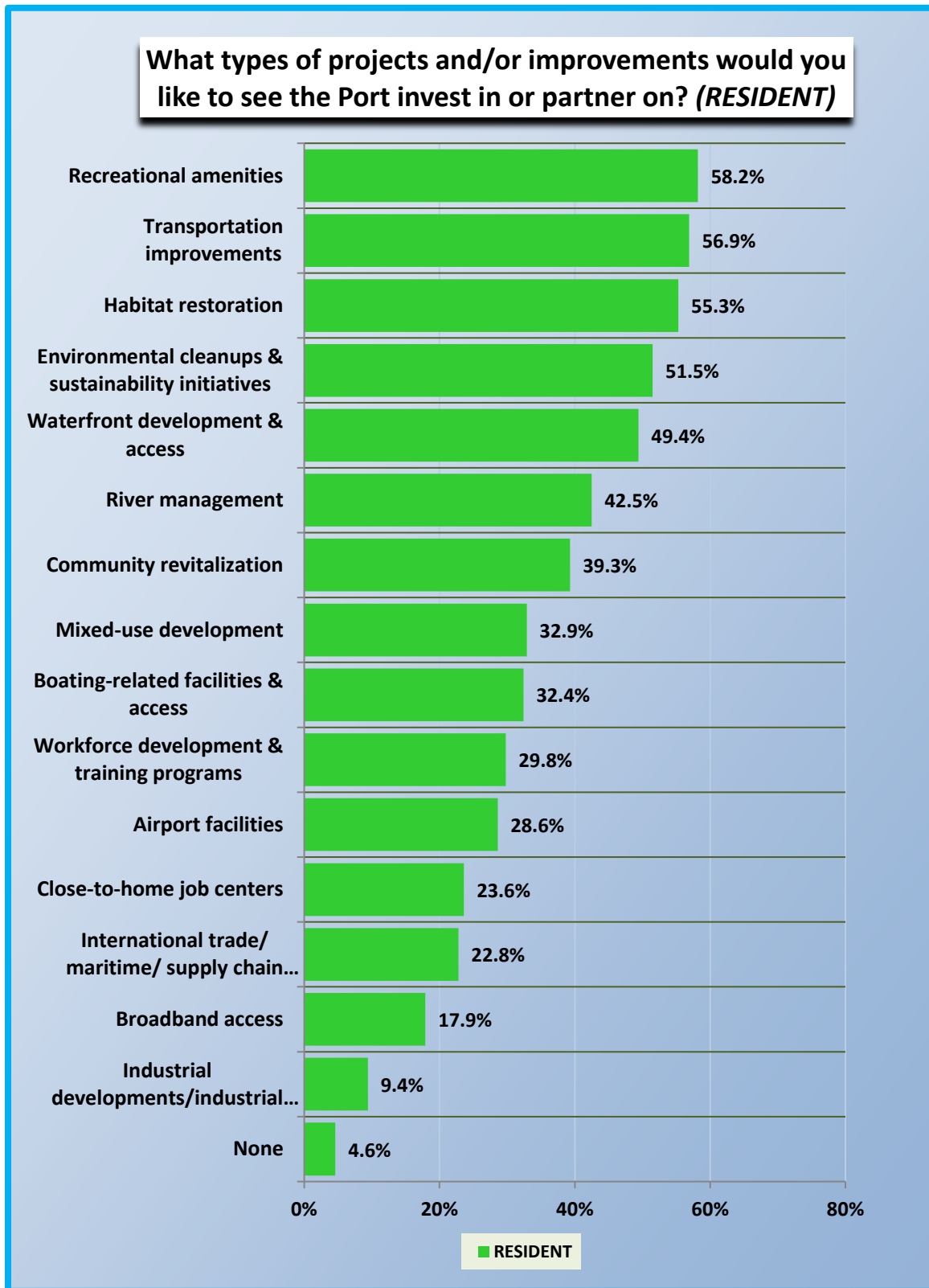
Question allowed for more than one response

Percentages based on number of respondents

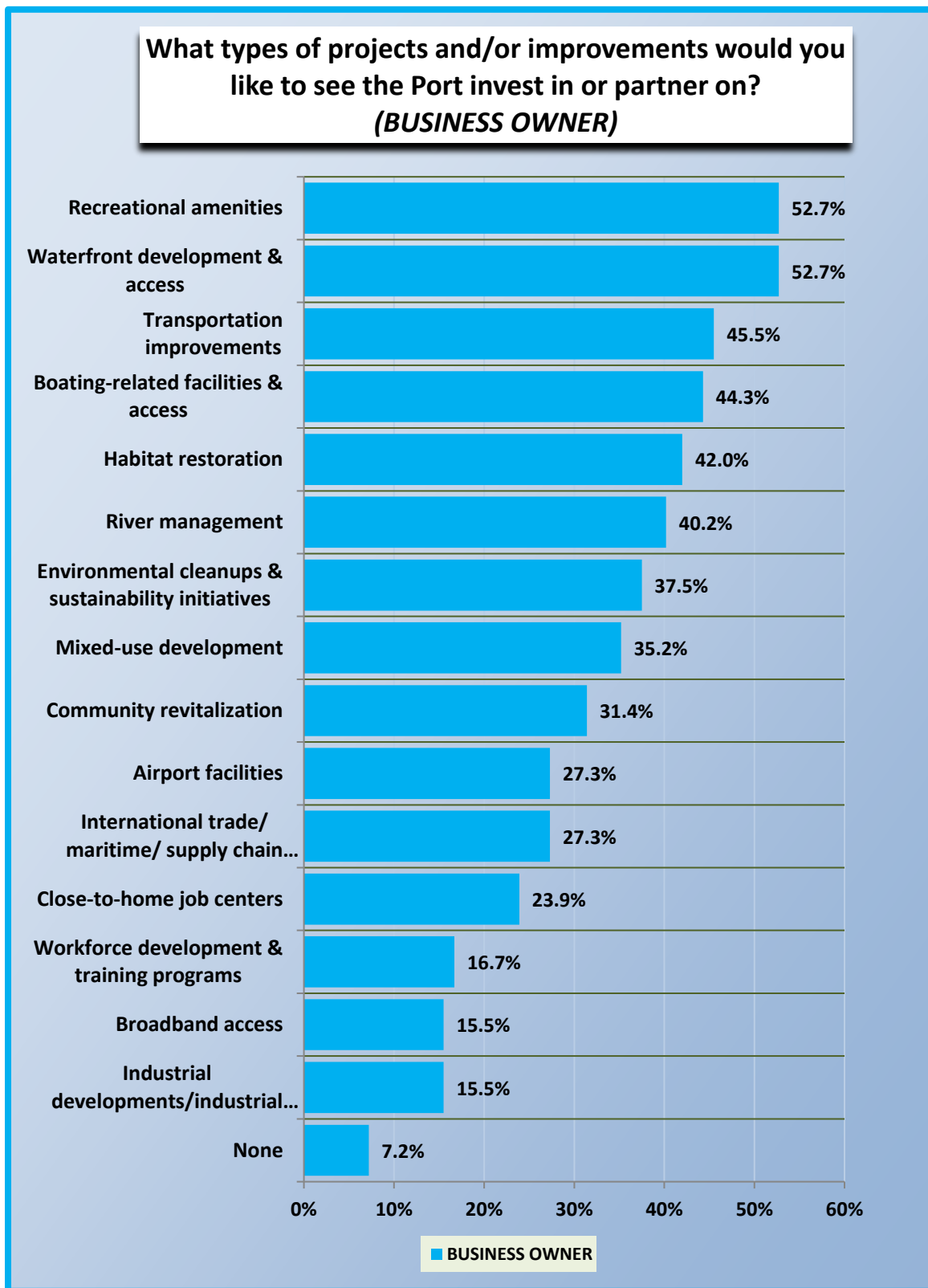
(Question 6 continued, "What types of projects and/or improvements would you like to see the Port invest in or partner on?")



(Question 6 continued, "What types of projects and/or improvements would you like to see the Port invest in or partner on?")



(Question 6 continued, "What types of projects and/or improvements would you like to see the Port invest in or partner on?")



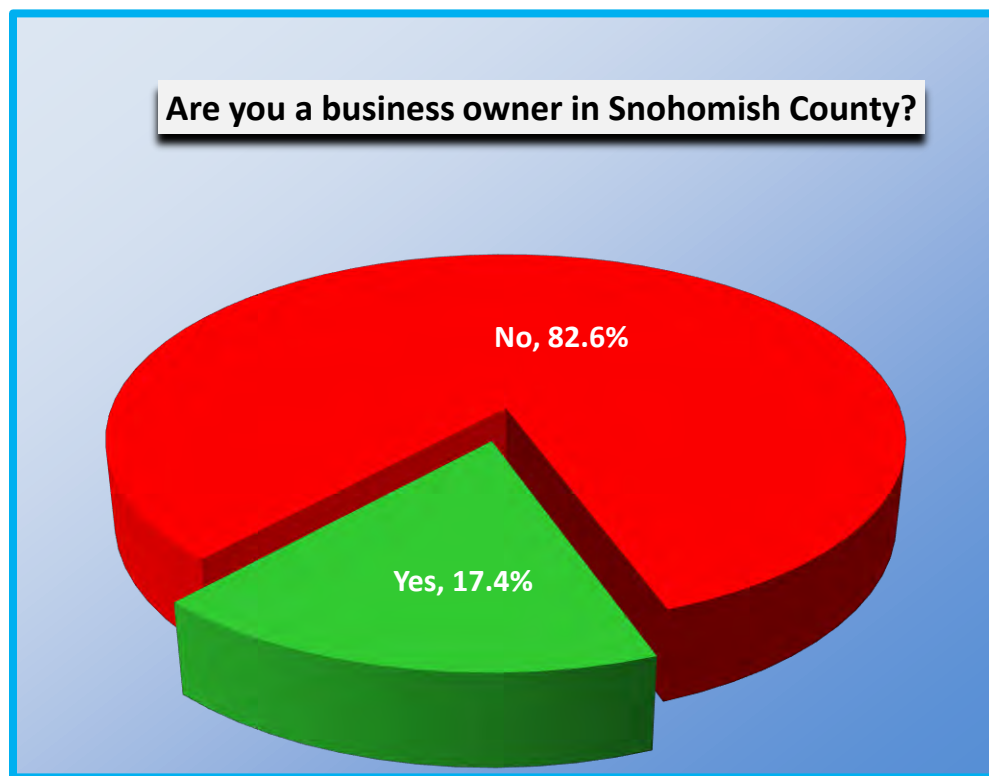
7). Are you a business owner in Snohomish County?

TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Yes	0	264	264
No	1250	0	1250
TOTAL	1250	264	1514

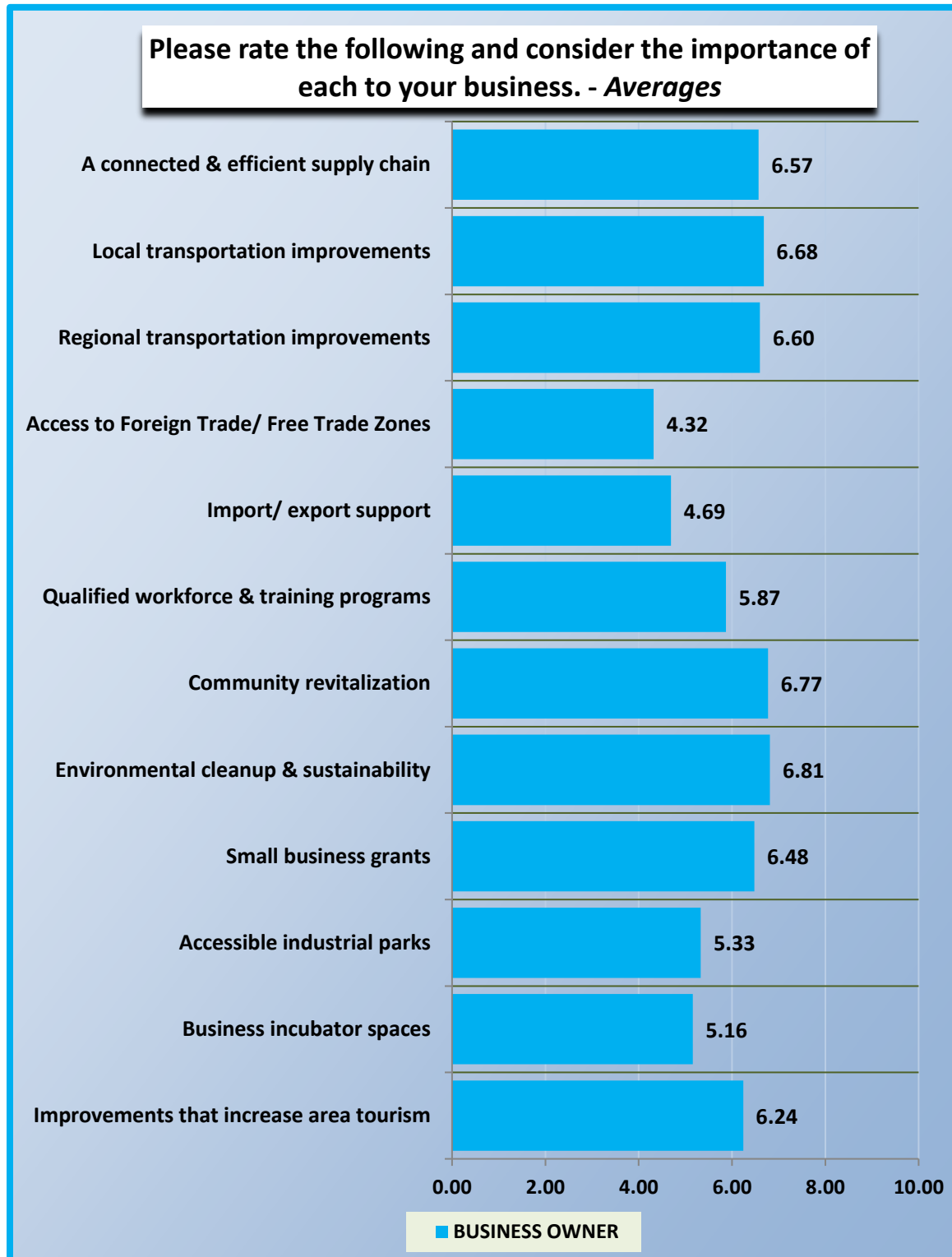
PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Yes	0.0%	100%	17.4%
No	100%	0.0%	82.6%
TOTAL	100%	100%	100%



(Question 7 continued, "Are you a business owner in Snohomish County?")

7a). As a business owner, please rate each of the below using a 1 to 10 scale, with 1 representing "no importance at all" up to 10 which represents "extremely important" for your business.



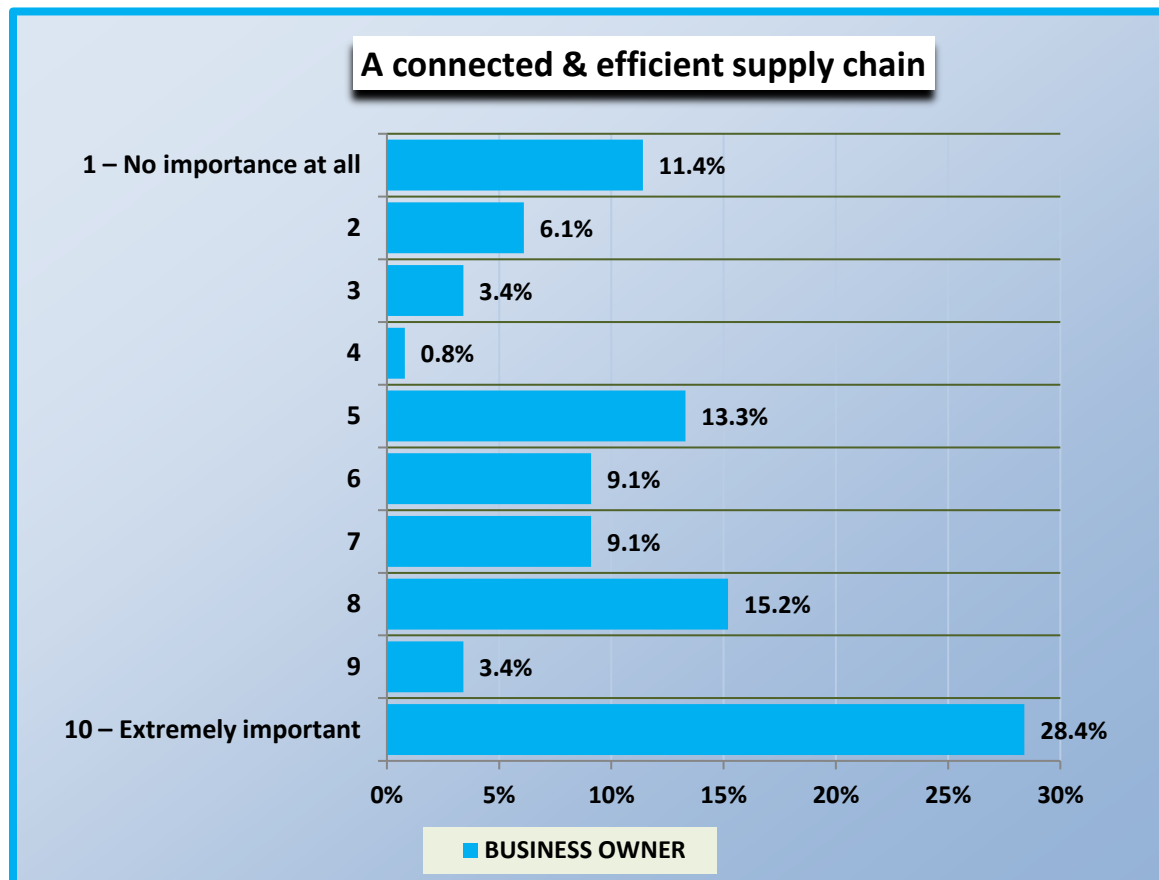
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

A) A CONNECTED & EFFICIENT SUPPLY CHAIN

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	30	11.4%
2	16	6.1%
3	9	3.4%
4	2	0.8%
5	35	13.3%
6	24	9.1%
7	24	9.1%
8	40	15.2%
9	9	3.4%
10 – Extremely important	75	28.4%
AVERAGES	6.57	
TOTAL	265	100%

*264 responded to this question

Percentages based on number of respondents



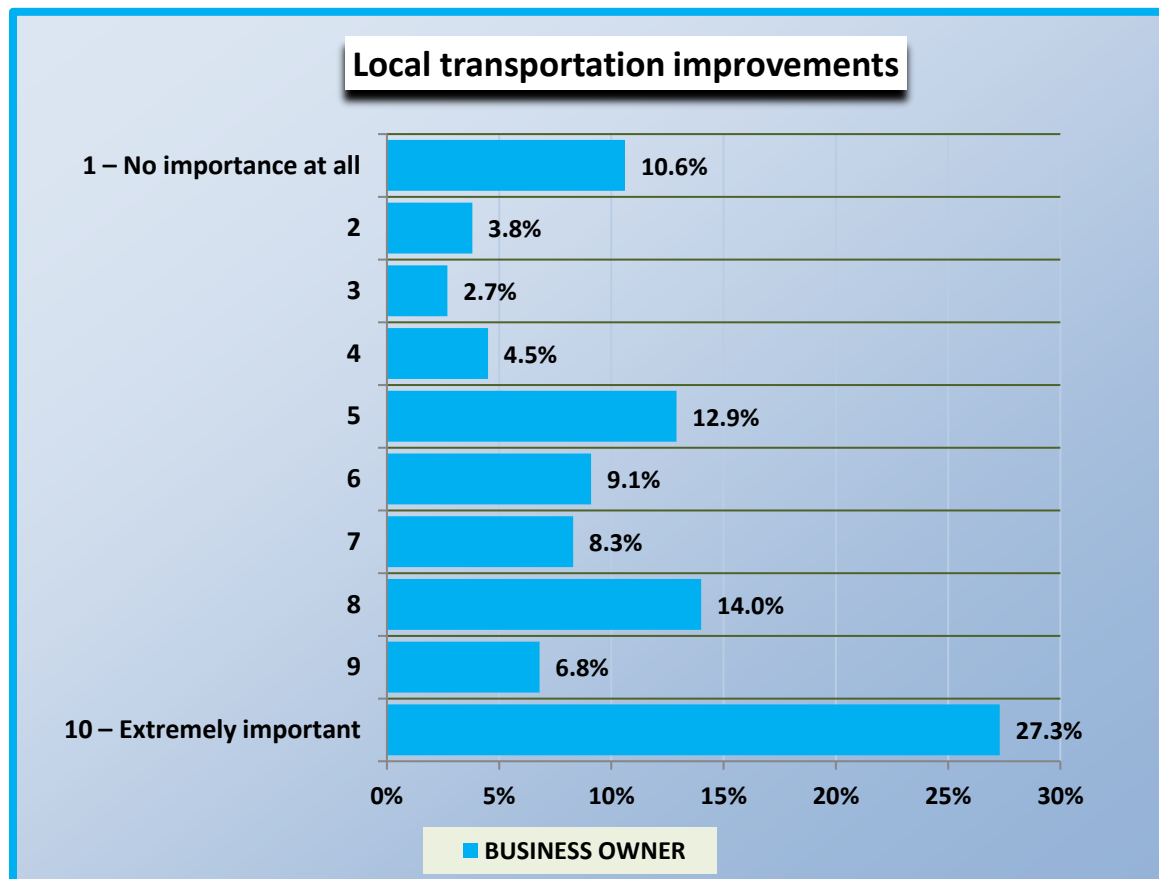
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

B) LOCAL TRANSPORTATION IMPROVEMENTS

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	28	10.6%
2	10	3.8%
3	7	2.7%
4	12	4.5%
5	34	12.9%
6	24	9.1%
7	22	8.3%
8	37	14.0%
9	18	6.8%
10 – Extremely important	72	27.3%
AVERAGES	6.68	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



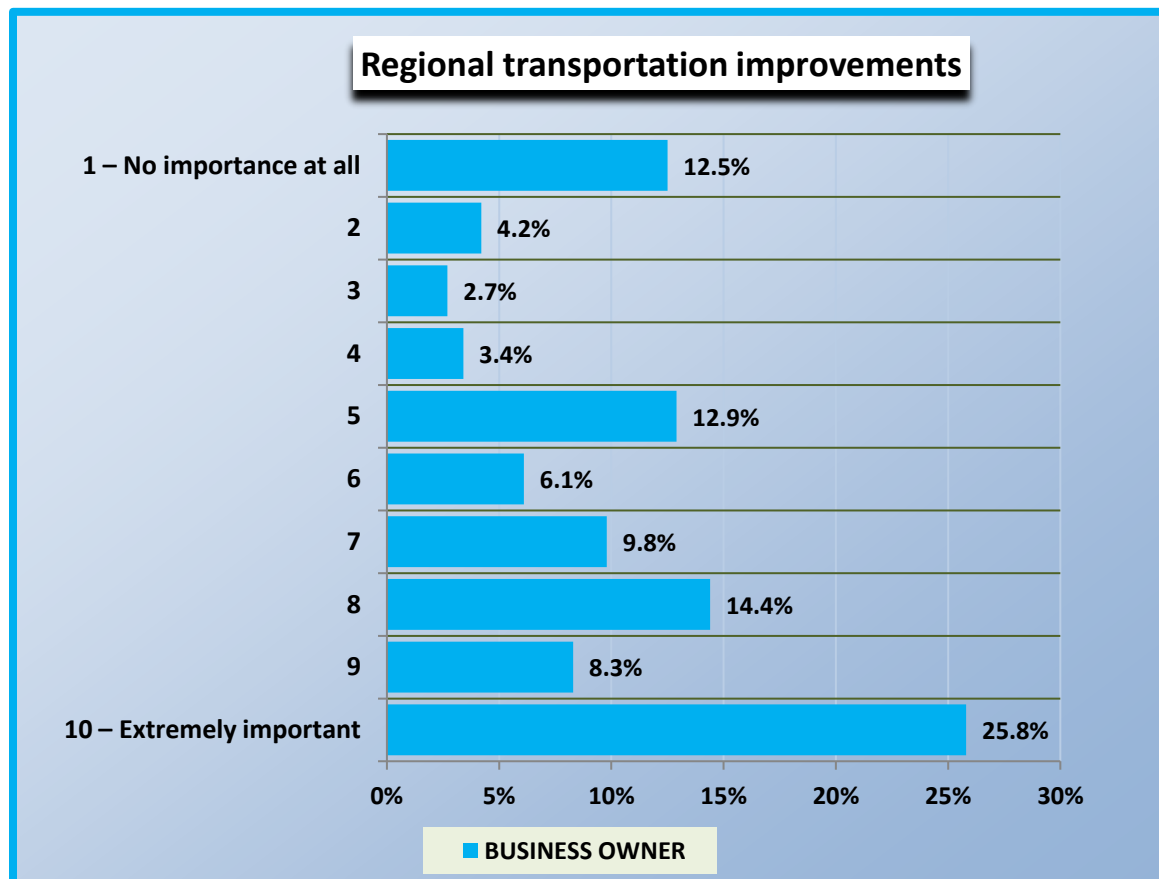
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

C) REGIONAL TRANSPORTATION IMPROVEMENTS

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	33	12.5%
2	11	4.2%
3	7	2.7%
4	9	3.4%
5	34	12.9%
6	16	6.1%
7	26	9.8%
8	38	14.4%
9	22	8.3%
10 – Extremely important	68	25.8%
AVERAGES	6.60	
TOTAL	264	

*264 responded to this question

Percentages based on number of respondents



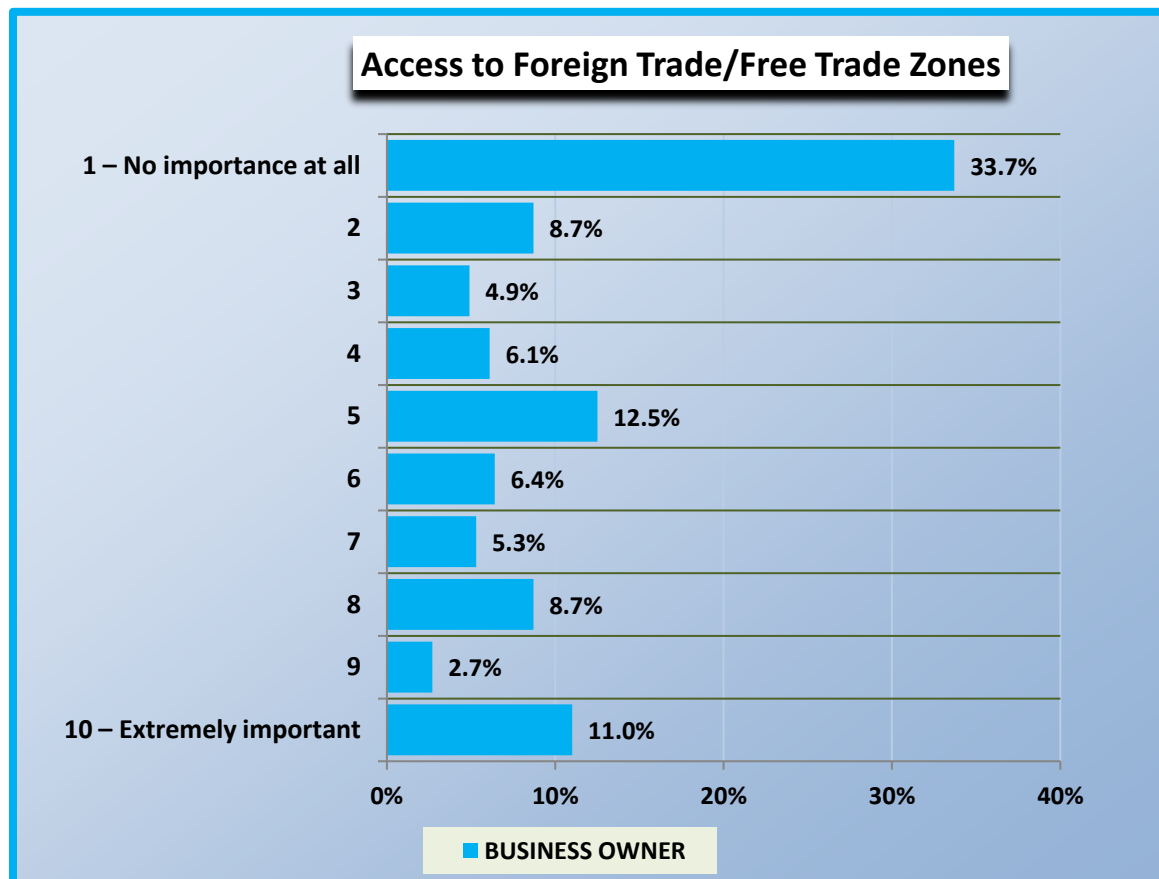
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

D) ACCESS TO FOREIGN TRADE/FREE TRADE ZONES

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	89	33.7%
2	23	8.7%
3	13	4.9%
4	16	6.1%
5	33	12.5%
6	17	6.4%
7	14	5.3%
8	23	8.7%
9	7	2.7%
10 – Extremely important	29	11.0%
AVERAGES	4.32	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



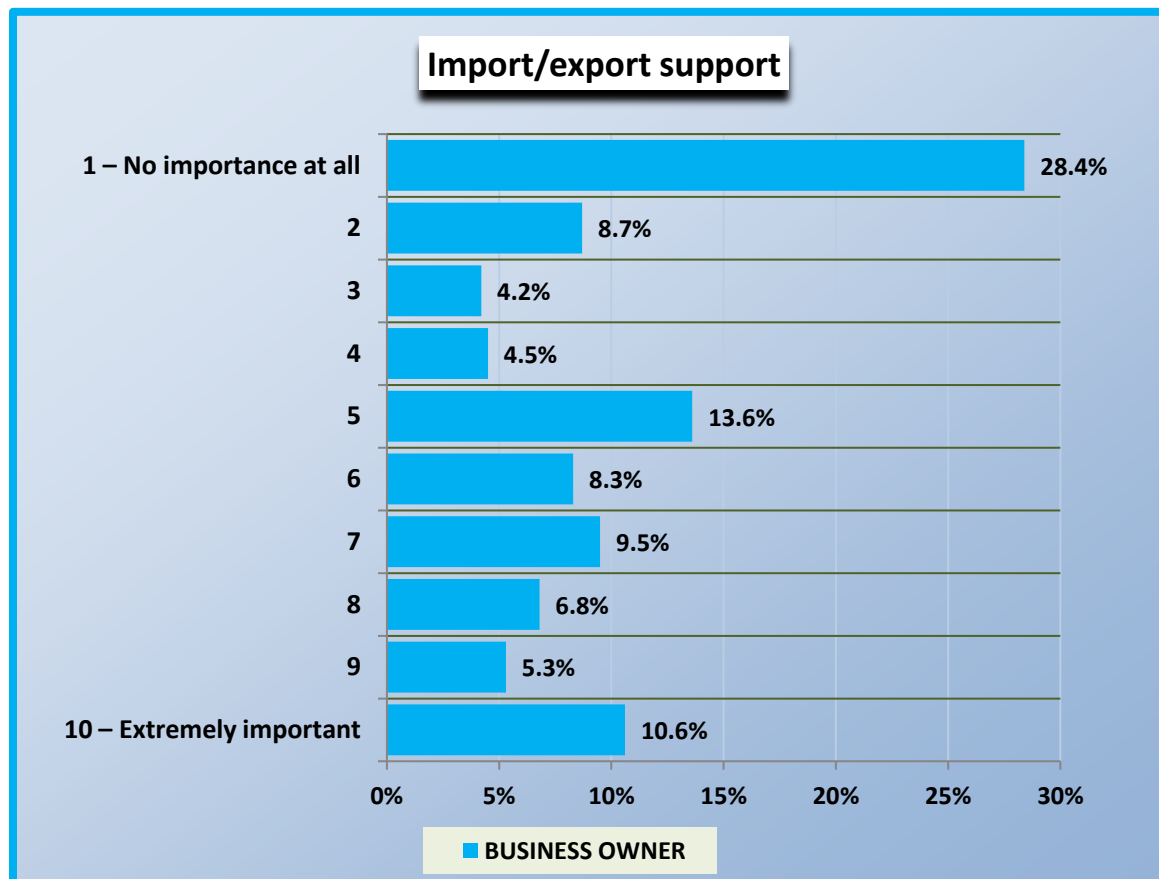
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

E) IMPORT/EXPORT SUPPORT

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	75	28.4%
2	23	8.7%
3	11	4.2%
4	12	4.5%
5	36	13.6%
6	22	8.3%
7	25	9.5%
8	18	6.8%
9	14	5.3%
10 – Extremely important	28	10.6%
AVERAGES	4.69	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



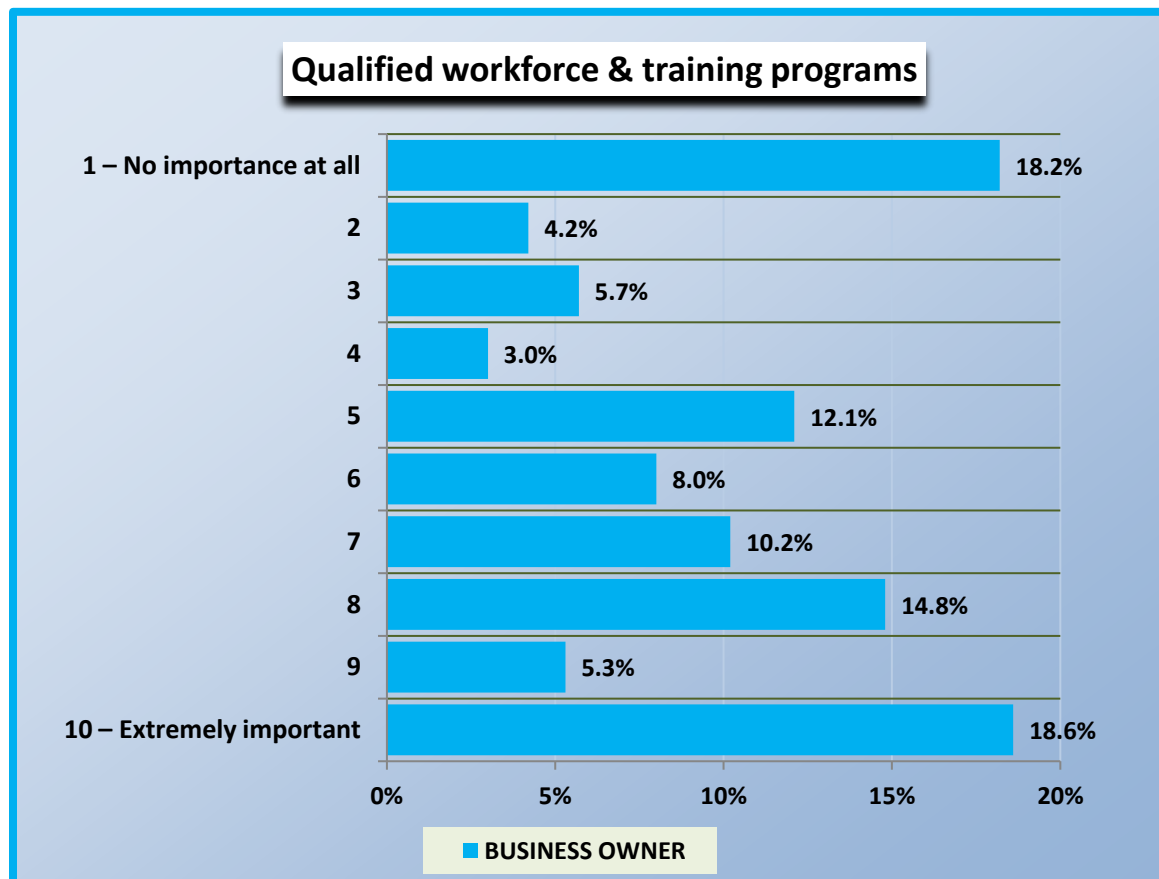
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

F) QUALIFIED WORKFORCE & TRAINING PROGRAMS

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	48	18.2%
2	11	4.2%
3	15	5.7%
4	8	3.0%
5	32	12.1%
6	21	8.0%
7	27	10.2%
8	39	14.8%
9	14	5.3%
10 – Extremely important	49	18.6%
AVERAGES	5.87	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



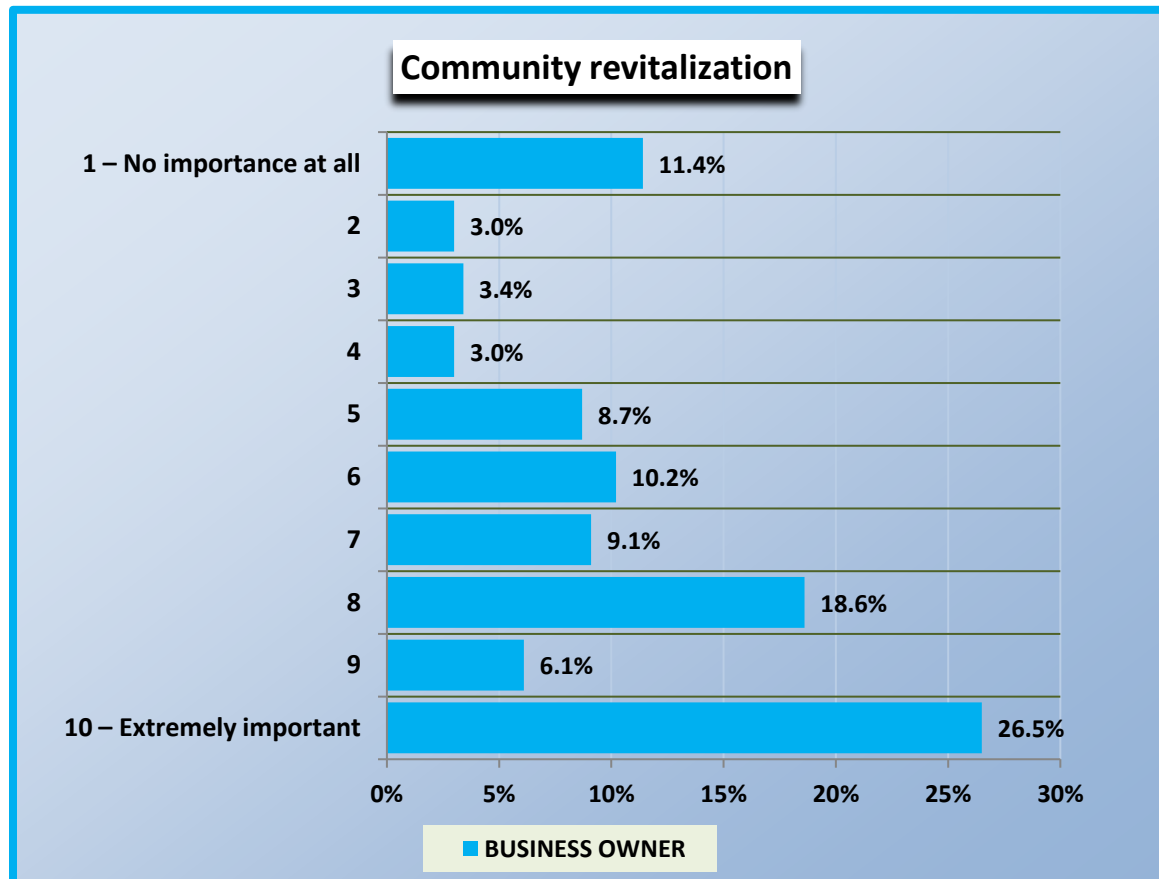
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

G) COMMUNITY REVITALIZATION

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	30	11.4%
2	8	3.0%
3	9	3.4%
4	8	3.0%
5	23	8.7%
6	27	10.2%
7	24	9.1%
8	49	18.6%
9	16	6.1%
10 – Extremely important	70	26.5%
AVERAGES	6.77	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



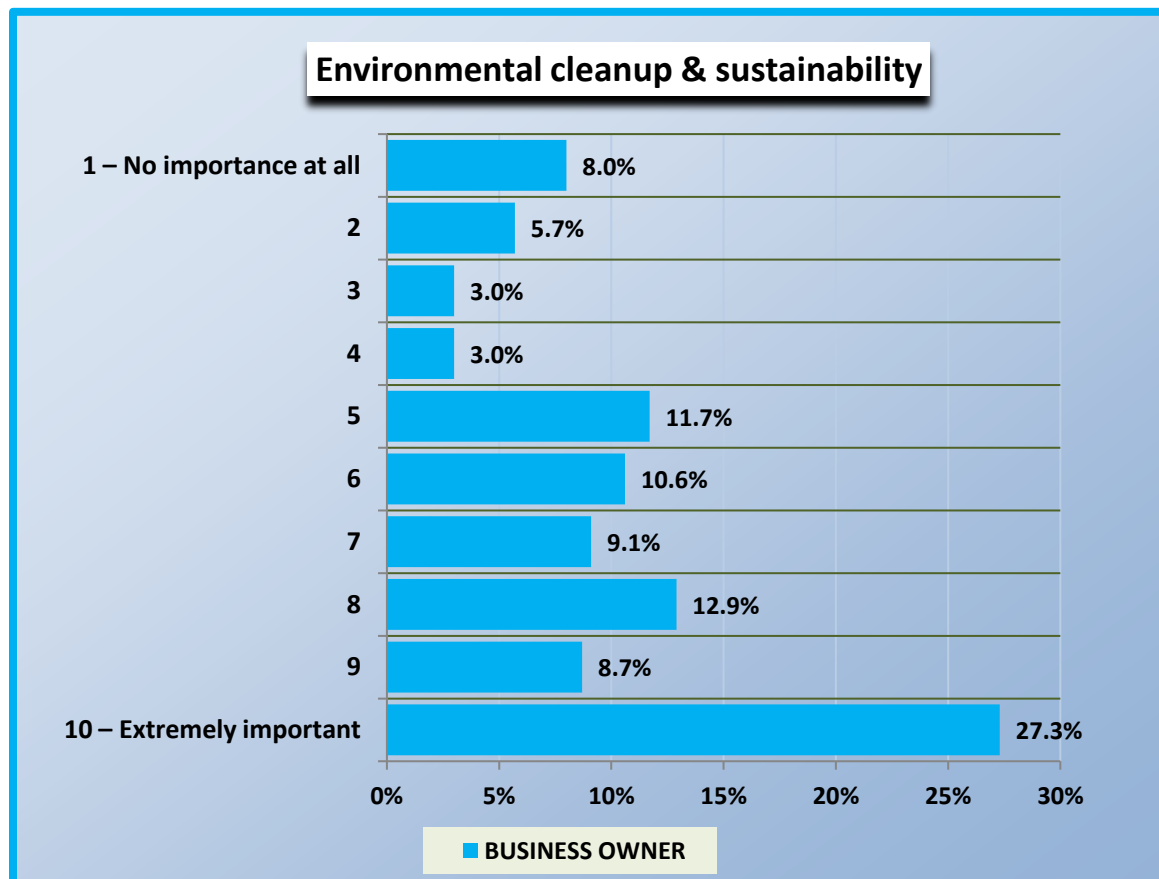
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

H) ENVIRONMENTAL CLEANUP & SUSTAINABILITY

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	21	8.0%
2	15	5.7%
3	8	3.0%
4	8	3.0%
5	31	11.7%
6	28	10.6%
7	24	9.1%
8	34	12.9%
9	23	8.7%
10 – Extremely important	72	27.3%
AVERAGES	6.81	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



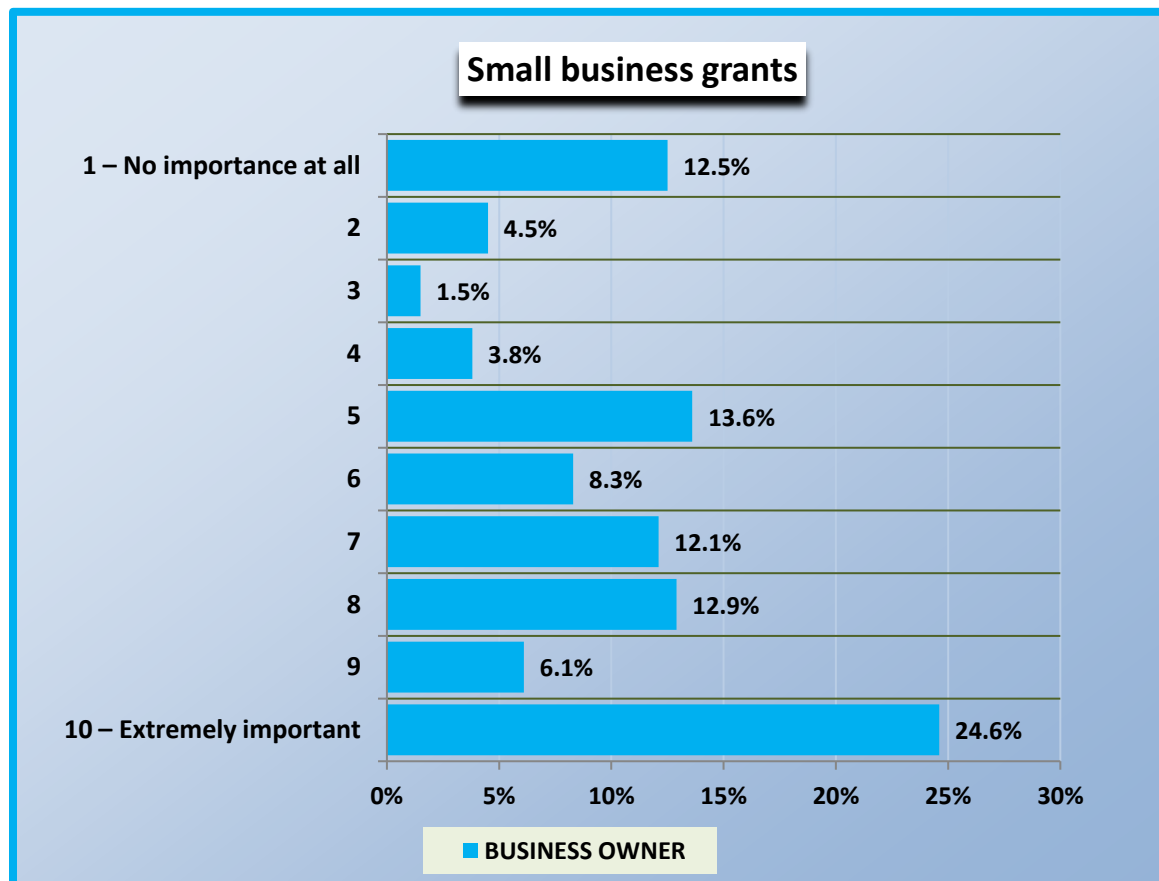
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

I) SMALL BUSINESS GRANTS

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	33	12.5%
2	12	4.5%
3	4	1.5%
4	10	3.8%
5	36	13.6%
6	22	8.3%
7	32	12.1%
8	34	12.9%
9	16	6.1%
10 – Extremely important	65	24.6%
AVERAGES	6.48	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



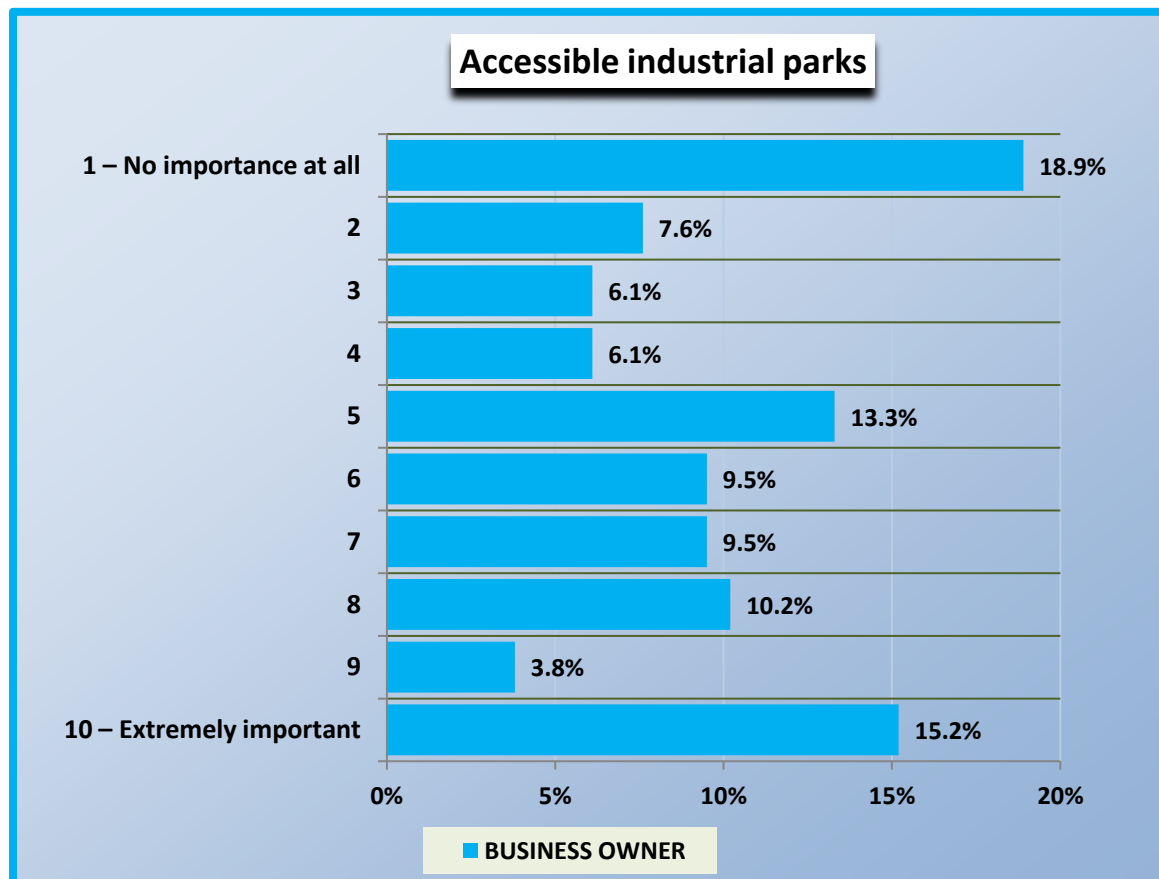
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

J) ACCESSIBLE INDUSTRIAL PARKS

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	50	18.9%
2	20	7.6%
3	16	6.1%
4	16	6.1%
5	35	13.3%
6	25	9.5%
7	25	9.5%
8	27	10.2%
9	10	3.8%
10 – Extremely important	40	15.2%
AVERAGES	5.33	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



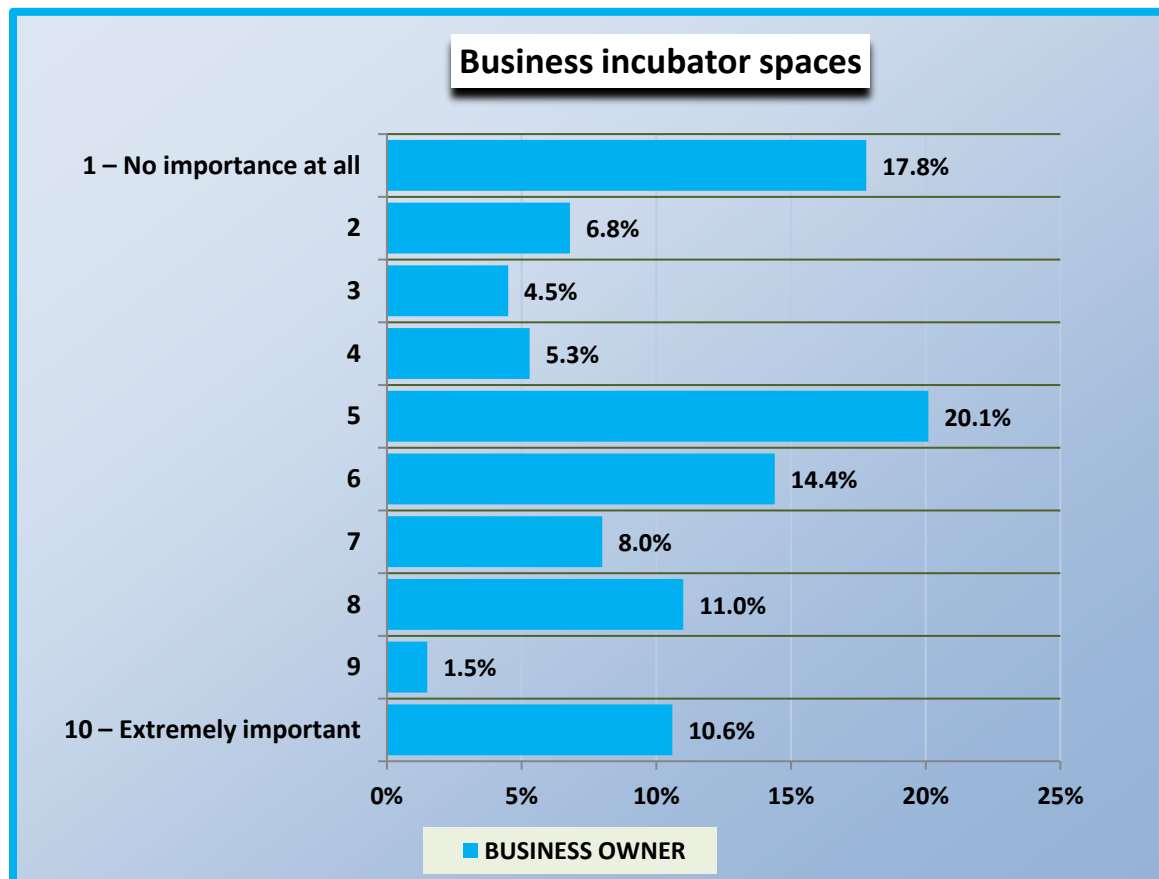
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

K) BUSINESS INCUBATOR SPACES

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	47	17.8%
2	18	6.8%
3	12	4.5%
4	14	5.3%
5	53	20.1%
6	38	14.4%
7	21	8.0%
8	29	11.0%
9	4	1.5%
10 – Extremely important	28	10.6%
AVERAGES	5.16	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



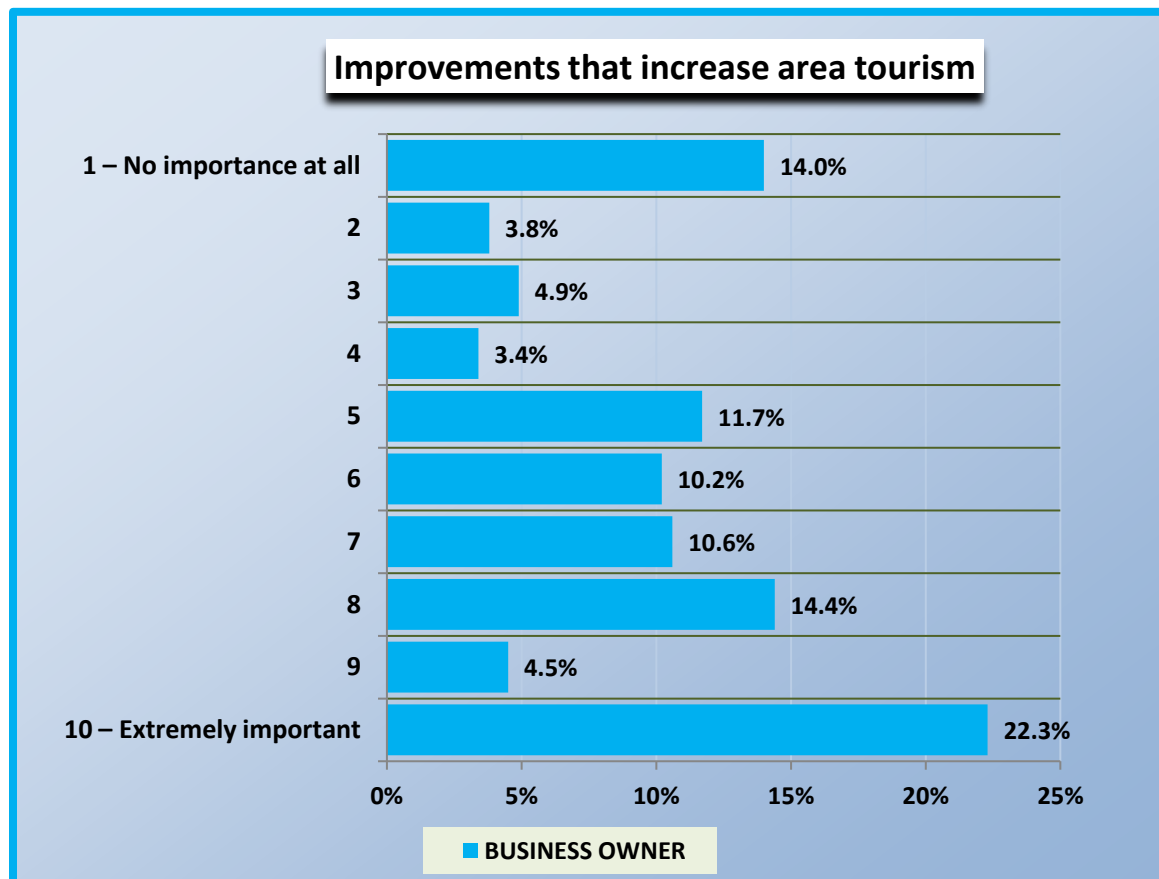
(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

L) IMPROVEMENTS THAT INCREASE AREA TOURISM

RESPONSE	TIMES MENTIONED	PERCENTAGES
1 – No importance at all	37	14.0%
2	10	3.8%
3	13	4.9%
4	9	3.4%
5	31	11.7%
6	27	10.2%
7	28	10.6%
8	38	14.4%
9	12	4.5%
10 – Extremely important	59	22.3%
AVERAGES	6.24	
TOTAL	264	100%

*264 responded to this question

Percentages based on number of respondents



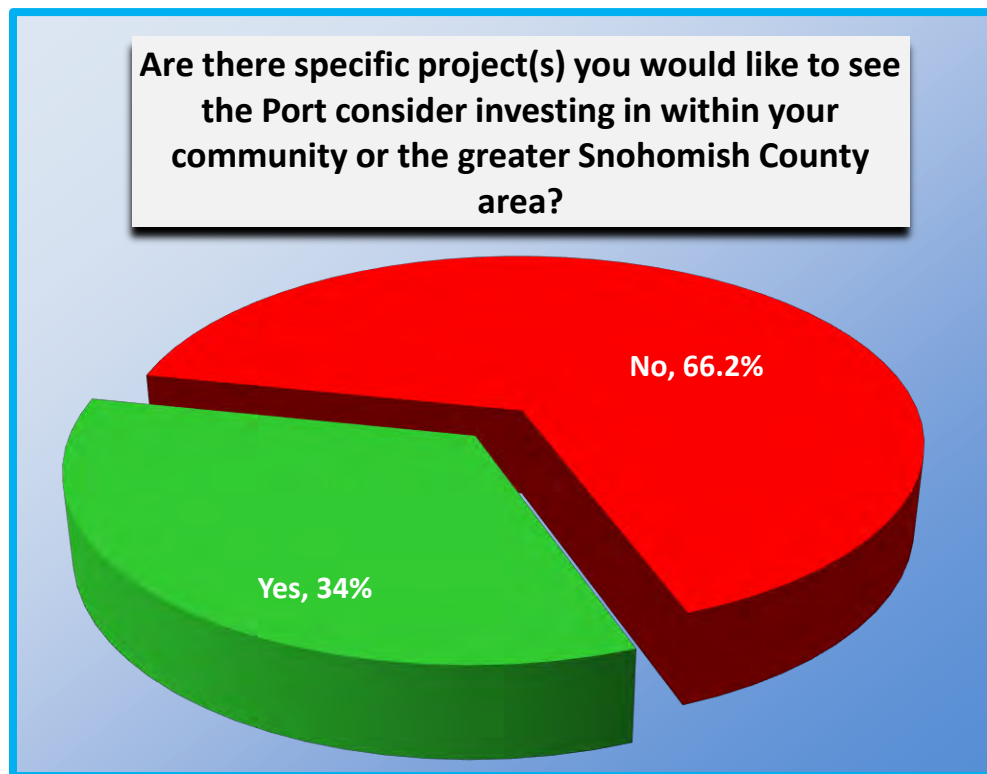
8). Are there specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?

TIMES MENTIONED

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Yes	404	108	512
No	846	156	1002
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Yes	32.3%	40.9%	33.8%
No	67.7%	59.1%	66.2%
TOTAL	100%	100%	100%



(Question 8 continued, “Are there specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

8a). If ‘Yes,’ What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?

Please find all the open-ended responses in the appendix.

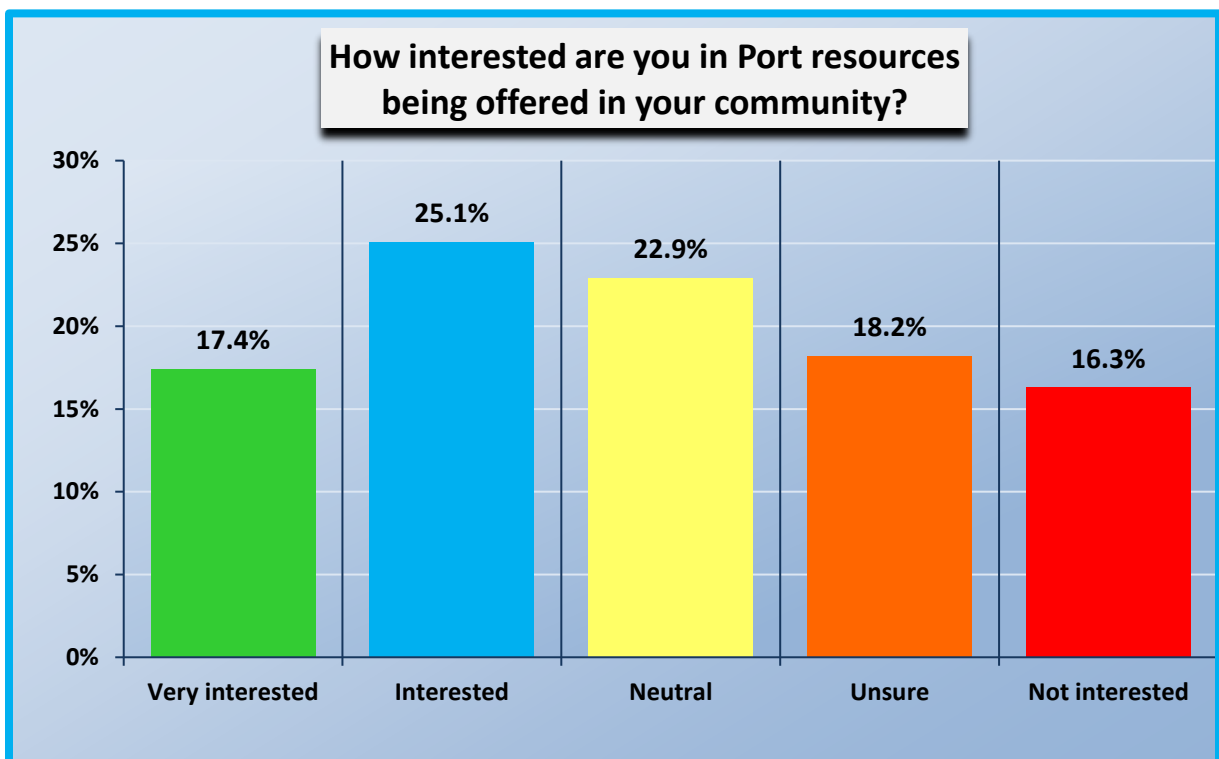
- 9). Many large port districts in Washington state are county-wide – the Port of Everett is not. Currently, the Port District includes most of Everett, portions of Mukilteo and parts of unincorporated Snohomish County in the Marysville area. How interested are you in Port resources being offered in your community?

TIMES MENTIONED

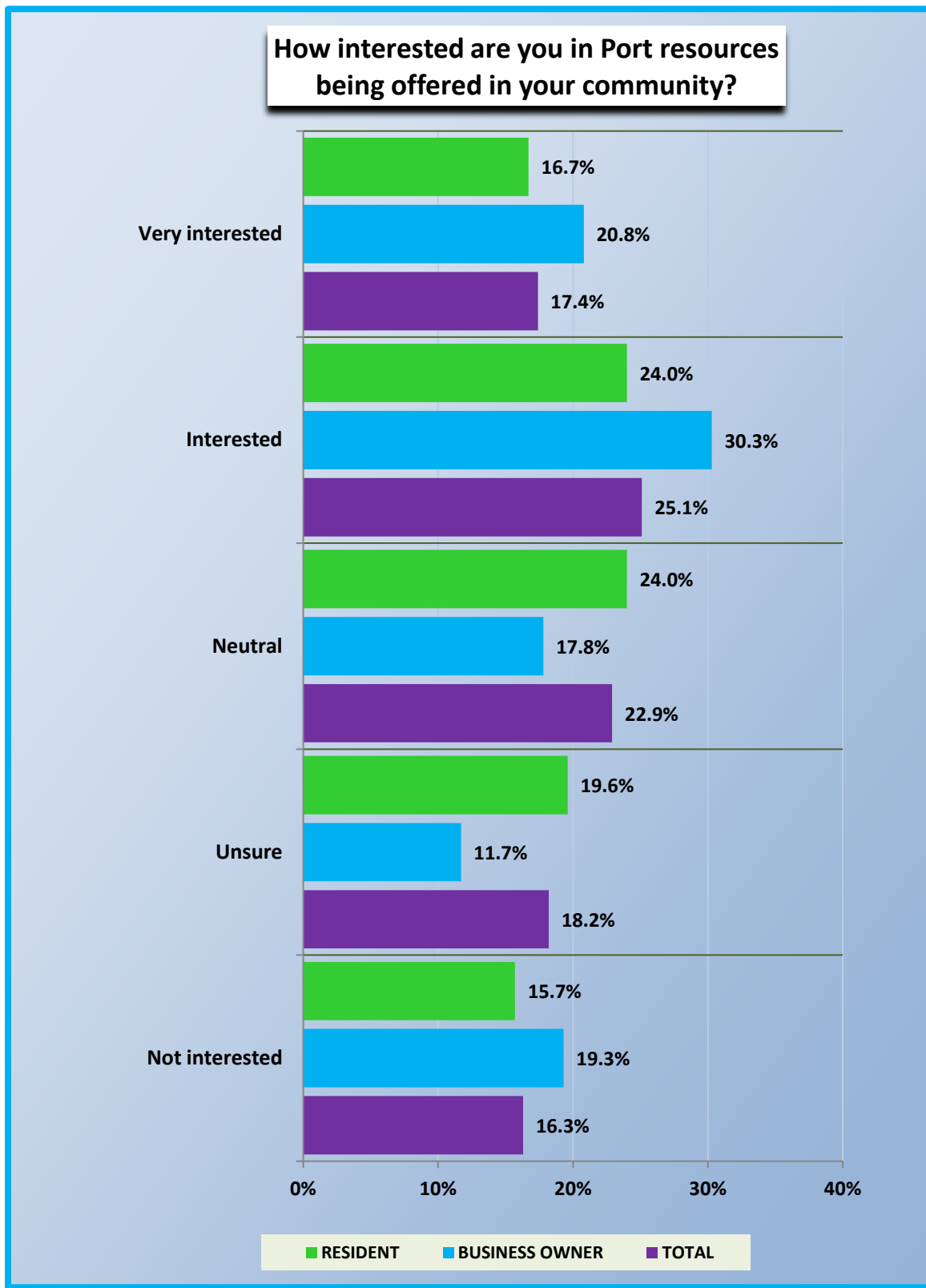
RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Very interested	209	55	264
Interested	300	80	380
Neutral	300	47	347
Unsure	245	31	276
Not interested	196	51	247
TOTAL	1250	264	1514

PERCENTAGES

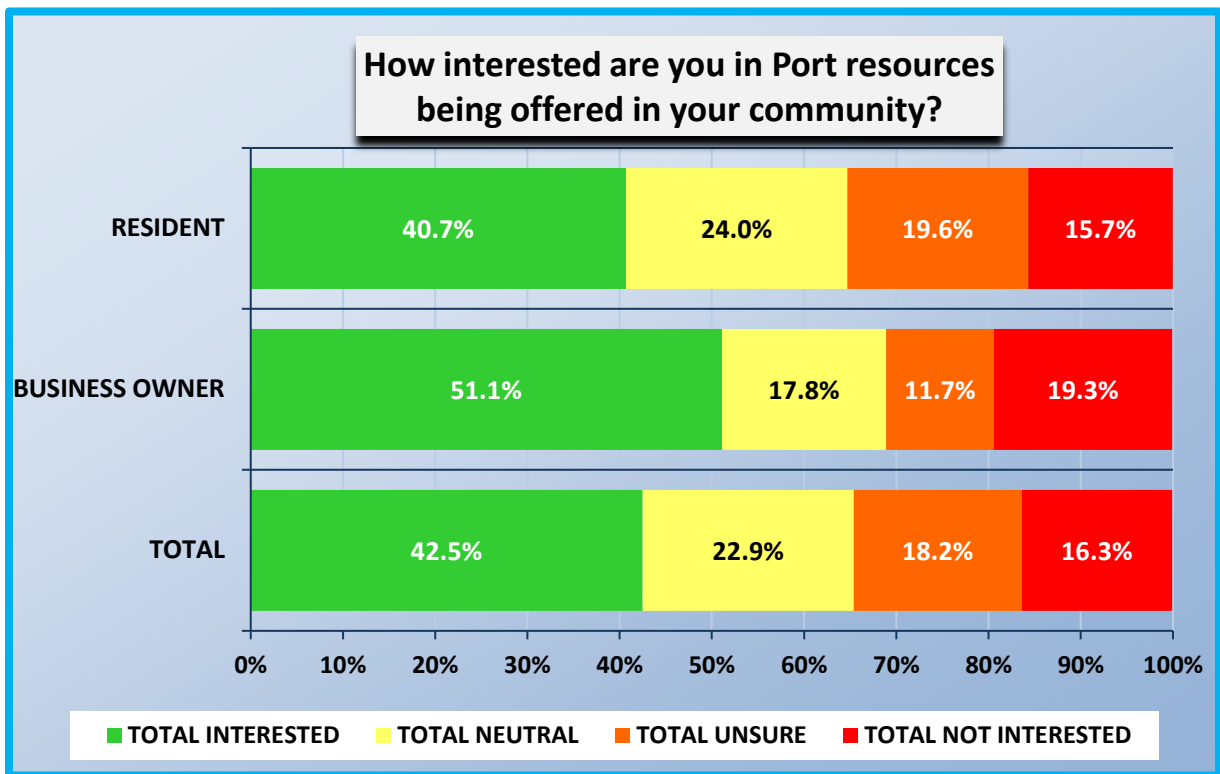
RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
Very interested	16.7%	20.8%	17.4%
Interested	24.0%	30.3%	25.1%
Neutral	24.0%	17.8%	22.9%
Unsure	19.6%	11.7%	18.2%
Not interested	15.7%	19.3%	16.3%
TOTAL	100%	100%	100%



(Question 9 continued, “How interested are you in Port resources being offered in your community?”)



(Question 9 continued, "How interested are you in Port resources being offered in your community?")



10). How would you prefer to be communicated with? Select all that apply.

**TIMES MENTIONED*

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
E-mail	598	159	757
Social media	476	80	556
Mail	273	56	329
Print publications	233	52	285
Newspaper	187	39	226
Other	81	20	101
In-person	66	20	86
Don't know/ Refused	63	9	72

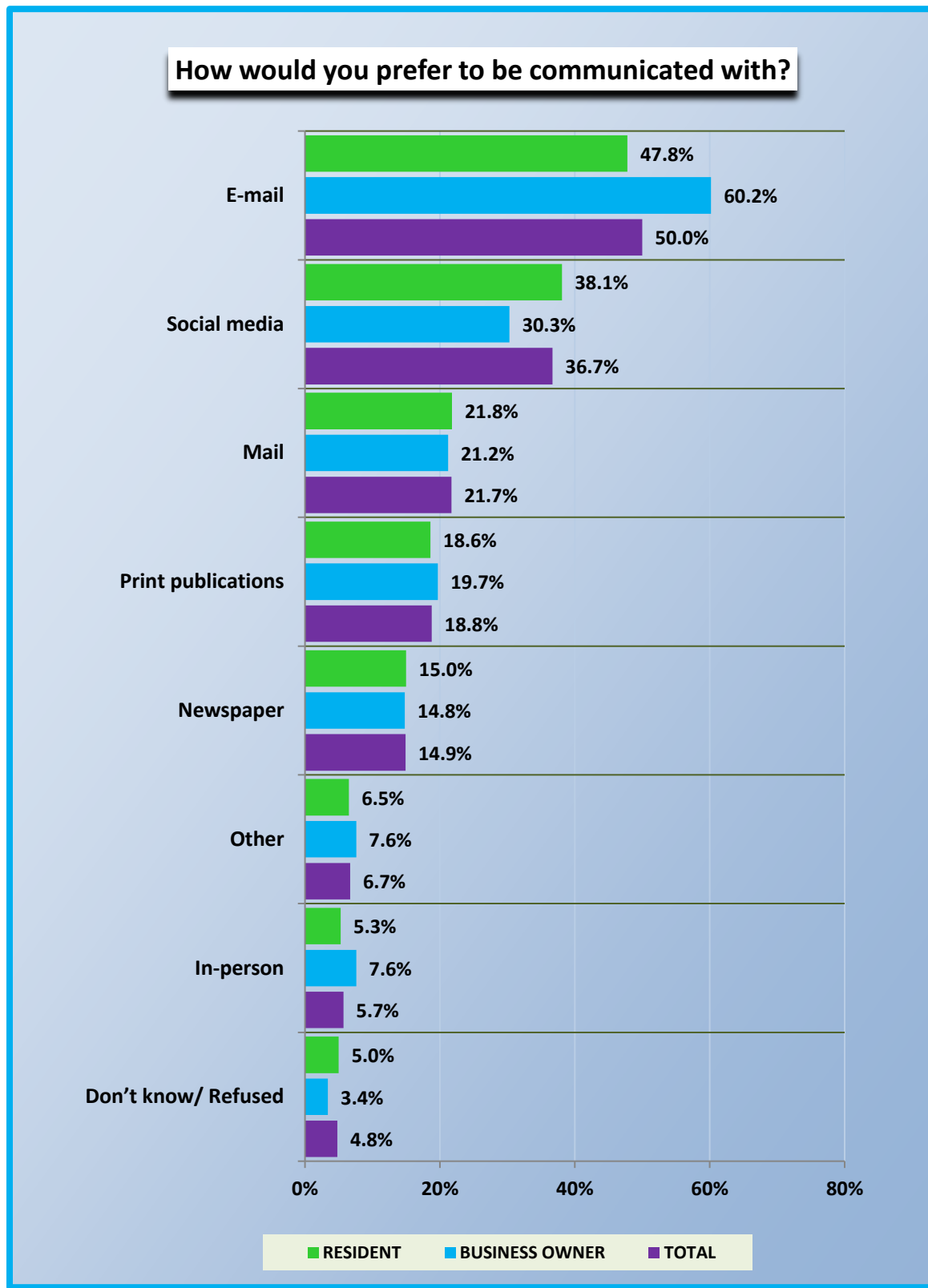
**1,514 responded to this question: 1,250-Resident and 264-Business Owner
Question allowed for more than one response*

**PERCENTAGES*

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
E-mail	47.8%	60.2%	50.0%
Social media	38.1%	30.3%	36.7%
Mail	21.8%	21.2%	21.7%
Print publications	18.6%	19.7%	18.8%
Newspaper	15.0%	14.8%	14.9%
Other	6.5%	7.6%	6.7%
In-person	5.3%	7.6%	5.7%
Don't know/ Refused	5.0%	3.4%	4.8%

**1,514 responded to this question: 1,250-Resident and 264-Business Owner
Question allowed for more than one response
Percentages based on number of respondents*

(Question 10 continued, “How would you prefer to be communicated with?”)



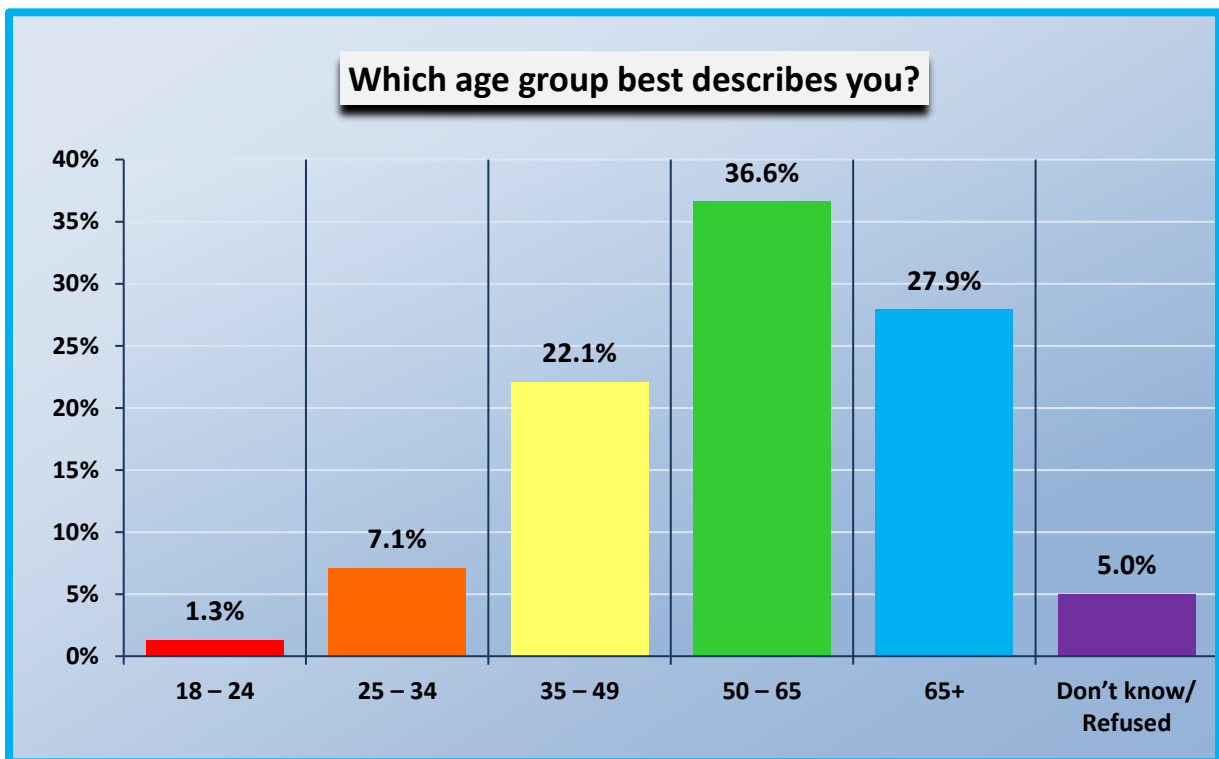
11). Which age group best describes you?

TIMES MENTIONED

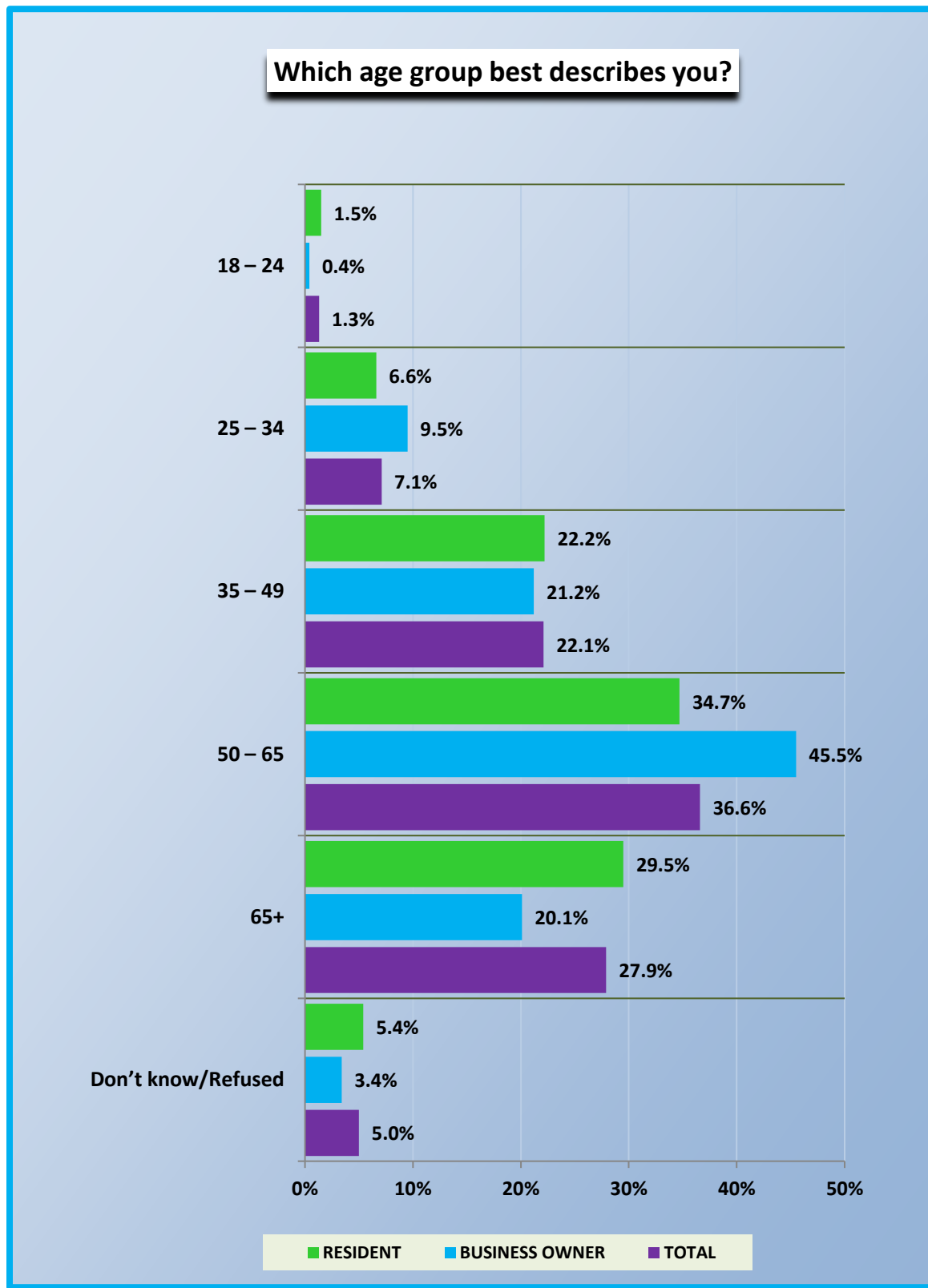
RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
18 – 24	19	1	20
25 – 34	83	25	108
35 – 49	278	56	334
50 – 65	434	120	554
65+	369	53	422
Don't know/Refused	67	9	76
TOTAL	1250	264	1514

PERCENTAGES

RESPONSE	RESIDENT	BUSINESS OWNER	TOTAL
18 – 24	1.5%	0.4%	1.3%
25 – 34	6.6%	9.5%	7.1%
35 – 49	22.2%	21.2%	22.1%
50 – 65	34.7%	45.5%	36.6%
65+	29.5%	20.1%	27.9%
Don't know/Refused	5.4%	3.4%	5.0%
TOTAL	100%	100%	100%



(Question 11 continued, “Which age group best describes you?”)





CRITICAL DATA STRATEGIES, LLC

Port of Everett

Community Survey Findings – BY COMMUNITY

October – November 2023

PORT OF EVERETT COMMUNITY SURVEY FINDINGS

COMPLETED INTERVIEWS

RESPONSE	TIMES MENTIONED	PERCENTAGES
Arlington	98	6.5%
Bothell	56	3.7%
Brier	21	1.4%
Clearview	1	0.1%
Darrington	13	0.9%
Edmonds	5	0.3%
Everett	408	26.9%
Gold Bar	17	1.1%
Granite Falls	97	6.4%
Hat Island	5	0.3%
Index	10	0.7%
Lake Stevens	135	8.9%
Lynnwood	58	3.8%
Maltby	1	0.1%
Marysville	145	9.6%
Mill Creek	66	4.4%
Monroe	65	4.3%
Mountlake Terrace	12	0.8%
Mukilteo	62	4.1%
Snohomish	99	6.5%
Stanwood	84	5.5%
Sultan	39	2.6%
Tulalip	17	1.1%
TOTAL	1514	100%



1). Do you currently live in the Port District?

TIMES MENTIONED																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Yes	15	13	3	0	2	3	305	2	14	2	4	31	9	0	27	13	11	4	32	20	18	10	5	543
No	57	20	12	1	5	2	56	7	48	1	4	67	25	0	77	31	34	3	19	60	35	13	8	585
Not sure	26	23	6	0	6	0	47	8	35	2	2	37	24	1	41	22	20	5	11	19	31	16	4	386
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Yes	15.3%	23.2%	14.3%	0.0%	15.4%	60.0%	74.8%	11.8%	14.4%	40.0%	40.0%	23.0%	15.5%	0.0%	18.6%	19.7%	16.9%	33.3%	51.6%	20.2%	21.4%	25.6%	29.4%	35.9%
No	58.2%	35.7%	57.1%	100%	38.5%	40.0%	13.7%	41.2%	49.5%	20.0%	40.0%	49.6%	43.1%	0.0%	53.1%	47.0%	52.3%	25.0%	30.6%	60.6%	41.7%	33.3%	47.1%	38.6%
Not sure	26.5%	41.1%	28.6%	0.0%	46.2%	0.0%	11.5%	47.1%	36.1%	40.0%	20.0%	27.4%	41.4%	100%	28.3%	33.3%	30.8%	41.7%	17.7%	19.2%	36.9%	41.0%	23.5%	25.5%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



2). How often do you interact with, or visit, Port of Everett sites (i.e., seaport, Port of Everett Marina, Jetty Island, Waterfront Place, Riverside Business Park, Mukilteo parklet/fishing pier, etc.)?

TIMES MENTIONED																								
RESPONSE	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Daily	8	2	1	0	1	2	86	0	2	0	0	6	2	0	14	3	0	1	10	7	2	1	2	150
Weekly	17	5	4	0	0	1	173	0	11	5	1	34	8	0	38	11	7	2	31	29	9	5	6	397
Monthly	26	5	2	0	2	1	94	2	18	0	0	47	11	0	37	16	15	3	9	27	16	6	5	342
A couple times a year	34	28	10	0	5	1	47	9	35	0	7	37	20	1	49	31	27	4	8	27	44	16	4	444
Once a year	4	8	2	0	3	0	4	6	18	0	2	7	12	0	4	3	8	1	2	7	6	9	0	106
Never	8	8	2	1	2	0	2	0	13	0	0	4	5	0	1	2	7	1	2	2	5	2	0	67
Not sure	1	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	0	2	0	0	8
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514



(Question 2 continued, “How often do you interact with, or visit, Port of Everett sites?”)

PERCENTAGES																								
RESPONSE	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Daily	8.2%	3.6%	4.8%	0.0%	7.7%	40.0%	21.1%	0.0%	2.1%	0.0%	0.0%	4.4%	3.4%	0.0%	9.7%	4.5%	0.0%	8.3%	16.1%	7.1%	2.4%	2.6%	11.8%	9.9%
Weekly	17.3%	8.9%	19.0%	0.0%	0.0%	20.0%	42.4%	0.0%	11.3%	100%	10.0%	25.2%	13.8%	0.0%	26.2%	16.7%	10.8%	16.7%	50.0%	29.3%	10.7%	12.8%	35.3%	26.2%
Monthly	26.5%	8.9%	9.5%	0.0%	15.4%	20.0%	23.0%	11.8%	18.6%	0.0%	0.0%	34.8%	19.0%	0.0%	25.5%	24.2%	23.1%	25.0%	14.5%	27.3%	19.0%	15.4%	29.4%	22.6%
A couple times a year	34.7%	50.0%	47.6%	0.0%	38.5%	20.0%	11.5%	52.9%	36.1%	0.0%	70.0%	27.4%	34.5%	100%	33.8%	47.0%	41.5%	33.3%	12.9%	27.3%	52.4%	41.0%	23.5%	29.3%
Once a year	4.1%	14.3%	9.5%	0.0%	23.1%	0.0%	1.0%	35.3%	18.6%	0.0%	20.0%	5.2%	20.7%	0.0%	2.8%	4.5%	12.3%	8.3%	3.2%	7.1%	7.1%	23.1%	0.0%	7.0%
Never	8.2%	14.3%	9.5%	100%	15.4%	0.0%	0.5%	0.0%	13.4%	0.0%	0.0%	3.0%	8.6%	0.0%	0.7%	3.0%	10.8%	8.3%	3.2%	2.0%	6.0%	5.1%	0.0%	4.4%
Not sure	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	1.5%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.5%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



3). Do you live in Snohomish County?

TIMES MENTIONED																								
RESPONSE	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Yes	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514
No	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514

PERCENTAGES																								
RESPONSE	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Yes	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
No	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



(Question 3 continued, “Do you live in Snohomish County?”)

3a). If 'Yes,' Which community do you live in or near?

RESPONSE	TIMES MENTIONED	PERCENTAGES
Arlington	98	6.5%
Bothell	56	3.7%
Brier	21	1.4%
Clearview	1	0.1%
Darrington	13	0.9%
Edmonds	5	0.3%
Everett	408	26.9%
Gold Bar	17	1.1%
Granite Falls	97	6.4%
Hat Island	5	0.3%
Index	10	0.7%
Lake Stevens	135	8.9%
Lynnwood	58	3.8%
Maltby	1	0.1%
Marysville	145	9.6%
Mill Creek	66	4.4%
Monroe	65	4.3%
Mountlake Terrace	12	0.8%
Mukilteo	62	4.1%
Snohomish	99	6.5%
Stanwood	84	5.5%
Sultan	39	2.6%
Tulalip	17	1.1%
TOTAL	1514	100%



4). Do you own or rent your home?

TIMES MENTIONED																								
RESPONSE	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Own	76	52	21	1	12	5	342	14	86	5	6	123	50	1	138	61	58	10	57	90	79	34	17	1338
Rent	19	4	0	0	1	0	53	2	10	0	3	10	7	0	6	5	7	1	5	7	5	4	0	149
Other	3	0	0	0	0	0	13	1	1	0	1	2	1	0	1	0	0	1	0	2	0	1	0	27
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514

PERCENTAGES																								
RESPONSE	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Own	77.6%	92.9%	100%	100%	92.3%	100%	83.8%	82.4%	88.7%	100%	60.0%	91.1%	86.2%	100%	95.2%	92.4%	89.2%	83.3%	91.9%	90.9%	94.0%	87.2%	100%	88.4%
Rent	19.4%	7.1%	0.0%	0.0%	7.7%	0.0%	13.0%	11.8%	10.3%	0.0%	30.0%	7.4%	12.1%	0.0%	4.1%	7.6%	10.8%	8.3%	8.1%	7.1%	6.0%	10.3%	0.0%	9.8%
Other	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	5.9%	1.0%	0.0%	10.0%	1.5%	1.7%	0.0%	0.7%	0.0%	0.0%	8.3%	0.0%	2.0%	0.0%	2.6%	0.0%	1.8%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



5). Please review the following list of Port priorities and consider the importance of each to your community. Please rank using a 1 to 10 scale, with 1 representing “no importance at all” up to 10 which represents “extremely important” to you.

A) CREATING AND MAINTAINING JOBS

RESPONSE	TIMES MENTIONED																							
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	2	0	1	1	1	0	11	1	19	0	1	7	3	0	5	1	7	0	3	4	4	1	0	72
2	1	2	0	0	1	1	10	0	4	0	0	4	0	0	4	0	3	1	1	2	4	0	0	38
3	1	2	0	0	0	0	6	1	1	0	0	4	0	0	3	3	2	0	5	7	3	0	0	38
4	2	0	0	0	0	0	10	1	4	1	1	1	1	0	1	1	1	0	2	2	3	0	0	31
5	7	5	2	0	0	0	31	3	12	1	0	13	2	0	10	8	7	0	7	10	7	3	1	129
6	4	4	2	0	1	0	33	0	6	1	2	7	4	0	12	5	5	0	7	7	6	4	2	112
7	11	6	2	0	1	1	46	1	9	0	0	16	5	0	7	8	6	0	5	15	12	5	0	156
8	18	6	4	0	3	0	57	1	11	2	1	26	10	1	19	11	8	3	12	17	8	7	3	228
9	4	3	1	0	0	0	24	0	3	0	2	10	3	0	12	3	2	1	2	9	5	3	1	88
10	48	28	9	0	6	3	180	9	28	0	3	47	30	0	72	26	24	7	18	26	32	16	10	622
AVERAGES	8.28	8.14	8.00	1.00	7.69	7.80	7.93	7.53	6.19	6.20	7.30	7.54	8.33	8.00	8.12	7.80	6.95	8.75	7.00	7.18	7.35	8.15	8.82	7.68
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	2.0%	0.0%	4.8%	100%	7.7%	0.0%	2.7%	5.9%	19.6%	0.0%	10.0%	5.2%	5.2%	0.0%	3.4%	1.5%	10.8%	0.0%	4.8%	4.0%	4.8%	2.6%	0.0%	4.8%
2	1.0%	3.6%	0.0%	0.0%	7.7%	20.0%	2.5%	0.0%	4.1%	0.0%	0.0%	3.0%	0.0%	0.0%	2.8%	0.0%	4.6%	8.3%	1.6%	2.0%	4.8%	0.0%	0.0%	2.5%
3	1.0%	3.6%	0.0%	0.0%	0.0%	0.0%	1.5%	5.9%	1.0%	0.0%	0.0%	3.0%	0.0%	0.0%	2.1%	4.5%	3.1%	0.0%	8.1%	7.1%	3.6%	0.0%	0.0%	2.5%
4	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	5.9%	4.1%	20.0%	10.0%	0.7%	1.7%	0.0%	0.7%	1.5%	1.5%	0.0%	3.2%	2.0%	3.6%	0.0%	0.0%	2.0%
5	7.1%	8.9%	9.5%	0.0%	0.0%	0.0%	7.6%	17.6%	12.4%	20.0%	0.0%	9.6%	3.4%	0.0%	6.9%	12.1%	10.8%	0.0%	11.3%	10.1%	8.3%	7.7%	5.9%	8.5%
6	4.1%	7.1%	9.5%	0.0%	7.7%	0.0%	8.1%	0.0%	6.2%	20.0%	20.0%	5.2%	6.9%	0.0%	8.3%	7.6%	7.7%	0.0%	11.3%	7.1%	7.1%	10.3%	11.8%	7.4%
7	11.2%	10.7%	9.5%	0.0%	7.7%	20.0%	11.3%	5.9%	9.3%	0.0%	0.0%	11.9%	8.6%	0.0%	4.8%	12.1%	9.2%	0.0%	8.1%	15.2%	14.3%	12.8%	0.0%	10.3%
8	18.4%	10.7%	19.0%	0.0%	23.1%	0.0%	14.0%	5.9%	11.3%	40.0%	10.0%	19.3%	17.2%	100%	13.1%	16.7%	12.3%	25.0%	19.4%	17.2%	9.5%	17.9%	17.6%	15.1%
9	4.1%	5.4%	4.8%	0.0%	0.0%	0.0%	5.9%	0.0%	3.1%	0.0%	20.0%	7.4%	5.2%	0.0%	8.3%	4.5%	3.1%	8.3%	3.2%	9.1%	6.0%	7.7%	5.9%	5.8%
10	49.0%	50.0%	42.9%	0.0%	46.2%	60.0%	44.1%	52.9%	28.9%	0.0%	30.0%	34.8%	51.7%	0.0%	49.7%	39.4%	36.9%	58.3%	29.0%	26.3%	38.1%	41.0%	58.8%	41.1%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

B) EXPEDITING LOCAL AND REGIONAL TRANSPORTATION IMPROVEMENTS

RESPONSE	TIMES MENTIONED																							
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	6	1	0	1	2	0	20	2	25	1	1	12	3	0	5	1	4	0	3	4	3	2	0	96
2	1	2	1	0	0	2	13	0	7	0	0	5	0	0	4	3	1	1	2	4	2	0	0	48
3	0	1	0	0	0	0	13	0	5	0	0	2	2	0	7	3	3	0	3	5	0	0	1	45
4	2	3	0	0	0	0	12	1	3	1	0	3	2	0	5	0	0	0	0	4	3	2	0	41
5	6	4	2	0	0	0	51	4	11	0	0	15	3	0	16	9	9	1	8	10	9	4	1	163
6	4	2	0	0	1	2	45	1	9	1	1	8	5	0	13	5	6	0	6	11	10	5	0	135
7	11	9	3	0	0	0	43	0	9	0	1	14	4	0	18	9	9	2	8	9	12	2	2	165
8	17	9	4	0	5	0	55	3	9	1	0	22	15	0	15	20	6	3	10	20	12	6	2	234
9	8	7	2	0	0	0	39	0	3	0	1	9	2	0	10	5	4	0	5	6	7	4	1	113
10	43	18	9	0	5	1	117	6	16	1	6	45	22	1	52	11	23	5	17	26	26	14	10	474
AVERAGES	8.01	7.68	8.24	1.00	7.54	5.20	7.16	6.82	5.12	5.80	8.30	7.17	7.72	10.00	7.37	7.11	7.28	7.92	7.15	7.03	7.46	7.64	8.65	7.20
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	6.1%	1.8%	0.0%	100%	15.4%	0.0%	4.9%	11.8%	25.8%	20.0%	10.0%	8.9%	5.2%	0.0%	3.4%	1.5%	6.2%	0.0%	4.8%	4.0%	3.6%	5.1%	0.0%	6.3%
2	1.0%	3.6%	4.8%	0.0%	0.0%	40.0%	3.2%	0.0%	7.2%	0.0%	0.0%	3.7%	0.0%	0.0%	2.8%	4.5%	1.5%	8.3%	3.2%	4.0%	2.4%	0.0%	0.0%	3.2%
3	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	5.2%	0.0%	0.0%	1.5%	3.4%	0.0%	4.8%	4.5%	4.6%	0.0%	4.8%	5.1%	0.0%	0.0%	5.9%	3.0%
4	2.0%	5.4%	0.0%	0.0%	0.0%	0.0%	2.9%	5.9%	3.1%	20.0%	0.0%	2.2%	3.4%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	4.0%	3.6%	5.1%	0.0%	2.7%
5	6.1%	7.1%	9.5%	0.0%	0.0%	0.0%	12.5%	23.5%	11.3%	0.0%	0.0%	11.1%	5.2%	0.0%	11.0%	13.6%	13.8%	8.3%	12.9%	10.1%	10.7%	10.3%	5.9%	10.8%
6	4.1%	3.6%	0.0%	0.0%	7.7%	40.0%	11.0%	5.9%	9.3%	20.0%	10.0%	5.9%	8.6%	0.0%	9.0%	7.6%	9.2%	0.0%	9.7%	11.1%	11.9%	12.8%	0.0%	8.9%
7	11.2%	16.1%	14.3%	0.0%	0.0%	0.0%	10.5%	0.0%	9.3%	0.0%	10.0%	10.4%	6.9%	0.0%	12.4%	13.6%	13.8%	16.7%	12.9%	9.1%	14.3%	5.1%	11.8%	10.9%
8	17.3%	16.1%	19.0%	0.0%	38.5%	0.0%	13.5%	17.6%	9.3%	20.0%	0.0%	16.3%	25.9%	0.0%	10.3%	30.3%	9.2%	25.0%	16.1%	20.2%	14.3%	15.4%	11.8%	15.5%
9	8.2%	12.5%	9.5%	0.0%	0.0%	0.0%	9.6%	0.0%	3.1%	0.0%	10.0%	6.7%	3.4%	0.0%	6.9%	7.6%	6.2%	0.0%	8.1%	6.1%	8.3%	10.3%	5.9%	7.5%
10	43.9%	32.1%	42.9%	0.0%	38.5%	20.0%	28.7%	35.3%	16.5%	20.0%	60.0%	33.3%	37.9%	100%	35.9%	16.7%	35.4%	41.7%	27.4%	26.3%	31.0%	35.9%	58.8%	31.3%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

C) OPENING UP NEW FUNDING SOURCES FOR COMMUNITY PROJECTS

RESPONSE	TIMES MENTIONED																							
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	8	2	2	1	2	0	31	2	27	1	0	12	4	0	8	3	8	0	2	7	10	1	1	132
2	1	2	0	0	0	0	10	0	4	0	0	7	1	1	6	4	0	1	5	5	4	0	0	51
3	1	2	0	0	1	0	19	2	7	0	0	5	1	0	4	2	3	0	0	2	1	1	0	51
4	4	2	0	0	0	1	15	2	5	2	1	3	3	0	7	3	2	0	2	8	5	0	0	65
5	11	9	3	0	0	0	50	3	9	0	1	23	7	0	21	11	12	1	10	9	12	8	1	201
6	18	9	2	0	2	1	42	1	9	1	1	12	7	0	8	7	7	1	5	14	9	6	4	166
7	9	5	3	0	1	2	59	0	14	0	2	18	11	0	18	9	13	2	11	15	10	3	3	208
8	13	8	3	0	3	0	71	1	7	1	2	31	10	0	29	17	8	3	10	20	15	10	0	262
9	5	7	2	0	0	1	34	0	1	0	2	6	4	0	13	4	2	1	4	3	3	2	0	94
10	28	10	6	0	4	0	77	6	14	0	1	18	10	0	31	6	10	3	13	16	15	8	8	284
AVERAGES	6.98	6.80	7.24	1.00	6.77	6.60	6.68	6.18	4.93	4.60	7.30	6.28	6.74	2.00	6.88	6.38	6.15	7.50	6.82	6.42	6.21	7.15	7.71	6.53
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	8.2%	3.6%	9.5%	100%	15.4%	0.0%	7.6%	11.8%	27.8%	20.0%	0.0%	8.9%	6.9%	0.0%	5.5%	4.5%	12.3%	0.0%	3.2%	7.1%	11.9%	2.6%	5.9%	8.7%
2	1.0%	3.6%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	4.1%	0.0%	0.0%	5.2%	1.7%	100%	4.1%	6.1%	0.0%	8.3%	8.1%	5.1%	4.8%	0.0%	0.0%	3.4%
3	1.0%	3.6%	0.0%	0.0%	7.7%	0.0%	4.7%	11.8%	7.2%	0.0%	0.0%	3.7%	1.7%	0.0%	2.8%	3.0%	4.6%	0.0%	0.0%	2.0%	1.2%	2.6%	0.0%	3.4%
4	4.1%	3.6%	0.0%	0.0%	0.0%	20.0%	3.7%	11.8%	5.2%	40.0%	10.0%	2.2%	5.2%	0.0%	4.8%	4.5%	3.1%	0.0%	3.2%	8.1%	6.0%	0.0%	0.0%	4.3%
5	11.2%	16.1%	14.3%	0.0%	0.0%	0.0%	12.3%	17.6%	9.3%	0.0%	10.0%	17.0%	12.1%	0.0%	14.5%	16.7%	18.5%	8.3%	16.1%	9.1%	14.3%	20.5%	5.9%	13.3%
6	18.4%	16.1%	9.5%	0.0%	15.4%	20.0%	10.3%	5.9%	9.3%	20.0%	10.0%	8.9%	12.1%	0.0%	5.5%	10.6%	10.8%	8.3%	8.1%	14.1%	10.7%	15.4%	23.5%	11.0%
7	9.2%	8.9%	14.3%	0.0%	7.7%	40.0%	14.5%	0.0%	14.4%	0.0%	20.0%	13.3%	19.0%	0.0%	12.4%	13.6%	20.0%	16.7%	17.7%	15.2%	11.9%	7.7%	17.6%	13.7%
8	13.3%	14.3%	14.3%	0.0%	23.1%	0.0%	17.4%	5.9%	7.2%	20.0%	20.0%	23.0%	17.2%	0.0%	20.0%	25.8%	12.3%	25.0%	16.1%	20.2%	17.9%	25.6%	0.0%	17.3%
9	5.1%	12.5%	9.5%	0.0%	0.0%	20.0%	8.3%	0.0%	1.0%	0.0%	20.0%	4.4%	6.9%	0.0%	9.0%	6.1%	3.1%	8.3%	6.5%	3.0%	3.6%	5.1%	0.0%	6.2%
10	28.6%	17.9%	28.6%	0.0%	30.8%	0.0%	18.9%	35.3%	14.4%	0.0%	10.0%	13.3%	17.2%	0.0%	21.4%	9.1%	15.4%	25.0%	21.0%	16.2%	17.9%	20.5%	47.1%	18.8%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

D) ADDING RECREATION AND QUALITY OF LIFE AMENITIES

RESPONSE	TIMES MENTIONED																							
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	3	1	1	1	1	0	10	3	19	1	0	7	2	0	6	0	6	0	3	4	4	2	1	75
2	1	1	0	0	0	1	12	0	5	0	0	3	0	0	1	0	3	1	0	0	2	0	0	30
3	1	2	2	0	1	0	4	1	2	0	1	2	0	0	5	0	3	0	2	4	1	0	0	31
4	3	2	0	0	1	1	5	0	5	0	0	3	1	0	1	1	2	0	1	3	2	0	0	31
5	9	2	1	0	1	0	21	1	8	0	0	12	6	0	5	2	5	1	3	2	6	2	0	87
6	3	3	2	0	3	1	27	1	7	2	2	10	3	0	7	7	8	2	2	7	4	2	0	103
7	11	6	3	0	1	0	38	4	12	0	1	6	9	0	14	11	4	1	9	8	13	5	0	156
8	17	11	3	0	2	1	55	1	7	1	1	27	14	0	35	17	5	0	10	22	13	11	3	256
9	7	11	2	0	0	1	47	0	1	0	3	15	5	0	18	8	8	1	6	12	9	4	3	161
10	43	17	7	0	3	0	189	6	31	1	2	50	18	1	53	20	21	6	26	37	30	13	10	584
AVERAGES	8.05	7.93	7.48	1.00	6.46	5.80	8.22	6.65	6.14	6.20	7.70	7.73	7.83	10.00	8.03	8.20	6.95	7.92	8.02	7.98	7.73	8.03	8.94	7.82
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	3.1%	1.8%	4.8%	100%	7.7%	0.0%	2.5%	17.6%	19.6%	20.0%	0.0%	5.2%	3.4%	0.0%	4.1%	0.0%	9.2%	0.0%	4.8%	4.0%	4.8%	5.1%	5.9%	5.0%
2	1.0%	1.8%	0.0%	0.0%	0.0%	20.0%	2.9%	0.0%	5.2%	0.0%	0.0%	2.2%	0.0%	0.0%	0.7%	0.0%	4.6%	8.3%	0.0%	0.0%	2.4%	0.0%	0.0%	2.0%
3	1.0%	3.6%	9.5%	0.0%	7.7%	0.0%	1.0%	5.9%	2.1%	0.0%	10.0%	1.5%	0.0%	0.0%	3.4%	0.0%	4.6%	0.0%	3.2%	4.0%	1.2%	0.0%	0.0%	2.0%
4	3.1%	3.6%	0.0%	0.0%	7.7%	20.0%	1.2%	0.0%	5.2%	0.0%	0.0%	2.2%	1.7%	0.0%	0.7%	1.5%	3.1%	0.0%	1.6%	3.0%	2.4%	0.0%	0.0%	2.0%
5	9.2%	3.6%	4.8%	0.0%	7.7%	0.0%	5.1%	5.9%	8.2%	0.0%	0.0%	8.9%	10.3%	0.0%	3.4%	3.0%	7.7%	8.3%	4.8%	2.0%	7.1%	5.1%	0.0%	5.7%
6	3.1%	5.4%	9.5%	0.0%	23.1%	20.0%	6.6%	5.9%	7.2%	40.0%	20.0%	7.4%	5.2%	0.0%	4.8%	10.6%	12.3%	16.7%	3.2%	7.1%	4.8%	5.1%	0.0%	6.8%
7	11.2%	10.7%	14.3%	0.0%	7.7%	0.0%	9.3%	23.5%	12.4%	0.0%	10.0%	4.4%	15.5%	0.0%	9.7%	16.7%	6.2%	8.3%	14.5%	8.1%	15.5%	12.8%	0.0%	10.3%
8	17.3%	19.6%	14.3%	0.0%	15.4%	20.0%	13.5%	5.9%	7.2%	20.0%	10.0%	20.0%	24.1%	0.0%	24.1%	25.8%	7.7%	0.0%	16.1%	22.2%	15.5%	28.2%	17.6%	16.9%
9	7.1%	19.6%	9.5%	0.0%	0.0%	20.0%	11.5%	0.0%	1.0%	0.0%	30.0%	11.1%	8.6%	0.0%	12.4%	12.1%	12.3%	8.3%	9.7%	12.1%	10.7%	10.3%	17.6%	10.6%
10	43.9%	30.4%	33.3%	0.0%	23.1%	0.0%	46.3%	35.3%	32.0%	20.0%	20.0%	37.0%	31.0%	100%	36.6%	30.3%	32.3%	50.0%	41.9%	37.4%	35.7%	33.3%	58.8%	38.6%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

E) RESTORING, ENHANCING AND PROTECTING THE ENVIRONMENT

RESPONSE	TIMES MENTIONED																							
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	2	1	1	1	1	0	7	2	18	1	0	5	3	0	2	0	4	0	2	3	4	1	1	59
2	0	1	1	0	0	0	8	0	1	0	0	1	0	0	3	2	2	0	1	4	4	0	0	28
3	2	0	1	0	1	0	9	0	1	0	1	7	2	0	3	1	1	0	1	3	1	0	0	34
4	1	0	0	0	0	0	6	0	3	0	0	2	1	0	2	0	1	0	2	5	3	1	0	27
5	5	4	0	0	0	0	18	3	10	0	0	12	6	0	14	1	7	1	2	6	5	2	0	96
6	10	3	1	0	0	0	18	0	11	0	1	10	5	0	7	2	2	1	3	5	6	2	0	87
7	7	6	0	0	0	1	30	2	6	2	0	11	6	0	10	6	8	1	5	13	7	3	3	127
8	9	13	4	0	7	3	61	1	11	0	0	27	6	0	24	15	11	0	12	14	7	8	3	236
9	12	0	2	0	0	0	27	2	4	0	2	13	3	0	12	6	4	1	2	11	11	7	1	120
10	50	28	11	0	4	1	224	7	32	2	6	47	26	1	68	33	25	8	32	35	36	15	9	700
AVERAGES	8.43	8.34	8.19	1.00	7.69	8.20	8.46	7.47	6.57	7.00	8.70	7.67	7.76	10.00	8.19	8.64	7.57	8.92	8.26	7.60	7.76	8.33	8.53	8.05
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	2.0%	1.8%	4.8%	100%	7.7%	0.0%	1.7%	11.8%	18.6%	20.0%	0.0%	3.7%	5.2%	0.0%	1.4%	0.0%	6.2%	0.0%	3.2%	3.0%	4.8%	2.6%	5.9%	3.9%
2	0.0%	1.8%	4.8%	0.0%	0.0%	0.0%	2.0%	0.0%	1.0%	0.0%	0.0%	0.7%	0.0%	0.0%	2.1%	3.0%	3.1%	0.0%	1.6%	4.0%	4.8%	0.0%	0.0%	1.8%
3	2.0%	0.0%	4.8%	0.0%	7.7%	0.0%	2.2%	0.0%	1.0%	0.0%	10.0%	5.2%	3.4%	0.0%	2.1%	1.5%	1.5%	0.0%	1.6%	3.0%	1.2%	0.0%	0.0%	2.2%
4	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	3.1%	0.0%	0.0%	1.5%	1.7%	0.0%	1.4%	0.0%	1.5%	0.0%	3.2%	5.1%	3.6%	2.6%	0.0%	1.8%
5	5.1%	7.1%	0.0%	0.0%	0.0%	0.0%	4.4%	17.6%	10.3%	0.0%	0.0%	8.9%	10.3%	0.0%	9.7%	1.5%	10.8%	8.3%	3.2%	6.1%	6.0%	5.1%	0.0%	6.3%
6	10.2%	5.4%	4.8%	0.0%	0.0%	0.0%	4.4%	0.0%	11.3%	0.0%	10.0%	7.4%	8.6%	0.0%	4.8%	3.0%	3.1%	8.3%	4.8%	5.1%	7.1%	5.1%	0.0%	5.7%
7	7.1%	10.7%	0.0%	0.0%	0.0%	20.0%	7.4%	11.8%	6.2%	40.0%	0.0%	8.1%	10.3%	0.0%	6.9%	9.1%	12.3%	8.3%	8.1%	13.1%	8.3%	7.7%	17.6%	8.4%
8	9.2%	23.2%	19.0%	0.0%	53.8%	60.0%	15.0%	5.9%	11.3%	0.0%	0.0%	20.0%	10.3%	0.0%	16.6%	22.7%	16.9%	0.0%	19.4%	14.1%	8.3%	20.5%	17.6%	15.6%
9	12.2%	0.0%	9.5%	0.0%	0.0%	0.0%	6.6%	11.8%	4.1%	0.0%	20.0%	9.6%	5.2%	0.0%	8.3%	9.1%	6.2%	8.3%	3.2%	11.1%	13.1%	17.9%	5.9%	7.9%
10	51.0%	50.0%	52.4%	0.0%	30.8%	20.0%	54.9%	41.2%	33.0%	40.0%	60.0%	34.8%	44.8%	100.0%	46.9%	50.0%	38.5%	66.7%	51.6%	35.4%	42.9%	38.5%	52.9%	46.2%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

F) KEEPING SNOHOMISH COUNTY COMPETITIVE

RESPONSE	TIMES MENTIONED																							
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	8	2	0	1	1	0	18	1	23	0	1	11	1	0	6	2	4	0	5	8	7	4	1	104
2	2	1	1	0	0	0	11	0	3	0	0	6	0	0	2	1	1	1	1	4	2	0	0	36
3	2	1	0	0	0	1	11	1	3	1	0	5	0	0	5	1	1	0	1	1	1	0	1	36
4	1	1	0	0	0	0	10	1	2	0	0	2	2	0	1	4	2	0	1	1	0	0	0	28
5	7	6	1	0	1	0	35	3	16	2	0	16	5	0	9	6	10	1	7	10	10	8	1	154
6	9	3	1	0	1	0	31	0	12	0	3	7	5	0	10	4	8	1	6	7	10	2	2	122
7	7	7	3	0	2	0	51	3	4	1	3	16	7	0	17	5	7	2	7	11	10	6	1	170
8	15	10	3	0	4	1	71	0	12	0	0	24	14	0	21	15	12	1	18	22	15	5	2	265
9	13	7	2	0	2	2	36	0	2	0	1	10	4	0	18	8	4	0	2	9	8	2	0	130
10	34	18	10	0	2	1	134	8	20	1	2	38	20	1	56	20	16	6	14	26	21	12	9	469
AVERAGES	7.52	7.70	8.38	1.00	7.38	7.80	7.51	7.29	5.57	6.00	6.90	6.98	7.95	10.00	7.88	7.64	7.02	7.92	7.03	7.16	7.10	7.08	7.88	7.31
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	8.2%	3.6%	0.0%	100%	7.7%	0.0%	4.4%	5.9%	23.7%	0.0%	10.0%	8.1%	1.7%	0.0%	4.1%	3.0%	6.2%	0.0%	8.1%	8.1%	8.3%	10.3%	5.9%	6.9%
2	2.0%	1.8%	4.8%	0.0%	0.0%	0.0%	2.7%	0.0%	3.1%	0.0%	0.0%	4.4%	0.0%	0.0%	1.4%	1.5%	1.5%	8.3%	1.6%	4.0%	2.4%	0.0%	0.0%	2.4%
3	2.0%	1.8%	0.0%	0.0%	0.0%	20.0%	2.7%	5.9%	3.1%	20.0%	0.0%	3.7%	0.0%	0.0%	3.4%	1.5%	1.5%	0.0%	1.6%	1.0%	1.2%	0.0%	5.9%	2.4%
4	1.0%	1.8%	0.0%	0.0%	0.0%	0.0%	2.5%	5.9%	2.1%	0.0%	0.0%	1.5%	3.4%	0.0%	0.7%	6.1%	3.1%	0.0%	1.6%	1.0%	0.0%	0.0%	0.0%	1.8%
5	7.1%	10.7%	4.8%	0.0%	7.7%	0.0%	8.6%	17.6%	16.5%	40.0%	0.0%	11.9%	8.6%	0.0%	6.2%	9.1%	15.4%	8.3%	11.3%	10.1%	11.9%	20.5%	5.9%	10.2%
6	9.2%	5.4%	4.8%	0.0%	7.7%	0.0%	7.6%	0.0%	12.4%	0.0%	30.0%	5.2%	8.6%	0.0%	6.9%	6.1%	12.3%	8.3%	9.7%	7.1%	11.9%	5.1%	11.8%	8.1%
7	7.1%	12.5%	14.3%	0.0%	15.4%	0.0%	12.5%	17.6%	4.1%	20.0%	30.0%	11.9%	12.1%	0.0%	11.7%	7.6%	10.8%	16.7%	11.3%	11.1%	11.9%	15.4%	5.9%	11.2%
8	15.3%	17.9%	14.3%	0.0%	30.8%	20.0%	17.4%	0.0%	12.4%	0.0%	0.0%	17.8%	24.1%	0.0%	14.5%	22.7%	18.5%	8.3%	29.0%	22.2%	17.9%	12.8%	11.8%	17.5%
9	13.3%	12.5%	9.5%	0.0%	15.4%	40.0%	8.8%	0.0%	2.1%	0.0%	10.0%	7.4%	6.9%	0.0%	12.4%	12.1%	6.2%	0.0%	3.2%	9.1%	9.5%	5.1%	0.0%	8.6%
10	34.7%	32.1%	47.6%	0.0%	15.4%	20.0%	32.8%	47.1%	20.6%	20.0%	20.0%	28.1%	34.5%	100%	38.6%	30.3%	24.6%	50.0%	22.6%	26.3%	25.0%	30.8%	52.9%	31.0%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



(Question 5 continued, "...rate each of the following Port priorities and consider the importance of each to your community.")

G) INVESTING IN PROJECT NEEDS IN YOUR COMMUNITY

RESPONSE	TIMES MENTIONED																							
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5	1	1	1	2	0	21	3	21	0	0	12	4	0	8	2	6	0	4	8	7	1	0	107
2	3	6	1	0	0	0	12	0	3	0	0	6	0	0	3	1	2	0	3	3	3	0	0	46
3	3	1	0	0	0	0	11	2	6	0	2	6	0	0	4	3	1	0	0	3	1	0	1	44
4	0	3	2	0	0	1	10	1	2	1	0	7	1	0	3	3	0	0	1	2	2	1	0	40
5	8	4	0	0	0	1	42	2	15	1	0	14	7	0	7	12	9	2	6	11	7	4	2	154
6	11	7	2	0	3	0	35	2	8	1	1	15	10	0	18	7	8	2	8	13	9	7	3	170
7	13	5	4	0	1	0	51	2	7	1	1	19	10	0	19	10	7	0	6	17	7	4	1	185
8	12	9	3	0	5	2	63	0	14	0	1	18	10	0	31	11	16	3	14	17	17	8	4	258
9	7	9	2	0	0	1	41	0	1	0	2	11	5	0	14	4	6	1	6	6	11	0	0	127
10	36	11	6	0	2	0	122	5	20	1	3	27	11	1	38	13	10	4	14	19	20	14	6	383
AVERAGES	7.51	6.93	7.29	1.00	6.69	6.80	7.32	5.82	5.63	6.40	7.50	6.49	7.03	10.00	7.37	6.83	6.72	7.92	7.10	6.70	7.11	7.67	7.65	7.01
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5.1%	1.8%	4.8%	100%	15.4%	0.0%	5.1%	17.6%	21.6%	0.0%	0.0%	8.9%	6.9%	0.0%	5.5%	3.0%	9.2%	0.0%	6.5%	8.1%	8.3%	2.6%	0.0%	7.1%
2	3.1%	10.7%	4.8%	0.0%	0.0%	0.0%	2.9%	0.0%	3.1%	0.0%	0.0%	4.4%	0.0%	0.0%	2.1%	1.5%	3.1%	0.0%	4.8%	3.0%	3.6%	0.0%	0.0%	3.0%
3	3.1%	1.8%	0.0%	0.0%	0.0%	0.0%	2.7%	11.8%	6.2%	0.0%	20.0%	4.4%	0.0%	0.0%	2.8%	4.5%	1.5%	0.0%	0.0%	3.0%	1.2%	0.0%	5.9%	2.9%
4	0.0%	5.4%	9.5%	0.0%	0.0%	20.0%	2.5%	5.9%	2.1%	20.0%	0.0%	5.2%	1.7%	0.0%	2.1%	4.5%	0.0%	0.0%	1.6%	2.0%	2.4%	2.6%	0.0%	2.6%
5	8.2%	7.1%	0.0%	0.0%	0.0%	20.0%	10.3%	11.8%	15.5%	20.0%	0.0%	10.4%	12.1%	0.0%	4.8%	18.2%	13.8%	16.7%	9.7%	11.1%	8.3%	10.3%	11.8%	10.2%
6	11.2%	12.5%	9.5%	0.0%	23.1%	0.0%	8.6%	11.8%	8.2%	20.0%	10.0%	11.1%	17.2%	0.0%	12.4%	10.6%	12.3%	16.7%	12.9%	13.1%	10.7%	17.9%	17.6%	11.2%
7	13.3%	8.9%	19.0%	0.0%	7.7%	0.0%	12.5%	11.8%	7.2%	20.0%	10.0%	14.1%	17.2%	0.0%	13.1%	15.2%	10.8%	0.0%	9.7%	17.2%	8.3%	10.3%	5.9%	12.2%
8	12.2%	16.1%	14.3%	0.0%	38.5%	40.0%	15.4%	0.0%	14.4%	0.0%	10.0%	13.3%	17.2%	0.0%	21.4%	16.7%	24.6%	25.0%	22.6%	17.2%	20.2%	20.5%	23.5%	17.0%
9	7.1%	16.1%	9.5%	0.0%	0.0%	20.0%	10.0%	0.0%	1.0%	0.0%	20.0%	8.1%	8.6%	0.0%	9.7%	6.1%	9.2%	8.3%	9.7%	6.1%	13.1%	0.0%	0.0%	8.4%
10	36.7%	19.6%	28.6%	0.0%	15.4%	0.0%	29.9%	29.4%	20.6%	20.0%	30.0%	20.0%	19.0%	100%	26.2%	19.7%	15.4%	33.3%	22.6%	19.2%	23.8%	35.9%	35.3%	25.3%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

H) CONTINUING TO SUPPORT THE COUNTY’S TWO LARGEST EMPLOYERS (THE BOEING COMPANY AND NAVAL STATION EVERETT)

RESPONSE	TIMES MENTIONED																							
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5	0	0	1	1	1	19	1	21	1	1	11	1	0	3	2	6	0	5	8	6	1	0	94
2	2	0	1	0	0	0	7	2	3	0	1	4	0	0	1	0	0	0	2	4	4	0	0	31
3	2	2	0	0	0	0	10	1	5	0	0	2	1	0	7	3	3	0	1	1	5	2	0	45
4	2	2	0	0	0	0	16	1	5	0	0	3	2	0	3	3	1	0	2	2	2	0	0	44
5	6	3	2	0	1	0	39	3	9	1	1	12	6	1	12	7	6	2	4	7	8	3	1	134
6	6	4	2	0	0	1	38	1	11	1	3	16	6	0	7	6	4	1	5	17	7	3	2	141
7	8	10	0	0	1	2	37	1	10	2	1	15	7	0	15	12	15	0	7	12	6	8	2	171
8	21	13	2	0	5	0	73	2	8	0	0	21	6	0	23	10	13	4	6	20	18	8	3	256
9	6	4	5	0	2	0	36	2	3	0	2	6	4	0	16	6	6	0	7	8	4	3	1	121
10	40	18	9	0	3	1	133	3	22	0	1	45	25	0	58	17	11	5	23	20	24	11	8	477
AVERAGES	7.83	7.91	8.33	1.00	7.77	6.20	7.47	6.12	5.71	5.20	6.10	7.19	7.95	5.00	7.95	7.30	6.86	8.17	7.42	6.87	6.92	7.62	8.47	7.32
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514



(Question 5 continued, “...rate each of the following Port priorities and consider the importance of each to your community.”)

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5.1%	0.0%	0.0%	100%	7.7%	20.0%	4.7%	5.9%	21.6%	20.0%	10.0%	8.1%	1.7%	0.0%	2.1%	3.0%	9.2%	0.0%	8.1%	8.1%	7.1%	2.6%	0.0%	6.2%
2	2.0%	0.0%	4.8%	0.0%	0.0%	0.0%	1.7%	11.8%	3.1%	0.0%	10.0%	3.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	3.2%	4.0%	4.8%	0.0%	0.0%	2.0%
3	2.0%	3.6%	0.0%	0.0%	0.0%	0.0%	2.5%	5.9%	5.2%	0.0%	0.0%	1.5%	1.7%	0.0%	4.8%	4.5%	4.6%	0.0%	1.6%	1.0%	6.0%	5.1%	0.0%	3.0%
4	2.0%	3.6%	0.0%	0.0%	0.0%	0.0%	3.9%	5.9%	5.2%	0.0%	0.0%	2.2%	3.4%	0.0%	2.1%	4.5%	1.5%	0.0%	3.2%	2.0%	2.4%	0.0%	0.0%	2.9%
5	6.1%	5.4%	9.5%	0.0%	7.7%	0.0%	9.6%	17.6%	9.3%	20.0%	10.0%	8.9%	10.3%	100%	8.3%	10.6%	9.2%	16.7%	6.5%	7.1%	9.5%	7.7%	5.9%	8.9%
6	6.1%	7.1%	9.5%	0.0%	0.0%	20.0%	9.3%	5.9%	11.3%	20.0%	30.0%	11.9%	10.3%	0.0%	4.8%	9.1%	6.2%	8.3%	8.1%	17.2%	8.3%	7.7%	11.8%	9.3%
7	8.2%	17.9%	0.0%	0.0%	7.7%	40.0%	9.1%	5.9%	10.3%	40.0%	10.0%	11.1%	12.1%	0.0%	10.3%	18.2%	23.1%	0.0%	11.3%	12.1%	7.1%	20.5%	11.8%	11.3%
8	21.4%	23.2%	9.5%	0.0%	38.5%	0.0%	17.9%	11.8%	8.2%	0.0%	0.0%	15.6%	10.3%	0.0%	15.9%	15.2%	20.0%	33.3%	9.7%	20.2%	21.4%	20.5%	17.6%	16.9%
9	6.1%	7.1%	23.8%	0.0%	15.4%	0.0%	8.8%	11.8%	3.1%	0.0%	20.0%	4.4%	6.9%	0.0%	11.0%	9.1%	9.2%	0.0%	11.3%	8.1%	4.8%	7.7%	5.9%	8.0%
10	40.8%	32.1%	42.9%	0.0%	23.1%	20.0%	32.6%	17.6%	22.7%	0.0%	10.0%	33.3%	43.1%	0.0%	40.0%	25.8%	16.9%	41.7%	37.1%	20.2%	28.6%	28.2%	47.1%	31.5%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



6). With all Port sites developed, in development now or programed for future use, the Port is looking to the future to identify how and where to focus its tools and resources to create new economic value in Snohomish County. If the Port District were to include your community in the future, what types of projects and/or improvements would you like to see the Port invest in or partner on?

*TIMES MENTIONED

RESPONSE	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Recreational amenities	52	33	8	0	4	1	252	6	41	2	6	78	33	1	92	43	29	9	36	59	45	25	11	866
Transportation improvements	64	39	13	0	6	0	196	12	39	1	7	81	39	0	87	34	45	8	32	42	47	27	12	831
Habitat restoration	46	33	15	0	7	2	241	9	37	3	4	66	30	1	72	39	29	9	41	45	38	23	12	802
Waterfront development & access	37	24	7	0	1	2	251	2	21	4	3	68	26	1	90	31	24	4	46	54	36	12	12	756
Environmental cleanups & sustainability initiatives	45	32	12	0	5	2	240	6	35	2	5	57	27	0	75	32	27	7	36	34	32	23	9	743
River management	35	14	7	0	3	2	209	5	25	4	3	64	14	0	70	20	23	5	19	50	35	20	10	637
Community revitalization	31	21	2	0	4	1	189	3	28	2	4	49	18	1	65	24	19	6	22	35	26	19	5	574
Boating-related facilities & access	30	15	8	0	1	3	167	2	14	4	4	49	12	1	51	19	13	5	28	43	28	15	10	522
Mixed-use development	35	10	5	0	4	0	170	4	15	2	2	44	18	1	53	26	16	6	25	33	20	10	5	504
Workforce development & training programs	35	16	6	0	3	2	124	3	26	0	4	31	20	0	44	23	23	7	9	25	18	19	6	444
Airport facilities	33	18	10	0	4	0	114	1	23	0	1	50	22	0	28	25	22	5	14	28	17	8	7	430
Close-to-home job centers	28	14	7	0	3	1	96	3	14	1	1	30	15	0	44	15	16	3	14	23	12	13	5	358
International trade/ maritime/ supply chain infrastructure	25	12	5	0	4	2	133	2	11	1	1	22	15	0	32	11	15	3	15	25	12	4	7	357
Broadband access	21	12	4	0	4	1	61	2	13	4	5	16	12	0	22	7	14	2	13	15	22	8	7	265
Industrial developments/ industrial parks	12	3	3	0	1	2	51	2	7	0	1	10	7	0	18	5	6	0	8	13	5	4	1	159
None	2	1	2	1	1	0	13	1	23	0	2	5	1	0	5	3	3	0	2	5	7	0	0	77

*1,514 responded to this question: 98-Arlington, 56-Bothell, 21-Brier,1-Clearview, 13-Darrington, 5-Edmonds, 408-Everett, 17-Gold Bar, 97-Granite Falls, 5-Hat Island, 10-Index, 135-Lake Stevens, 58-Lynnwood, 1-Maltby, 145-Marysville, 66-Mill Creek, 65-Monroe, 12-Mountlake Terrace, 62-Mukilteo, 99-Snohomish, 84-Stanwood, 39-Sultan, and 17-Tulalip.
Question allowed for more than one response



(Question 6 continued, “What types of projects and/or improvements would you like to see the Port invest in or partner on?”)

	*PERCENTAGES																							
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Recreational amenities	53.1%	58.9%	38.1%	0.0%	30.8%	20.0%	61.8%	35.3%	42.3%	40.0%	60.0%	57.8%	56.9%	100%	63.4%	65.2%	44.6%	75.0%	58.1%	59.6%	53.6%	64.1%	64.7%	57.2%
Transportation improvements	65.3%	69.6%	61.9%	0.0%	46.2%	0.0%	48.0%	70.6%	40.2%	20.0%	70.0%	60.0%	67.2%	0.0%	60.0%	51.5%	69.2%	66.7%	51.6%	42.4%	56.0%	69.2%	70.6%	54.9%
Habitat restoration	46.9%	58.9%	71.4%	0.0%	53.8%	40.0%	59.1%	52.9%	38.1%	60.0%	40.0%	48.9%	51.7%	100%	49.7%	59.1%	44.6%	75.0%	66.1%	45.5%	45.2%	59.0%	70.6%	53.0%
Waterfront development & access	37.8%	42.9%	33.3%	0.0%	7.7%	40.0%	61.5%	11.8%	21.6%	80.0%	30.0%	50.4%	44.8%	100%	62.1%	47.0%	36.9%	33.3%	74.2%	54.5%	42.9%	30.8%	70.6%	49.9%
Environmental cleanups & sustainability initiatives	45.9%	57.1%	57.1%	0.0%	38.5%	40.0%	58.8%	35.3%	36.1%	40.0%	50.0%	42.2%	46.6%	0.0%	51.7%	48.5%	41.5%	58.3%	58.1%	34.3%	38.1%	59.0%	52.9%	49.1%
River management	35.7%	25.0%	33.3%	0.0%	23.1%	40.0%	51.2%	29.4%	25.8%	80.0%	30.0%	47.4%	24.1%	0.0%	48.3%	30.3%	35.4%	41.7%	30.6%	50.5%	41.7%	51.3%	58.8%	42.1%
Community revitalization	31.6%	37.5%	9.5%	0.0%	30.8%	20.0%	46.3%	17.6%	28.9%	40.0%	40.0%	36.3%	31.0%	100%	44.8%	36.4%	29.2%	50.0%	35.5%	35.4%	31.0%	48.7%	29.4%	37.9%
Boating-related facilities & access	30.6%	26.8%	38.1%	0.0%	7.7%	60.0%	40.9%	11.8%	14.4%	80.0%	40.0%	36.3%	20.7%	100%	35.2%	28.8%	20.0%	41.7%	45.2%	43.4%	33.3%	38.5%	58.8%	34.5%
Mixed-use development	35.7%	17.9%	23.8%	0.0%	30.8%	0.0%	41.7%	23.5%	15.5%	40.0%	20.0%	32.6%	31.0%	100%	36.6%	39.4%	24.6%	50.0%	40.3%	33.3%	23.8%	25.6%	29.4%	33.3%
Workforce development & training programs	35.7%	28.6%	28.6%	0.0%	23.1%	40.0%	30.4%	17.6%	26.8%	0.0%	40.0%	23.0%	34.5%	0.0%	30.3%	34.8%	35.4%	58.3%	14.5%	25.3%	21.4%	48.7%	35.3%	29.3%
Airport facilities	33.7%	32.1%	47.6%	0.0%	30.8%	0.0%	27.9%	5.9%	23.7%	0.0%	10.0%	37.0%	37.9%	0.0%	19.3%	37.9%	33.8%	41.7%	22.6%	28.3%	20.2%	20.5%	41.2%	28.4%
Close-to-home job centers	28.6%	25.0%	33.3%	0.0%	23.1%	20.0%	23.5%	17.6%	14.4%	20.0%	10.0%	22.2%	25.9%	0.0%	30.3%	22.7%	24.6%	25.0%	22.6%	23.2%	14.3%	33.3%	29.4%	23.6%
International trade/ maritime/ supply chain infrastructure	25.5%	21.4%	23.8%	0.0%	30.8%	40.0%	32.6%	11.8%	11.3%	20.0%	10.0%	16.3%	25.9%	0.0%	22.1%	16.7%	23.1%	25.0%	24.2%	25.3%	14.3%	10.3%	41.2%	23.6%

Table Continued



(Question 6 continued, “What types of projects and/or improvements would you like to see the Port invest in or partner on?”)

TABLE CONTINUED

	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Broadband access	21.4%	21.4%	19.0%	0.0%	30.8%	20.0%	15.0%	11.8%	13.4%	80.0%	50.0%	11.9%	20.7%	0.0%	15.2%	10.6%	21.5%	16.7%	21.0%	15.2%	26.2%	20.5%	41.2%	17.5%
Industrial developments/ industrial parks	12.2%	5.4%	14.3%	0.0%	7.7%	40.0%	12.5%	11.8%	7.2%	0.0%	10.0%	7.4%	12.1%	0.0%	12.4%	7.6%	9.2%	0.0%	12.9%	13.1%	6.0%	10.3%	5.9%	10.5%
None	2.0%	1.8%	9.5%	100%	7.7%	0.0%	3.2%	5.9%	23.7%	0.0%	20.0%	3.7%	1.7%	0.0%	3.4%	4.5%	4.6%	0.0%	3.2%	5.1%	8.3%	0.0%	0.0%	5.1%

*1,514 responded to this question: 98-Arlington, 56-Bothell, 21-Brier,1-Clearview, 13-Darrington, 5-Edmonds, 408-Everett, 17-Gold Bar, 97-Granite Falls, 5-Hat Island, 10-Index, 135-Lake Stevens, 58-Lynnwood, 1-Maltby, 145-Marysville, 66-Mill Creek, 65-Monroe, 12-Mountlake Terrace, 62-Mukilteo, 99-Snohomish, 84-Stanwood, 39-Sultan, and 17-Tulalip.
Question allowed for more than one response
Percentages based on number of respondents



7). Are you a business owner in Snohomish County?

TIMES MENTIONED																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Yes	18	8	2	0	1	5	79	3	15	0	3	22	7	1	15	7	10	2	15	25	14	9	3	264
No	80	48	19	1	12	0	329	14	82	5	7	113	51	0	130	59	55	10	47	74	70	30	14	1250
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Yes	18.4%	14.3%	9.5%	0.0%	7.7%	100%	19.4%	17.6%	15.5%	0.0%	30.0%	16.3%	12.1%	100%	10.3%	10.6%	15.4%	16.7%	24.2%	25.3%	16.7%	23.1%	17.6%	17.4%
No	81.6%	85.7%	90.5%	100%	92.3%	0.0%	80.6%	82.4%	84.5%	100%	70.0%	83.7%	87.9%	0.0%	89.7%	89.4%	84.6%	83.3%	75.8%	74.7%	83.3%	76.9%	82.4%	82.6%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

A) A CONNECTED & EFFICIENT SUPPLY CHAIN

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	1	1	0	0	1	6	1	6	0	5	1	0	1	2	2	1	0	1	1	0	0	30
2	0	0	0	0	0	5	0	1	0	2	0	0	2	1	0	0	1	1	2	1	0	16
3	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	1	1	1	0	0	9
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
5	1	1	0	0	1	14	1	2	0	0	2	0	1	1	3	0	3	0	3	1	1	35
6	1	1	0	0	1	5	0	1	1	1	0	0	2	0	1	0	1	4	3	2	0	24
7	2	0	0	0	1	11	0	0	0	3	2	0	1	1	0	0	1	1	0	1	0	24
8	4	1	2	0	0	7	0	2	1	4	0	0	1	1	3	0	3	9	1	1	0	40
9	0	0	0	0	1	2	0	1	0	0	1	0	0	0	1	0	1	1	1	0	0	9
10	9	4	0	1	0	24	1	2	0	7	1	1	7	1	0	1	3	6	2	3	2	75
AVERAGES	8.22	7.50	8.00	10.00	5.60	6.61	5.33	4.60	5.67	6.27	6.29	10.00	7.13	4.86	5.60	5.50	6.67	7.28	5.57	7.11	8.33	6.57
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace,15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, “...rate each of the following and consider the importance of each to your business.”)

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5.6%	12.5%	0.0%	0.0%	20.0%	7.6%	33.3%	40.0%	0.0%	22.7%	14.3%	0.0%	6.7%	28.6%	20.0%	50.0%	0.0%	4.0%	7.1%	0.0%	0.0%	11.4%
2	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	6.7%	0.0%	9.1%	0.0%	0.0%	13.3%	14.3%	0.0%	0.0%	6.7%	4.0%	14.3%	11.1%	0.0%	6.1%
3	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	4.0%	7.1%	0.0%	0.0%	3.4%
4	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	4.0%	0.0%	0.0%	0.0%	0.8%
5	5.6%	12.5%	0.0%	0.0%	20.0%	17.7%	33.3%	13.3%	0.0%	0.0%	28.6%	0.0%	6.7%	14.3%	30.0%	0.0%	20.0%	0.0%	21.4%	11.1%	33.3%	13.3%
6	5.6%	12.5%	0.0%	0.0%	20.0%	6.3%	0.0%	6.7%	33.3%	4.5%	0.0%	0.0%	13.3%	0.0%	10.0%	0.0%	6.7%	16.0%	21.4%	22.2%	0.0%	9.1%
7	11.1%	0.0%	0.0%	0.0%	20.0%	13.9%	0.0%	0.0%	0.0%	13.6%	28.6%	0.0%	6.7%	14.3%	0.0%	0.0%	6.7%	4.0%	0.0%	11.1%	0.0%	9.1%
8	22.2%	12.5%	100%	0.0%	0.0%	8.9%	0.0%	13.3%	33.3%	18.2%	0.0%	0.0%	6.7%	14.3%	30.0%	0.0%	20.0%	36.0%	7.1%	11.1%	0.0%	15.2%
9	0.0%	0.0%	0.0%	0.0%	20.0%	2.5%	0.0%	6.7%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	10.0%	0.0%	6.7%	4.0%	7.1%	0.0%	0.0%	3.4%
10	50.0%	50.0%	0.0%	100%	0.0%	30.4%	33.3%	13.3%	0.0%	31.8%	14.3%	100%	46.7%	14.3%	0.0%	50.0%	20.0%	24.0%	14.3%	33.3%	66.7%	28.4%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

B) LOCAL TRANSPORTATION IMPROVEMENTS

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	1	0	0	0	0	7	2	6	0	4	1	0	0	2	2	0	1	0	2	0	0	28
2	0	1	0	0	0	4	0	1	0	0	0	0	2	0	0	0	0	1	0	1	0	10
3	0	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7
4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	1	2	3	1	0	0	12
5	2	0	0	0	2	10	0	4	0	4	2	0	1	3	1	0	0	0	3	1	1	34
6	2	1	0	0	1	6	0	1	1	0	1	0	0	0	2	0	3	4	1	1	0	24
7	2	0	1	0	0	8	0	0	0	2	2	0	2	1	0	0	1	2	1	0	0	22
8	4	2	1	0	1	10	1	1	1	2	0	0	1	1	1	0	2	5	2	2	0	37
9	0	0	0	0	0	5	0	0	0	2	0	0	1	0	1	0	4	2	2	0	1	18
10	7	4	0	1	0	20	0	2	1	7	1	1	8	0	2	1	2	8	2	4	1	72
AVERAGES	7.72	8.00	7.50	10.00	5.60	6.48	3.33	4.13	8.00	6.59	5.86	10.00	8.00	4.57	6.00	7.00	7.07	7.60	6.29	7.67	8.00	6.68
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, “...rate each of the following and consider the importance of each to your business.”)

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5.6%	0.0%	0.0%	0.0%	0.0%	8.9%	66.7%	40.0%	0.0%	18.2%	14.3%	0.0%	0.0%	28.6%	20.0%	0.0%	6.7%	0.0%	14.3%	0.0%	0.0%	10.6%
2	0.0%	12.5%	0.0%	0.0%	0.0%	5.1%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	11.1%	0.0%	3.8%
3	0.0%	0.0%	0.0%	0.0%	0.0%	7.6%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%
4	0.0%	0.0%	0.0%	0.0%	20.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	50.0%	13.3%	12.0%	7.1%	0.0%	0.0%	4.5%
5	11.1%	0.0%	0.0%	0.0%	40.0%	12.7%	0.0%	26.7%	0.0%	18.2%	28.6%	0.0%	6.7%	42.9%	10.0%	0.0%	0.0%	0.0%	21.4%	11.1%	33.3%	12.9%
6	11.1%	12.5%	0.0%	0.0%	20.0%	7.6%	0.0%	6.7%	33.3%	0.0%	14.3%	0.0%	0.0%	0.0%	20.0%	0.0%	20.0%	16.0%	7.1%	11.1%	0.0%	9.1%
7	11.1%	0.0%	50.0%	0.0%	0.0%	10.1%	0.0%	0.0%	0.0%	9.1%	28.6%	0.0%	13.3%	14.3%	0.0%	0.0%	6.7%	8.0%	7.1%	0.0%	0.0%	8.3%
8	22.2%	25.0%	50.0%	0.0%	20.0%	12.7%	33.3%	6.7%	33.3%	9.1%	0.0%	0.0%	6.7%	14.3%	10.0%	0.0%	13.3%	20.0%	14.3%	22.2%	0.0%	14.0%
9	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	6.7%	0.0%	10.0%	0.0%	26.7%	8.0%	14.3%	0.0%	33.3%	6.8%
10	38.9%	50.0%	0.0%	100%	0.0%	25.3%	0.0%	13.3%	33.3%	31.8%	14.3%	100%	53.3%	0.0%	20.0%	50.0%	13.3%	32.0%	14.3%	44.4%	33.3%	27.3%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

C) REGIONAL TRANSPORTATION IMPROVEMENTS

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	1	0	0	0	0	10	2	6	0	5	1	0	1	2	2	0	1	0	2	0	0	33
2	1	0	0	0	0	4	0	0	0	0	0	0	1	1	1	0	0	1	1	1	0	11
3	0	1	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4	1	0	0	0	1	1	0	2	0	0	1	0	0	0	0	0	1	2	0	0	0	9
5	2	2	0	0	1	11	0	4	0	3	1	0	1	2	1	0	1	0	3	1	1	34
6	1	0	0	0	0	4	0	0	1	0	1	0	1	0	2	0	1	2	1	1	1	16
7	4	0	0	0	1	12	0	0	1	3	0	0	1	0	0	0	0	4	0	0	0	26
8	1	1	2	0	1	10	0	0	1	3	1	0	5	0	1	1	3	3	3	2	0	38
9	1	0	0	0	0	6	0	0	0	1	2	0	0	1	0	0	5	5	1	0	0	22
10	6	4	0	1	0	17	0	3	0	7	0	1	5	1	3	1	3	8	3	4	1	68
AVERAGES	7.11	7.63	8.00	10.00	5.40	6.34	1.67	4.27	7.00	6.55	6.00	10.00	7.40	4.71	5.90	9.00	7.67	7.96	6.29	7.67	7.00	6.60
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, “...rate each of the following and consider the importance of each to your business.”)

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5.6%	0.0%	0.0%	0.0%	0.0%	12.7%	66.7%	40.0%	0.0%	22.7%	14.3%	0.0%	6.7%	28.6%	20.0%	0.0%	6.7%	0.0%	14.3%	0.0%	0.0%	12.5%
2	5.6%	0.0%	0.0%	0.0%	0.0%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	14.3%	10.0%	0.0%	0.0%	4.0%	7.1%	11.1%	0.0%	4.2%
3	0.0%	12.5%	0.0%	0.0%	20.0%	5.1%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%
4	5.6%	0.0%	0.0%	0.0%	20.0%	1.3%	0.0%	13.3%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	8.0%	0.0%	0.0%	0.0%	3.4%
5	11.1%	25.0%	0.0%	0.0%	20.0%	13.9%	0.0%	26.7%	0.0%	13.6%	14.3%	0.0%	6.7%	28.6%	10.0%	0.0%	6.7%	0.0%	21.4%	11.1%	33.3%	12.9%
6	5.6%	0.0%	0.0%	0.0%	0.0%	5.1%	0.0%	0.0%	33.3%	0.0%	14.3%	0.0%	6.7%	0.0%	20.0%	0.0%	6.7%	8.0%	7.1%	11.1%	33.3%	6.1%
7	22.2%	0.0%	0.0%	0.0%	20.0%	15.2%	0.0%	0.0%	33.3%	13.6%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	9.8%
8	5.6%	12.5%	100%	0.0%	20.0%	12.7%	0.0%	0.0%	33.3%	13.6%	14.3%	0.0%	33.3%	0.0%	10.0%	50.0%	20.0%	12.0%	21.4%	22.2%	0.0%	14.4%
9	5.6%	0.0%	0.0%	0.0%	0.0%	7.6%	0.0%	0.0%	0.0%	4.5%	28.6%	0.0%	0.0%	14.3%	0.0%	0.0%	33.3%	20.0%	7.1%	0.0%	0.0%	8.3%
10	33.3%	50.0%	0.0%	100%	0.0%	21.5%	0.0%	20.0%	0.0%	31.8%	0.0%	100%	33.3%	14.3%	30.0%	50.0%	20.0%	32.0%	21.4%	44.4%	33.3%	25.8%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, “...rate each of the following and consider the importance of each to your business.”)

D) ACCESS TO FOREIGN TRADE/FREE TRADE ZONES

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	3	2	0	0	1	18	2	10	2	12	4	0	5	4	4	1	4	9	5	2	1	89
2	1	2	0	0	1	9	0	1	0	0	0	0	2	0	1	0	1	3	1	1	0	23
3	1	0	0	0	0	4	0	1	0	3	0	1	0	0	1	0	1	0	1	0	0	13
4	1	0	0	0	0	4	0	1	0	0	0	0	0	1	1	0	2	4	2	0	0	16
5	2	2	0	0	0	12	1	1	0	2	1	0	2	1	1	0	1	3	2	1	1	33
6	1	0	0	0	1	4	0	1	0	2	0	0	1	0	0	1	0	4	1	1	0	17
7	2	0	0	0	1	5	0	0	1	0	1	0	0	1	0	0	1	0	1	1	0	14
8	4	1	1	0	1	6	0	0	0	1	1	0	1	0	1	0	4	0	0	1	1	23
9	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	7
10	3	1	0	1	0	13	0	0	0	2	0	0	4	0	1	0	0	1	1	2	0	29
AVERAGES	5.78	4.25	8.50	10.00	4.80	5.03	2.33	2.00	3.00	3.23	3.43	3.00	4.87	2.86	3.60	3.50	4.67	3.56	3.64	5.56	4.67	4.32
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	16.7%	25.0%	0.0%	0.0%	20.0%	22.8%	66.7%	66.7%	66.7%	54.5%	57.1%	0.0%	33.3%	57.1%	40.0%	50.0%	26.7%	36.0%	35.7%	22.2%	33.3%	33.7%
2	5.6%	25.0%	0.0%	0.0%	20.0%	11.4%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	13.3%	0.0%	10.0%	0.0%	6.7%	12.0%	7.1%	11.1%	0.0%	8.7%
3	5.6%	0.0%	0.0%	0.0%	0.0%	5.1%	0.0%	6.7%	0.0%	13.6%	0.0%	100%	0.0%	0.0%	10.0%	0.0%	6.7%	0.0%	7.1%	0.0%	0.0%	4.9%
4	5.6%	0.0%	0.0%	0.0%	0.0%	5.1%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	10.0%	0.0%	13.3%	16.0%	14.3%	0.0%	0.0%	6.1%
5	11.1%	25.0%	0.0%	0.0%	0.0%	15.2%	33.3%	6.7%	0.0%	9.1%	14.3%	0.0%	13.3%	14.3%	10.0%	0.0%	6.7%	12.0%	14.3%	11.1%	33.3%	12.5%
6	5.6%	0.0%	0.0%	0.0%	20.0%	5.1%	0.0%	6.7%	0.0%	9.1%	0.0%	0.0%	6.7%	0.0%	0.0%	50.0%	0.0%	16.0%	7.1%	11.1%	0.0%	6.4%
7	11.1%	0.0%	0.0%	0.0%	20.0%	6.3%	0.0%	0.0%	33.3%	0.0%	14.3%	0.0%	0.0%	14.3%	0.0%	0.0%	6.7%	0.0%	7.1%	11.1%	0.0%	5.3%
8	22.2%	12.5%	50.0%	0.0%	20.0%	7.6%	0.0%	0.0%	0.0%	4.5%	14.3%	0.0%	6.7%	0.0%	10.0%	0.0%	26.7%	0.0%	0.0%	11.1%	33.3%	8.7%
9	0.0%	0.0%	50.0%	0.0%	0.0%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	4.0%	0.0%	0.0%	0.0%	2.7%
10	16.7%	12.5%	0.0%	100%	0.0%	16.5%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	26.7%	0.0%	10.0%	0.0%	0.0%	4.0%	7.1%	22.2%	0.0%	11.0%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

E) IMPORT/EXPORT SUPPORT

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	2	2	0	0	1	14	2	9	2	9	4	0	4	3	4	1	4	7	6	1	0	75
2	0	1	0	0	1	11	0	2	0	0	0	0	1	0	1	0	1	1	2	2	0	23
3	1	0	0	0	0	4	0	0	0	4	0	1	0	0	0	0	1	0	0	0	0	11
4	1	1	0	0	0	2	0	0	0	0	0	0	1	1	1	0	1	2	2	0	0	12
5	3	2	0	0	1	11	1	2	0	3	1	0	2	1	2	0	1	3	1	1	1	36
6	2	1	0	0	0	6	0	2	0	0	0	0	2	0	0	1	1	6	0	1	0	22
7	4	0	0	0	1	8	0	0	1	2	1	0	0	0	0	0	2	2	1	2	1	25
8	1	0	0	0	1	5	0	0	0	1	1	0	0	2	1	0	2	1	1	1	1	18
9	1	0	2	0	0	6	0	0	0	0	0	0	0	0	1	0	1	2	1	0	0	14
10	3	1	0	1	0	12	0	0	0	3	0	0	5	0	0	0	1	1	0	1	0	28
AVERAGES	6.17	4.25	9.00	10.00	4.60	5.28	2.33	2.33	3.00	4.00	3.43	3.00	5.47	4.00	3.70	3.50	4.87	4.72	3.36	5.33	6.67	4.69
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, “...rate each of the following and consider the importance of each to your business.”)

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	11.1%	25.0%	0.0%	0.0%	20.0%	17.7%	66.7%	60.0%	66.7%	40.9%	57.1%	0.0%	26.7%	42.9%	40.0%	50.0%	26.7%	28.0%	42.9%	11.1%	0.0%	28.4%
2	0.0%	12.5%	0.0%	0.0%	20.0%	13.9%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	10.0%	0.0%	6.7%	4.0%	14.3%	22.2%	0.0%	8.7%
3	5.6%	0.0%	0.0%	0.0%	0.0%	5.1%	0.0%	0.0%	0.0%	18.2%	0.0%	100%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	4.2%
4	5.6%	12.5%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	14.3%	10.0%	0.0%	6.7%	8.0%	14.3%	0.0%	0.0%	4.5%
5	16.7%	25.0%	0.0%	0.0%	20.0%	13.9%	33.3%	13.3%	0.0%	13.6%	14.3%	0.0%	13.3%	14.3%	20.0%	0.0%	6.7%	12.0%	7.1%	11.1%	33.3%	13.6%
6	11.1%	12.5%	0.0%	0.0%	0.0%	7.6%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	13.3%	0.0%	0.0%	50.0%	6.7%	24.0%	0.0%	11.1%	0.0%	8.3%
7	22.2%	0.0%	0.0%	0.0%	20.0%	10.1%	0.0%	0.0%	33.3%	9.1%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	13.3%	8.0%	7.1%	22.2%	33.3%	9.5%
8	5.6%	0.0%	0.0%	0.0%	20.0%	6.3%	0.0%	0.0%	0.0%	4.5%	14.3%	0.0%	0.0%	28.6%	10.0%	0.0%	13.3%	4.0%	7.1%	11.1%	33.3%	6.8%
9	5.6%	0.0%	100%	0.0%	0.0%	7.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	6.7%	8.0%	7.1%	0.0%	0.0%	5.3%
10	16.7%	12.5%	0.0%	100%	0.0%	15.2%	0.0%	0.0%	0.0%	13.6%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	6.7%	4.0%	0.0%	11.1%	0.0%	10.6%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

F) QUALIFIED WORKFORCE & TRAINING PROGRAMS

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	2	1	0	0	0	12	1	6	0	7	1	0	2	3	2	1	0	4	4	2	0	48
2	0	0	0	0	0	3	0	2	0	0	0	0	0	0	1	0	0	3	0	2	0	11
3	1	0	0	0	0	7	1	0	0	1	1	0	1	0	1	0	1	0	1	0	0	15
4	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	8
5	0	0	0	0	2	12	1	2	0	4	1	0	2	2	1	0	1	2	1	0	1	32
6	2	2	1	0	0	3	0	0	2	1	1	0	0	0	1	0	1	4	3	0	0	21
7	3	0	0	0	1	8	0	1	1	2	0	1	1	2	0	0	1	4	1	0	1	27
8	4	2	0	0	1	11	0	1	0	2	2	0	2	0	3	0	5	2	1	3	0	39
9	1	0	1	0	0	5	0	0	0	1	1	0	1	0	1	0	1	1	1	0	0	14
10	5	2	0	1	1	15	0	2	0	4	0	0	6	0	0	1	3	5	1	2	1	49
AVERAGES	7.17	6.63	7.50	10.00	7.00	5.92	3.00	3.93	6.33	5.23	5.71	7.00	7.13	3.86	5.10	5.50	7.20	5.88	4.86	5.56	7.33	5.87
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	11.1%	12.5%	0.0%	0.0%	0.0%	15.2%	33.3%	40.0%	0.0%	31.8%	14.3%	0.0%	13.3%	42.9%	20.0%	50.0%	0.0%	16.0%	28.6%	22.2%	0.0%	18.2%
2	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	12.0%	0.0%	22.2%	0.0%	4.2%
3	5.6%	0.0%	0.0%	0.0%	0.0%	8.9%	33.3%	0.0%	0.0%	4.5%	14.3%	0.0%	6.7%	0.0%	10.0%	0.0%	6.7%	0.0%	7.1%	0.0%	0.0%	5.7%
4	0.0%	12.5%	0.0%	0.0%	0.0%	3.8%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.3%	0.0%	7.1%	0.0%	0.0%	3.0%
5	0.0%	0.0%	0.0%	0.0%	40.0%	15.2%	33.3%	13.3%	0.0%	18.2%	14.3%	0.0%	13.3%	28.6%	10.0%	0.0%	6.7%	8.0%	7.1%	0.0%	33.3%	12.1%
6	11.1%	25.0%	50.0%	0.0%	0.0%	3.8%	0.0%	0.0%	66.7%	4.5%	14.3%	0.0%	0.0%	0.0%	10.0%	0.0%	6.7%	16.0%	21.4%	0.0%	0.0%	8.0%
7	16.7%	0.0%	0.0%	0.0%	20.0%	10.1%	0.0%	6.7%	33.3%	9.1%	0.0%	100%	6.7%	28.6%	0.0%	0.0%	6.7%	16.0%	7.1%	0.0%	33.3%	10.2%
8	22.2%	25.0%	0.0%	0.0%	20.0%	13.9%	0.0%	6.7%	0.0%	9.1%	28.6%	0.0%	13.3%	0.0%	30.0%	0.0%	33.3%	8.0%	7.1%	33.3%	0.0%	14.8%
9	5.6%	0.0%	50.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	4.5%	14.3%	0.0%	6.7%	0.0%	10.0%	0.0%	6.7%	4.0%	7.1%	0.0%	0.0%	5.3%
10	27.8%	25.0%	0.0%	100%	20.0%	19.0%	0.0%	13.3%	0.0%	18.2%	0.0%	0.0%	40.0%	0.0%	0.0%	50.0%	20.0%	20.0%	7.1%	22.2%	33.3%	18.6%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

G) COMMUNITY REVITALIZATION

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	1	0	0	0	0	7	2	6	0	2	1	0	1	1	2	0	1	0	5	0	1	30
2	0	0	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	8
3	0	0	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	9
4	0	1	0	0	1	0	0	2	1	0	1	0	0	0	0	0	0	1	1	0	0	8
5	2	0	0	0	1	6	1	1	0	3	0	0	2	1	2	0	0	1	2	1	0	23
6	1	1	0	0	0	8	0	2	1	0	0	0	1	1	2	1	3	5	1	0	0	27
7	0	1	0	0	1	10	0	0	1	5	2	0	0	0	0	0	0	4	0	0	0	24
8	4	2	1	0	0	15	0	1	0	6	3	0	2	0	2	0	4	3	2	3	1	49
9	2	0	0	0	0	7	0	0	0	1	0	1	1	2	0	0	1	1	0	0	0	16
10	8	3	0	1	1	17	0	1	0	5	0	0	8	2	2	1	6	7	3	4	1	70
AVERAGES	8.17	7.88	5.50	10.00	5.60	6.72	2.33	3.60	5.67	7.23	6.14	9.00	8.13	7.14	6.00	8.00	8.00	7.08	5.07	8.00	6.33	6.77
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5.6%	0.0%	0.0%	0.0%	0.0%	8.9%	66.7%	40.0%	0.0%	9.1%	14.3%	0.0%	6.7%	14.3%	20.0%	0.0%	6.7%	0.0%	35.7%	0.0%	33.3%	11.4%
2	0.0%	0.0%	0.0%	0.0%	20.0%	5.1%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	3.0%
3	0.0%	0.0%	50.0%	0.0%	0.0%	6.3%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	11.1%	0.0%	3.4%
4	0.0%	12.5%	0.0%	0.0%	20.0%	0.0%	0.0%	13.3%	33.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	7.1%	0.0%	0.0%	3.0%
5	11.1%	0.0%	0.0%	0.0%	20.0%	7.6%	33.3%	6.7%	0.0%	13.6%	0.0%	0.0%	13.3%	14.3%	20.0%	0.0%	0.0%	4.0%	14.3%	11.1%	0.0%	8.7%
6	5.6%	12.5%	0.0%	0.0%	0.0%	10.1%	0.0%	13.3%	33.3%	0.0%	0.0%	0.0%	6.7%	14.3%	20.0%	50.0%	20.0%	20.0%	7.1%	0.0%	0.0%	10.2%
7	0.0%	12.5%	0.0%	0.0%	20.0%	12.7%	0.0%	0.0%	33.3%	22.7%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	9.1%
8	22.2%	25.0%	50.0%	0.0%	0.0%	19.0%	0.0%	6.7%	0.0%	27.3%	42.9%	0.0%	13.3%	0.0%	20.0%	0.0%	26.7%	12.0%	14.3%	33.3%	33.3%	18.6%
9	11.1%	0.0%	0.0%	0.0%	0.0%	8.9%	0.0%	0.0%	0.0%	4.5%	0.0%	100%	6.7%	28.6%	0.0%	0.0%	6.7%	4.0%	0.0%	0.0%	0.0%	6.1%
10	44.4%	37.5%	0.0%	100%	20.0%	21.5%	0.0%	6.7%	0.0%	22.7%	0.0%	0.0%	53.3%	28.6%	20.0%	50.0%	40.0%	28.0%	21.4%	44.4%	33.3%	26.5%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

H) ENVIRONMENTAL CLEANUP & SUSTAINABILITY

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	1	0	0	0	0	5	2	3	0	1	1	0	2	0	2	0	1	0	3	0	0	21
2	0	1	0	0	1	3	0	1	1	0	1	0	1	0	0	0	3	2	0	1	0	15
3	0	0	1	0	0	3	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	8
4	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	1	1	0	8
5	2	0	0	0	1	9	0	2	0	5	2	0	0	1	1	0	1	4	2	1	0	31
6	2	1	0	0	0	9	0	2	0	3	0	0	1	1	1	1	1	4	0	1	1	28
7	0	1	0	0	0	9	0	1	0	1	0	0	2	1	3	0	1	3	2	0	0	24
8	4	2	0	0	0	12	0	1	0	0	2	0	1	2	0	0	3	4	0	2	1	34
9	3	0	0	0	2	11	0	0	1	1	0	1	0	1	0	0	1	1	1	0	0	23
10	6	3	1	1	1	18	1	2	1	9	1	0	8	1	3	1	4	3	4	3	1	72
AVERAGES	7.89	7.63	6.50	10.00	7.00	7.05	4.00	4.80	7.00	7.18	5.57	9.00	7.47	7.57	6.40	8.00	6.53	6.20	5.93	7.00	8.00	6.81
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, “...rate each of the following and consider the importance of each to your business.”)

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5.6%	0.0%	0.0%	0.0%	0.0%	6.3%	66.7%	20.0%	0.0%	4.5%	14.3%	0.0%	13.3%	0.0%	20.0%	0.0%	6.7%	0.0%	21.4%	0.0%	0.0%	8.0%
2	0.0%	12.5%	0.0%	0.0%	20.0%	3.8%	0.0%	6.7%	33.3%	0.0%	14.3%	0.0%	6.7%	0.0%	0.0%	0.0%	20.0%	8.0%	0.0%	11.1%	0.0%	5.7%
3	0.0%	0.0%	50.0%	0.0%	0.0%	3.8%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	7.1%	0.0%	0.0%	3.0%
4	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	7.1%	11.1%	0.0%	3.0%
5	11.1%	0.0%	0.0%	0.0%	20.0%	11.4%	0.0%	13.3%	0.0%	22.7%	28.6%	0.0%	0.0%	14.3%	10.0%	0.0%	6.7%	16.0%	14.3%	11.1%	0.0%	11.7%
6	11.1%	12.5%	0.0%	0.0%	0.0%	11.4%	0.0%	13.3%	0.0%	13.6%	0.0%	0.0%	6.7%	14.3%	10.0%	50.0%	6.7%	16.0%	0.0%	11.1%	33.3%	10.6%
7	0.0%	12.5%	0.0%	0.0%	0.0%	11.4%	0.0%	6.7%	0.0%	4.5%	0.0%	0.0%	13.3%	14.3%	30.0%	0.0%	6.7%	12.0%	14.3%	0.0%	0.0%	9.1%
8	22.2%	25.0%	0.0%	0.0%	0.0%	15.2%	0.0%	6.7%	0.0%	0.0%	28.6%	0.0%	6.7%	28.6%	0.0%	0.0%	20.0%	16.0%	0.0%	22.2%	33.3%	12.9%
9	16.7%	0.0%	0.0%	0.0%	40.0%	13.9%	0.0%	0.0%	33.3%	4.5%	0.0%	100%	0.0%	14.3%	0.0%	0.0%	6.7%	4.0%	7.1%	0.0%	0.0%	8.7%
10	33.3%	37.5%	50.0%	100%	20.0%	22.8%	33.3%	13.3%	33.3%	40.9%	14.3%	0.0%	53.3%	14.3%	30.0%	50.0%	26.7%	12.0%	28.6%	33.3%	33.3%	27.3%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

I) SMALL BUSINESS GRANTS

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	1	2	0	0	0	8	1	4	0	4	1	0	1	1	3	0	0	3	3	1	0	33
2	0	0	0	0	0	6	0	0	0	0	1	0	1	0	0	0	0	3	0	1	0	12
3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4
4	1	1	0	0	0	2	0	1	1	1	0	0	0	0	0	0	1	0	1	0	1	10
5	3	0	0	0	2	14	1	2	0	4	1	0	1	1	2	0	1	2	2	0	0	36
6	0	0	0	0	1	6	0	1	0	1	0	0	0	0	1	1	1	7	3	0	0	22
7	1	2	1	0	1	10	0	5	1	4	2	0	2	1	0	0	0	0	1	1	0	32
8	2	1	0	0	0	10	0	0	0	3	1	0	1	2	2	0	4	3	1	3	1	34
9	1	0	0	0	1	4	0	0	0	1	0	1	1	0	1	0	1	4	1	0	0	16
10	9	2	1	1	0	16	1	2	1	4	1	0	8	2	1	1	7	3	2	2	1	65
AVERAGES	7.89	6.00	8.50	10.00	6.40	6.19	5.33	5.27	7.00	6.14	5.71	9.00	7.93	7.00	5.40	8.00	8.40	6.04	5.64	6.33	7.33	6.48
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5.6%	25.0%	0.0%	0.0%	0.0%	10.1%	33.3%	26.7%	0.0%	18.2%	14.3%	0.0%	6.7%	14.3%	30.0%	0.0%	0.0%	12.0%	21.4%	11.1%	0.0%	12.5%
2	0.0%	0.0%	0.0%	0.0%	0.0%	7.6%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	12.0%	0.0%	11.1%	0.0%	4.5%
3	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	0.0%	1.5%
4	5.6%	12.5%	0.0%	0.0%	0.0%	2.5%	0.0%	6.7%	33.3%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	7.1%	0.0%	33.3%	3.8%
5	16.7%	0.0%	0.0%	0.0%	40.0%	17.7%	33.3%	13.3%	0.0%	18.2%	14.3%	0.0%	6.7%	14.3%	20.0%	0.0%	6.7%	8.0%	14.3%	0.0%	0.0%	13.6%
6	0.0%	0.0%	0.0%	0.0%	20.0%	7.6%	0.0%	6.7%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	10.0%	50.0%	6.7%	28.0%	21.4%	0.0%	0.0%	8.3%
7	5.6%	25.0%	50.0%	0.0%	20.0%	12.7%	0.0%	33.3%	33.3%	18.2%	28.6%	0.0%	13.3%	14.3%	0.0%	0.0%	0.0%	0.0%	7.1%	11.1%	0.0%	12.1%
8	11.1%	12.5%	0.0%	0.0%	0.0%	12.7%	0.0%	0.0%	0.0%	13.6%	14.3%	0.0%	6.7%	28.6%	20.0%	0.0%	26.7%	12.0%	7.1%	33.3%	33.3%	12.9%
9	5.6%	0.0%	0.0%	0.0%	20.0%	5.1%	0.0%	0.0%	0.0%	4.5%	0.0%	100%	6.7%	0.0%	10.0%	0.0%	6.7%	16.0%	7.1%	0.0%	0.0%	6.1%
10	50.0%	25.0%	50.0%	100%	0.0%	20.3%	33.3%	13.3%	33.3%	18.2%	14.3%	0.0%	53.3%	28.6%	10.0%	50.0%	46.7%	12.0%	14.3%	22.2%	33.3%	24.6%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

J) ACCESSIBLE INDUSTRIAL PARKS

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	1	0	0	0	1	14	2	9	0	6	2	0	2	2	2	1	2	2	3	1	0	50
2	0	1	0	0	0	6	0	1	1	1	1	0	1	1	2	0	0	2	2	1	0	20
3	2	1	0	0	0	5	0	1	1	2	0	0	0	1	1	0	1	0	0	1	0	16
4	0	0	0	0	0	3	0	0	0	3	0	0	1	0	2	0	3	2	2	0	0	16
5	3	1	0	0	0	11	0	3	0	1	1	1	3	1	0	0	2	4	2	0	2	35
6	3	3	0	0	1	4	0	1	0	1	0	0	0	0	0	1	2	6	1	2	0	25
7	1	0	1	0	1	12	1	0	1	3	0	0	1	1	1	0	0	0	1	1	0	25
8	1	0	0	0	0	10	0	0	0	3	2	0	1	1	1	0	0	3	3	1	1	27
9	2	0	0	0	1	2	0	0	0	0	1	0	0	0	0	0	1	3	0	0	0	10
10	5	2	1	1	1	12	0	0	0	2	0	0	6	0	1	0	4	3	0	2	0	40
AVERAGES	6.83	6.00	8.50	10.00	6.60	5.49	3.00	2.33	4.00	4.64	4.86	5.00	6.53	3.86	4.20	3.50	5.87	6.04	4.43	5.89	6.00	5.33
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	5.6%	0.0%	0.0%	0.0%	20.0%	17.7%	66.7%	60.0%	0.0%	27.3%	28.6%	0.0%	13.3%	28.6%	20.0%	50.0%	13.3%	8.0%	21.4%	11.1%	0.0%	18.9%
2	0.0%	12.5%	0.0%	0.0%	0.0%	7.6%	0.0%	6.7%	33.3%	4.5%	14.3%	0.0%	6.7%	14.3%	20.0%	0.0%	0.0%	8.0%	14.3%	11.1%	0.0%	7.6%
3	11.1%	12.5%	0.0%	0.0%	0.0%	6.3%	0.0%	6.7%	33.3%	9.1%	0.0%	0.0%	0.0%	14.3%	10.0%	0.0%	6.7%	0.0%	0.0%	11.1%	0.0%	6.1%
4	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	13.6%	0.0%	0.0%	6.7%	0.0%	20.0%	0.0%	20.0%	8.0%	14.3%	0.0%	0.0%	6.1%
5	16.7%	12.5%	0.0%	0.0%	0.0%	13.9%	0.0%	20.0%	0.0%	4.5%	14.3%	100%	20.0%	14.3%	0.0%	0.0%	13.3%	16.0%	14.3%	0.0%	66.7%	13.3%
6	16.7%	37.5%	0.0%	0.0%	20.0%	5.1%	0.0%	6.7%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	13.3%	24.0%	7.1%	22.2%	0.0%	9.5%
7	5.6%	0.0%	50.0%	0.0%	20.0%	15.2%	33.3%	0.0%	33.3%	13.6%	0.0%	0.0%	6.7%	14.3%	10.0%	0.0%	0.0%	0.0%	7.1%	11.1%	0.0%	9.5%
8	5.6%	0.0%	0.0%	0.0%	0.0%	12.7%	0.0%	0.0%	0.0%	13.6%	28.6%	0.0%	6.7%	14.3%	10.0%	0.0%	0.0%	12.0%	21.4%	11.1%	33.3%	10.2%
9	11.1%	0.0%	0.0%	0.0%	20.0%	2.5%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	12.0%	0.0%	0.0%	0.0%	3.8%
10	27.8%	25.0%	50.0%	100%	20.0%	15.2%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	40.0%	0.0%	10.0%	0.0%	26.7%	12.0%	0.0%	22.2%	0.0%	15.2%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

K) BUSINESS INCUBATOR SPACES

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	4	0	0	0	1	9	2	7	0	4	2	0	3	0	3	1	1	4	4	2	0	47
2	0	2	0	0	0	7	0	2	0	1	1	0	0	0	1	0	0	1	1	1	1	18
3	1	1	0	0	0	2	0	0	1	1	0	1	0	2	1	0	1	0	1	0	0	12
4	1	1	0	0	0	5	0	0	0	1	0	0	0	0	0	0	1	1	4	0	0	14
5	2	2	0	0	1	18	0	4	0	7	1	0	5	2	2	0	2	6	0	1	0	53
6	2	0	1	0	0	9	0	0	1	5	0	0	3	0	0	1	4	8	2	2	0	38
7	1	0	0	0	0	9	1	2	0	0	0	0	0	1	1	0	1	2	1	1	1	21
8	3	0	0	0	1	10	0	0	1	2	3	0	1	1	2	0	2	0	1	1	1	29
9	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10	3	1	1	1	1	9	0	0	0	1	0	0	3	1	0	0	3	3	0	1	0	28
AVERAGES	5.72	5.00	8.00	10.00	6.60	5.51	3.00	3.00	5.67	4.73	4.71	3.00	5.60	5.86	4.10	3.50	6.33	5.28	3.71	5.11	5.67	5.16
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, “...rate each of the following and consider the importance of each to your business.”)

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	22.2%	0.0%	0.0%	0.0%	20.0%	11.4%	66.7%	46.7%	0.0%	18.2%	28.6%	0.0%	20.0%	0.0%	30.0%	50.0%	6.7%	16.0%	28.6%	22.2%	0.0%	17.8%
2	0.0%	25.0%	0.0%	0.0%	0.0%	8.9%	0.0%	13.3%	0.0%	4.5%	14.3%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	4.0%	7.1%	11.1%	33.3%	6.8%
3	5.6%	12.5%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	33.3%	4.5%	0.0%	100%	0.0%	28.6%	10.0%	0.0%	6.7%	0.0%	7.1%	0.0%	0.0%	4.5%
4	5.6%	12.5%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	4.0%	28.6%	0.0%	0.0%	5.3%
5	11.1%	25.0%	0.0%	0.0%	20.0%	22.8%	0.0%	26.7%	0.0%	31.8%	14.3%	0.0%	33.3%	28.6%	20.0%	0.0%	13.3%	24.0%	0.0%	11.1%	0.0%	20.1%
6	11.1%	0.0%	50.0%	0.0%	0.0%	11.4%	0.0%	0.0%	33.3%	22.7%	0.0%	0.0%	20.0%	0.0%	0.0%	50.0%	26.7%	32.0%	14.3%	22.2%	0.0%	14.4%
7	5.6%	0.0%	0.0%	0.0%	0.0%	11.4%	33.3%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	10.0%	0.0%	6.7%	8.0%	7.1%	11.1%	33.3%	8.0%
8	16.7%	0.0%	0.0%	0.0%	20.0%	12.7%	0.0%	0.0%	33.3%	9.1%	42.9%	0.0%	6.7%	14.3%	20.0%	0.0%	13.3%	0.0%	7.1%	11.1%	33.3%	11.0%
9	5.6%	12.5%	0.0%	0.0%	20.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%
10	16.7%	12.5%	50.0%	100%	20.0%	11.4%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	20.0%	14.3%	0.0%	0.0%	20.0%	12.0%	0.0%	11.1%	0.0%	10.6%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



(Question 7a continued, "...rate each of the following and consider the importance of each to your business.")

L) IMPROVEMENTS THAT INCREASE AREA TOURISM

*TIMES MENTIONED																						
RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	0	1	0	0	0	8	1	9	0	5	1	0	1	1	2	1	2	2	3	0	0	37
2	0	0	1	0	0	4	0	0	0	1	1	0	1	0	0	0	0	0	1	1	0	10
3	0	1	0	0	0	7	0	0	0	0	0	0	0	2	1	0	0	1	1	0	0	13
4	1	1	0	0	1	1	0	0	1	0	0	0	0	0	1	0	1	1	1	0	0	9
5	4	0	0	0	1	10	1	1	0	3	1	0	1	1	2	0	0	5	1	0	0	31
6	3	1	0	0	1	6	0	2	2	1	1	0	0	0	0	0	3	3	2	2	0	27
7	1	1	0	0	2	10	1	2	0	2	1	0	1	0	2	0	1	2	2	0	0	28
8	3	1	0	0	0	10	0	0	0	6	2	0	3	0	1	0	2	4	0	5	1	38
9	1	0	0	0	0	9	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	12
10	5	2	1	1	0	14	0	1	0	3	0	1	8	3	1	1	6	6	3	1	2	59
AVERAGES	7.33	6.13	6.00	10.00	5.80	6.30	4.33	3.33	5.33	5.86	5.29	10.00	7.93	6.00	5.10	5.50	7.13	6.68	5.21	7.11	9.33	6.24
TOTAL	18	8	2	1	5	79	3	15	3	22	7	1	15	7	10	2	15	25	14	9	3	264

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.



(Question 7a continued, “...rate each of the following and consider the importance of each to your business.”)

*PERCENTAGES

RESPONSE	ARLINGTON	BOTHELL	BRIER	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
1	0.0%	12.5%	0.0%	0.0%	0.0%	10.1%	33.3%	60.0%	0.0%	22.7%	14.3%	0.0%	6.7%	14.3%	20.0%	50.0%	13.3%	8.0%	21.4%	0.0%	0.0%	14.0%
2	0.0%	0.0%	50.0%	0.0%	0.0%	5.1%	0.0%	0.0%	0.0%	4.5%	14.3%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	11.1%	0.0%	3.8%
3	0.0%	12.5%	0.0%	0.0%	0.0%	8.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.6%	10.0%	0.0%	0.0%	4.0%	7.1%	0.0%	0.0%	4.9%
4	5.6%	12.5%	0.0%	0.0%	20.0%	1.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	6.7%	4.0%	7.1%	0.0%	0.0%	3.4%
5	22.2%	0.0%	0.0%	0.0%	20.0%	12.7%	33.3%	6.7%	0.0%	13.6%	14.3%	0.0%	6.7%	14.3%	20.0%	0.0%	0.0%	20.0%	7.1%	0.0%	0.0%	11.7%
6	16.7%	12.5%	0.0%	0.0%	20.0%	7.6%	0.0%	13.3%	66.7%	4.5%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	12.0%	14.3%	22.2%	0.0%	10.2%
7	5.6%	12.5%	0.0%	0.0%	40.0%	12.7%	33.3%	13.3%	0.0%	9.1%	14.3%	0.0%	6.7%	0.0%	20.0%	0.0%	6.7%	8.0%	14.3%	0.0%	0.0%	10.6%
8	16.7%	12.5%	0.0%	0.0%	0.0%	12.7%	0.0%	0.0%	0.0%	27.3%	28.6%	0.0%	20.0%	0.0%	10.0%	0.0%	13.3%	16.0%	0.0%	55.6%	33.3%	14.4%
9	5.6%	0.0%	0.0%	0.0%	0.0%	11.4%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	4.5%
10	27.8%	25.0%	50.0%	100%	0.0%	17.7%	0.0%	6.7%	0.0%	13.6%	0.0%	100%	53.3%	42.9%	10.0%	50.0%	40.0%	24.0%	21.4%	11.1%	66.7%	22.3%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*264 responded to this question: 18-Arlington, 8-Bothell, 2-Brier,0-Clearview, 1-Darrington, 5-Edmonds, 79-Everett, 3-Gold Bar, 15-Granite Falls, 0-Hat Island, 3-Index, 22-Lake Stevens, 7-Lynnwood, 1-Maltby, 15-Marysville, 7-Mill Creek, 10-Monroe, 2-Mountlake Terrace, 15-Mukilteo, 25-Snohomish, 14-Stanwood, 9-Sultan, and 3-Tulalip.
Percentages based on number of respondents



8). Are there specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?

TIMES MENTIONED																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Yes	30	14	4	0	3	1	166	5	23	2	3	47	16	1	49	11	21	2	31	42	17	13	11	512
No	68	42	17	1	10	4	242	12	74	3	7	88	42	0	96	55	44	10	31	57	67	26	6	1002
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Yes	30.6%	25.0%	19.0%	0.0%	23.1%	20.0%	40.7%	29.4%	23.7%	40.0%	30.0%	34.8%	27.6%	100%	33.8%	16.7%	32.3%	16.7%	50.0%	42.4%	20.2%	33.3%	64.7%	33.8%
No	69.4%	75.0%	81.0%	100%	76.9%	80.0%	59.3%	70.6%	76.3%	60.0%	70.0%	65.2%	72.4%	0.0%	66.2%	83.3%	67.7%	83.3%	50.0%	57.6%	79.8%	66.7%	35.3%	66.2%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



(Question 8 continued, “Are there specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

8a). If ‘Yes,’ What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?

Please find all the open-ended responses in the appendix.



9). Many large port districts in Washington state are county-wide – the Port of Everett is not. Currently, the Port District includes most of Everett, portions of Mukilteo and parts of unincorporated Snohomish County in the Marysville area. How interested are you in Port resources being offered in your community?

TIMES MENTIONED																								
RESPONSE	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Very interested	25	8	1	0	2	2	68	0	12	2	1	20	8	0	44	8	8	1	15	11	15	5	8	264
Interested	23	11	7	0	5	1	98	4	14	0	2	41	20	0	37	16	15	4	14	27	26	14	1	380
Neutral	20	18	4	0	2	1	90	6	14	0	5	32	14	1	30	17	21	2	11	27	15	11	6	347
Unsure	18	16	5	0	1	0	76	5	23	1	1	20	11	0	23	19	9	4	8	15	14	6	1	276
Not interested	12	3	4	1	3	1	76	2	34	2	1	22	5	0	11	6	12	1	14	19	14	3	1	247
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Very interested	25.5%	14.3%	4.8%	0.0%	15.4%	40.0%	16.7%	0.0%	12.4%	40.0%	10.0%	14.8%	13.8%	0.0%	30.3%	12.1%	12.3%	8.3%	24.2%	11.1%	17.9%	12.8%	47.1%	17.4%
Interested	23.5%	19.6%	33.3%	0.0%	38.5%	20.0%	24.0%	23.5%	14.4%	0.0%	20.0%	30.4%	34.5%	0.0%	25.5%	24.2%	23.1%	33.3%	22.6%	27.3%	31.0%	35.9%	5.9%	25.1%
Neutral	20.4%	32.1%	19.0%	0.0%	15.4%	20.0%	22.1%	35.3%	14.4%	0.0%	50.0%	23.7%	24.1%	100%	20.7%	25.8%	32.3%	16.7%	17.7%	27.3%	17.9%	28.2%	35.3%	22.9%
Unsure	18.4%	28.6%	23.8%	0.0%	7.7%	0.0%	18.6%	29.4%	23.7%	20.0%	10.0%	14.8%	19.0%	0.0%	15.9%	28.8%	13.8%	33.3%	12.9%	15.2%	16.7%	15.4%	5.9%	18.2%
Not interested	12.2%	5.4%	19.0%	100%	23.1%	20.0%	18.6%	11.8%	35.1%	40.0%	10.0%	16.3%	8.6%	0.0%	7.6%	9.1%	18.5%	8.3%	22.6%	19.2%	16.7%	7.7%	5.9%	16.3%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

(Question 9 continued, “How interested are you in Port resources being offered in your community?”)



	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
Interested (overall) and Neutral	69.4%	66.0%	57.1%	0.0%	69.3%	80.0%	62.8%	58.8%	41.2%	40.0%	80.0%	68.9%	72.4%	100%	76.5%	62.1%	67.7%	58.3%	64.5%	65.7%	66.8%	76.9%	88.3%	65.4%
Unsure	18.4%	28.6%	23.8%	0.0%	7.7%	0.0%	18.6%	29.4%	23.7%	20.0%	10.0%	14.8%	19.0%	0.0%	15.9%	28.8%	13.8%	33.3%	12.9%	15.2%	16.7%	15.4%	5.9%	18.2%
Not interested	12.2%	5.4%	19.0%	100%	23.1%	20.0%	18.6%	11.8%	35.1%	40.0%	10.0%	16.3%	8.6%	0.0%	7.6%	9.1%	18.5%	8.3%	22.6%	19.2%	16.7%	7.7%	5.9%	16.3%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



10). How would you prefer to be communicated with? Select all that apply.

*TIMES MENTIONED																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
E-mail	49	26	12	0	5	4	246	5	32	5	7	59	24	1	65	25	31	6	41	59	35	12	8	757
Social media	35	25	5	0	5	0	119	4	42	2	5	56	26	1	64	22	34	7	12	27	39	19	7	556
Mail	25	10	3	0	2	0	106	3	24	2	1	23	12	1	30	14	13	2	14	18	13	8	5	329
Print publications	20	12	4	0	1	0	91	1	18	0	1	20	6	1	26	12	10	3	17	15	14	7	6	285
Newspaper	11	5	3	1	3	1	66	2	15	0	0	14	7	0	29	11	6	1	14	16	15	4	2	226
Other	5	6	2	0	1	0	16	3	12	0	1	15	3	0	8	6	5	0	2	5	9	1	1	101
In-person	5	2	0	0	1	0	35	0	4	1	0	6	2	1	10	1	3	0	3	7	3	0	2	86
Don't know/ Refused	4	3	1	0	0	0	17	2	7	0	0	3	6	0	8	5	1	1	2	5	4	3	0	72

*1,514 responded to this question: 98-Arlington, 56-Bothell, 21-Brier,1-Clearview, 13-Darrington, 5-Edmonds, 408-Everett, 17-Gold Bar, 97-Granite Falls, 5-Hat Island, 10-Index, 135-Lake Stevens, 58-Lynnwood, 1-Maltby, 145-Marysville, 66-Mill Creek, 65-Monroe, 12-Mountlake Terrace, 62-Mukilteo, 99-Snohomish, 84-Stanwood, 39-Sultan, and 17-Tulalip.
Question allowed for more than one response



(Question 10 continued, “How would you prefer to be communicated with?”)

*PERCENTAGES

	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
E-mail	50.0%	46.4%	57.1%	0.0%	38.5%	80.0%	60.3%	29.4%	33.0%	100%	70.0%	43.7%	41.4%	100%	44.8%	37.9%	47.7%	50.0%	66.1%	59.6%	41.7%	30.8%	47.1%	50.0%
Social media	35.7%	44.6%	23.8%	0.0%	38.5%	0.0%	29.2%	23.5%	43.3%	40.0%	50.0%	41.5%	44.8%	100%	44.1%	33.3%	52.3%	58.3%	19.4%	27.3%	46.4%	48.7%	41.2%	36.7%
Mail	25.5%	17.9%	14.3%	0.0%	15.4%	0.0%	26.0%	17.6%	24.7%	40.0%	10.0%	17.0%	20.7%	100%	20.7%	21.2%	20.0%	16.7%	22.6%	18.2%	15.5%	20.5%	29.4%	21.7%
Print publications	20.4%	21.4%	19.0%	0.0%	7.7%	0.0%	22.3%	5.9%	18.6%	0.0%	10.0%	14.8%	10.3%	100%	17.9%	18.2%	15.4%	25.0%	27.4%	15.2%	16.7%	17.9%	35.3%	18.8%
Newspaper	11.2%	8.9%	14.3%	100%	23.1%	20.0%	16.2%	11.8%	15.5%	0.0%	0.0%	10.4%	12.1%	0.0%	20.0%	16.7%	9.2%	8.3%	22.6%	16.2%	17.9%	10.3%	11.8%	14.9%
Other	5.1%	10.7%	9.5%	0.0%	7.7%	0.0%	3.9%	17.6%	12.4%	0.0%	10.0%	11.1%	5.2%	0.0%	5.5%	9.1%	7.7%	0.0%	3.2%	5.1%	10.7%	2.6%	5.9%	6.7%
In-person	5.1%	3.6%	0.0%	0.0%	7.7%	0.0%	8.6%	0.0%	4.1%	20.0%	0.0%	4.4%	3.4%	100%	6.9%	1.5%	4.6%	0.0%	4.8%	7.1%	3.6%	0.0%	11.8%	5.7%
Don't know/ Refused	4.1%	5.4%	4.8%	0.0%	0.0%	0.0%	4.2%	11.8%	7.2%	0.0%	0.0%	2.2%	10.3%	0.0%	5.5%	7.6%	1.5%	8.3%	3.2%	5.1%	4.8%	7.7%	0.0%	4.8%

*1,514 responded to this question: 98-Arlington, 56-Bothell, 21-Brier,1-Clearview, 13-Darrington, 5-Edmonds, 408-Everett, 17-Gold Bar, 97-Granite Falls, 5-Hat Island, 10-Index, 135-Lake Stevens, 58-Lynnwood, 1-Maltby, 145-Marysville, 66-Mill Creek, 65-Monroe, 12-Mountlake Terrace, 62-Mukilteo, 99-Snohomish, 84-Stanwood, 39-Sultan, and 17-Tulalip.
Question allowed for more than one response
Percentages based on number of respondents



11). Which age group best describes you?

TIMES MENTIONED																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
18 – 24	0	0	0	0	1	0	5	0	2	0	0	3	1	0	1	1	2	0	0	2	1	1	0	20
25 – 34	4	1	0	0	0	0	48	1	10	0	1	7	3	0	7	3	7	0	4	4	3	5	0	108
35 – 49	21	13	1	0	4	1	105	3	25	0	2	29	9	1	34	17	13	3	6	17	19	7	4	334
50 – 65	38	19	9	1	6	4	129	8	40	3	2	60	20	0	56	24	25	7	22	31	33	13	4	554
65+	29	20	10	0	2	0	104	3	13	2	5	33	19	0	39	15	17	1	28	40	23	10	9	422
Don't know/ Refused	6	3	1	0	0	0	17	2	7	0	0	3	6	0	8	6	1	1	2	5	5	3	0	76
TOTAL	98	56	21	1	13	5	408	17	97	5	10	135	58	1	145	66	65	12	62	99	84	39	17	1514

PERCENTAGES																								
	ARLINGTON	BOTHELL	BRIER	CLEARVIEW	DARRINGTON	EDMONDS	EVERETT	GOLD BAR	GRANITE FALLS	HAT ISLAND	INDEX	LAKE STEVENS	LYNNWOOD	MALTBY	MARYSVILLE	MILL CREEK	MONROE	MOUNTLAKE TERRACE	MUKILTEO	SNOHOMISH	STANWOOD	SULTAN	TULALIP	TOTAL
18 – 24	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	1.2%	0.0%	2.1%	0.0%	0.0%	2.2%	1.7%	0.0%	0.7%	1.5%	3.1%	0.0%	0.0%	2.0%	1.2%	2.6%	0.0%	1.3%
25 – 34	4.1%	1.8%	0.0%	0.0%	0.0%	0.0%	11.8%	5.9%	10.3%	0.0%	10.0%	5.2%	5.2%	0.0%	4.8%	4.5%	10.8%	0.0%	6.5%	4.0%	3.6%	12.8%	0.0%	7.1%
35 – 49	21.4%	23.2%	4.8%	0.0%	30.8%	20.0%	25.7%	17.6%	25.8%	0.0%	20.0%	21.5%	15.5%	100%	23.4%	25.8%	20.0%	25.0%	9.7%	17.2%	22.6%	17.9%	23.5%	22.1%
50 – 65	38.8%	33.9%	42.9%	100%	46.2%	80.0%	31.6%	47.1%	41.2%	60.0%	20.0%	44.4%	34.5%	0.0%	38.6%	36.4%	38.5%	58.3%	35.5%	31.3%	39.3%	33.3%	23.5%	36.6%
65+	29.6%	35.7%	47.6%	0.0%	15.4%	0.0%	25.5%	17.6%	13.4%	40.0%	50.0%	24.4%	32.8%	0.0%	26.9%	22.7%	26.2%	8.3%	45.2%	40.4%	27.4%	25.6%	52.9%	27.9%
Don't know/ Refused	6.1%	5.4%	4.8%	0.0%	0.0%	0.0%	4.2%	11.8%	7.2%	0.0%	0.0%	2.2%	10.3%	0.0%	5.5%	9.1%	1.5%	8.3%	3.2%	5.1%	6.0%	7.7%	0.0%	5.0%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



CRITICAL DATA STRATEGIES, LLC

Community Survey Findings and Conclusions for Port of Everett

October – November 2023



Critical Data Strategies, LLC
620 South Washington Street
Spokane, Washington 99204
CRITICAL-DATA.COM



Introduction

The Port of Everett contracted with Critical Data Strategies, LLC, a Spokane, WA-based independent market research and planning firm, to create a survey, conduct the survey, and provide tabulated results from the survey relating to the Port's efforts to explore the potential of expanding the Port of Everett district within Snohomish County.

It was determined to develop and implement an online survey that combined the benefits and convenience of online, chat, and artificial intelligence (AI) technologies into a personalized online survey process. Target survey users were provided with a QR Code that they could access or click on, which took them directly to the survey.

The Port of Everett team worked to promote the survey to all residents within the targeted communities to be surveyed. These included: Arlington, Bothell, Brier, Clearview, Darrington, Edmonds, Everett, Gold Bar, Granite Falls, Hat Island, Index, Lake Stevens, Lynnwood, Maltby, Marysville, Mill Creek, Monroe, Mountlake Terrace, Mukilteo, Snohomish, Stanwood, Sultan, and Tulalip.

The Port of Everett contracted with an outside party which emailed residents within the above communities. The email contained a link to the survey. Additionally, posters, newspaper ads, and other advertising and marketing efforts promoted the survey to the communities.

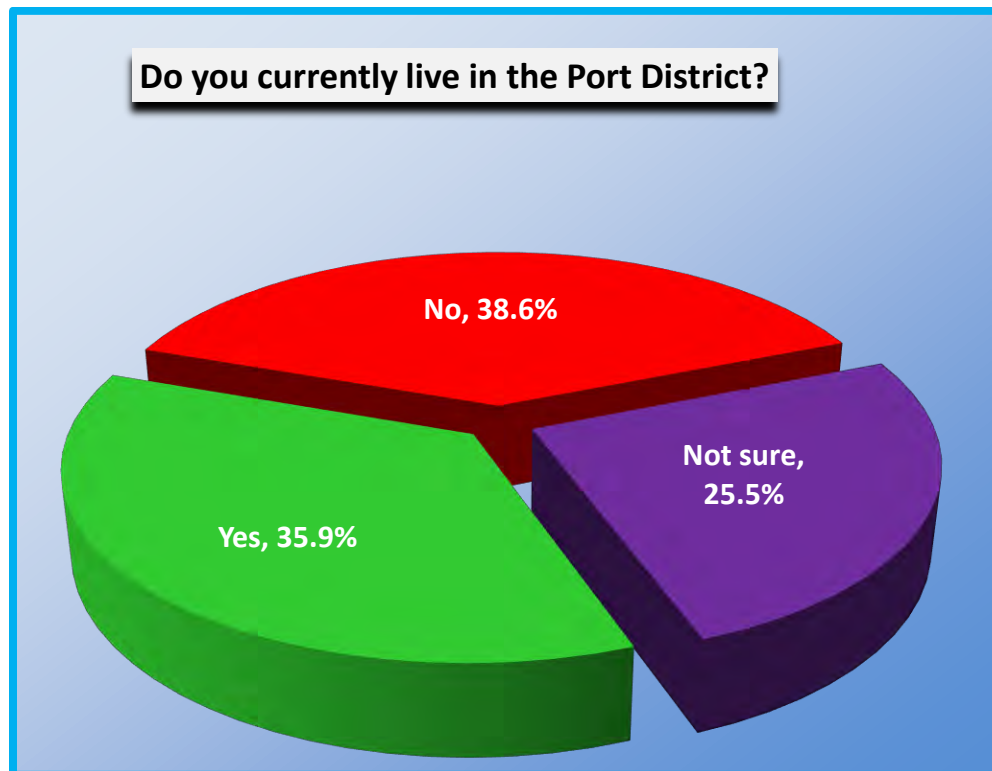
The survey was activated October 25, 2023, and ended November 26, 2023. A total number of **1,514** residents completed the survey. *(An additional 352 respondents either began but did not complete the survey or were determined to not reside within a Port target market, thus are not included in the survey results.)*

Based upon the findings from each area of study, Critical Data has developed this report which includes:

- Total findings all groups
- Findings tabulated by each community
- Findings tabulated by respondents who are business owners

Findings and Conclusions

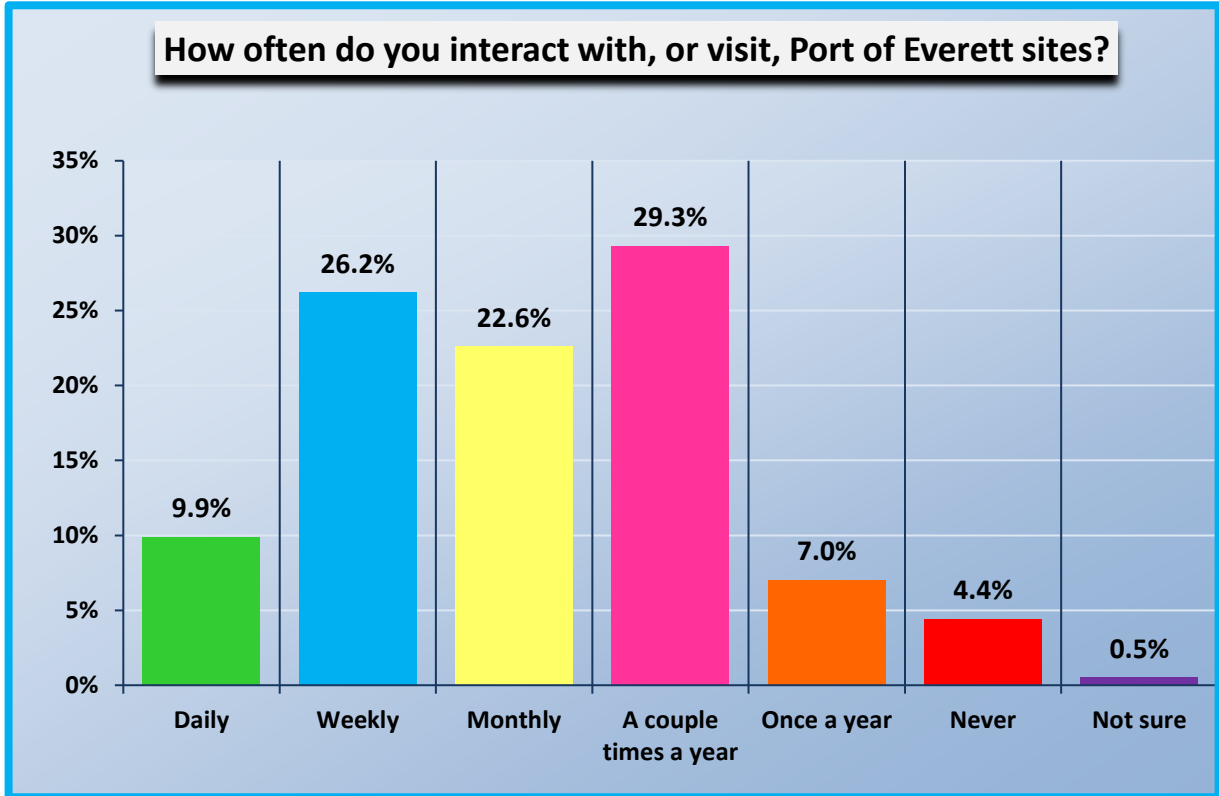
- 35.9% of all respondents stated that they reside within the Port District.
- 38.6% of all respondents stated that they do not reside within the Port District.
- 25.5% of all respondents are unsure whether they currently reside within the Port District.





(Findings and Conclusions continued)

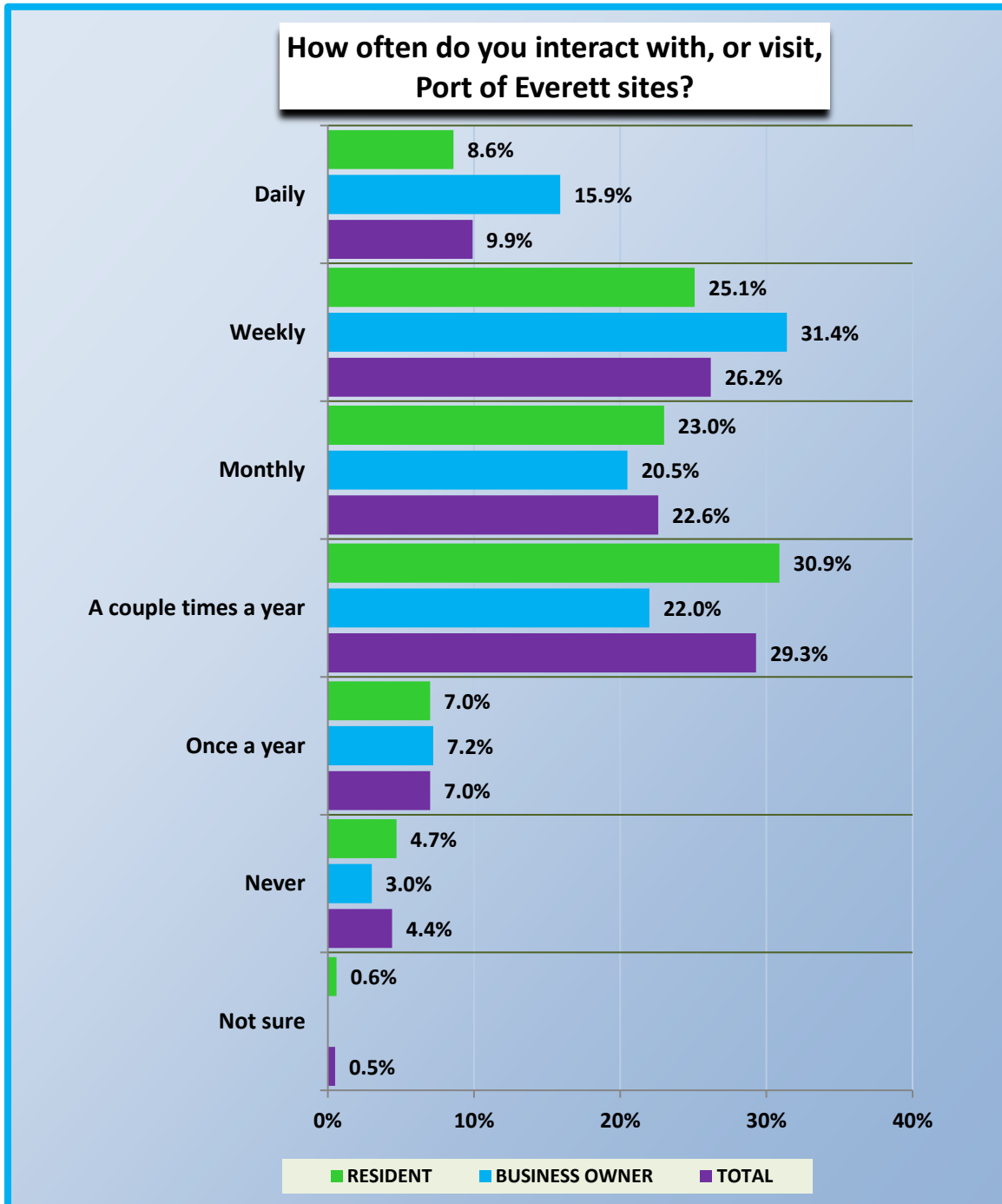
- More than half – 58.7% - of the total respondent group interact with or visit Port of Everett sites at least once a month.





(Findings and Conclusions continued)

- It is worth noting that two thirds of the business owners participating in this survey (67.8%) interact with or visit the Port of Everett sites once a month or more, with nearly half (47.3%) of these business owners visiting or interacting with the Port at least once a week.





(Findings and Conclusions continued)

- Respondents to this survey reside in 23 different communities within Snohomish County. Communities with the most respondents are:
 - Everett 408
 - Marysville 145
 - Lake Stevens 135
 - Snohomish 99
 - Arlington 98
 - Granite Falls 97
 - Stanwood 84

RESPONSE	TIMES MENTIONED	PERCENTAGES
Arlington	98	6.5%
Bothell	56	3.7%
Brier	21	1.4%
Clearview	1	0.1%
Darrington	13	0.9%
Edmonds	5	0.3%
Everett	408	26.9%
Gold Bar	17	1.1%
Granite Falls	97	6.4%
Hat Island	5	0.3%
Index	10	0.7%
Lake Stevens	135	8.9%
Lynnwood	58	3.8%
Maltby	1	0.1%
Marysville	145	9.6%
Mill Creek	66	4.4%
Monroe	65	4.3%
Mountlake Terrace	12	0.8%
Mukilteo	62	4.1%
Snohomish	99	6.5%
Stanwood	84	5.5%
Sultan	39	2.6%
Tulalip	17	1.1%
TOTAL	1514	100%



(Findings and Conclusions continued)

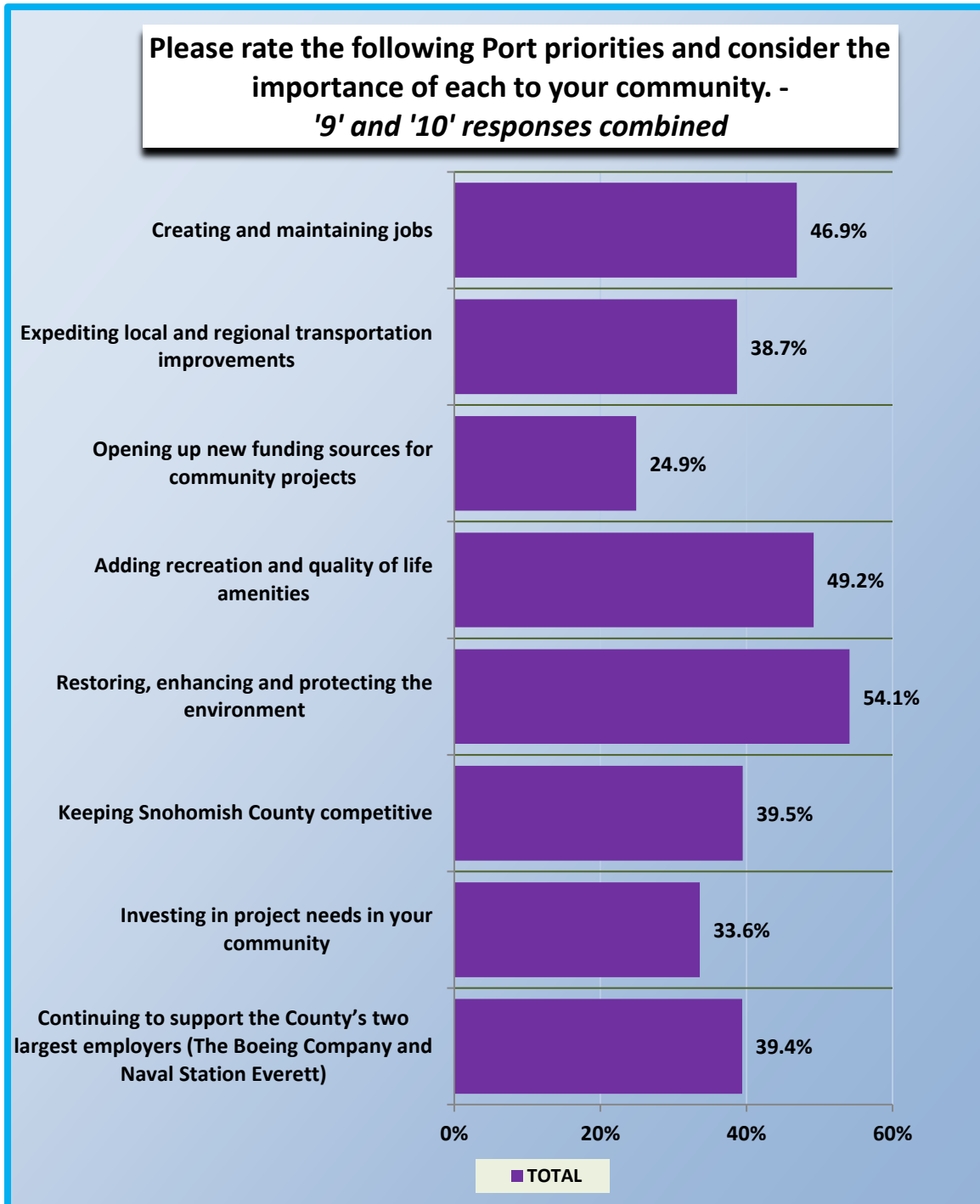
- Overwhelmingly 88.4% of the respondents completing this survey own their home. Only 9.8% rent their residence.
- Respondents were asked to rate a number of Port priorities using a 1 to 10 scale, in their overall importance to their community. Of the eight factors offered, seven were rated a 7 or higher, showing that nearly all were considered important. The priorities rated highest were:
 - Restoring, enhancing, and protecting the environment 8.05
 - Adding recreation and quality of life amenities 7.82
 - Creating and maintaining jobs 7.68





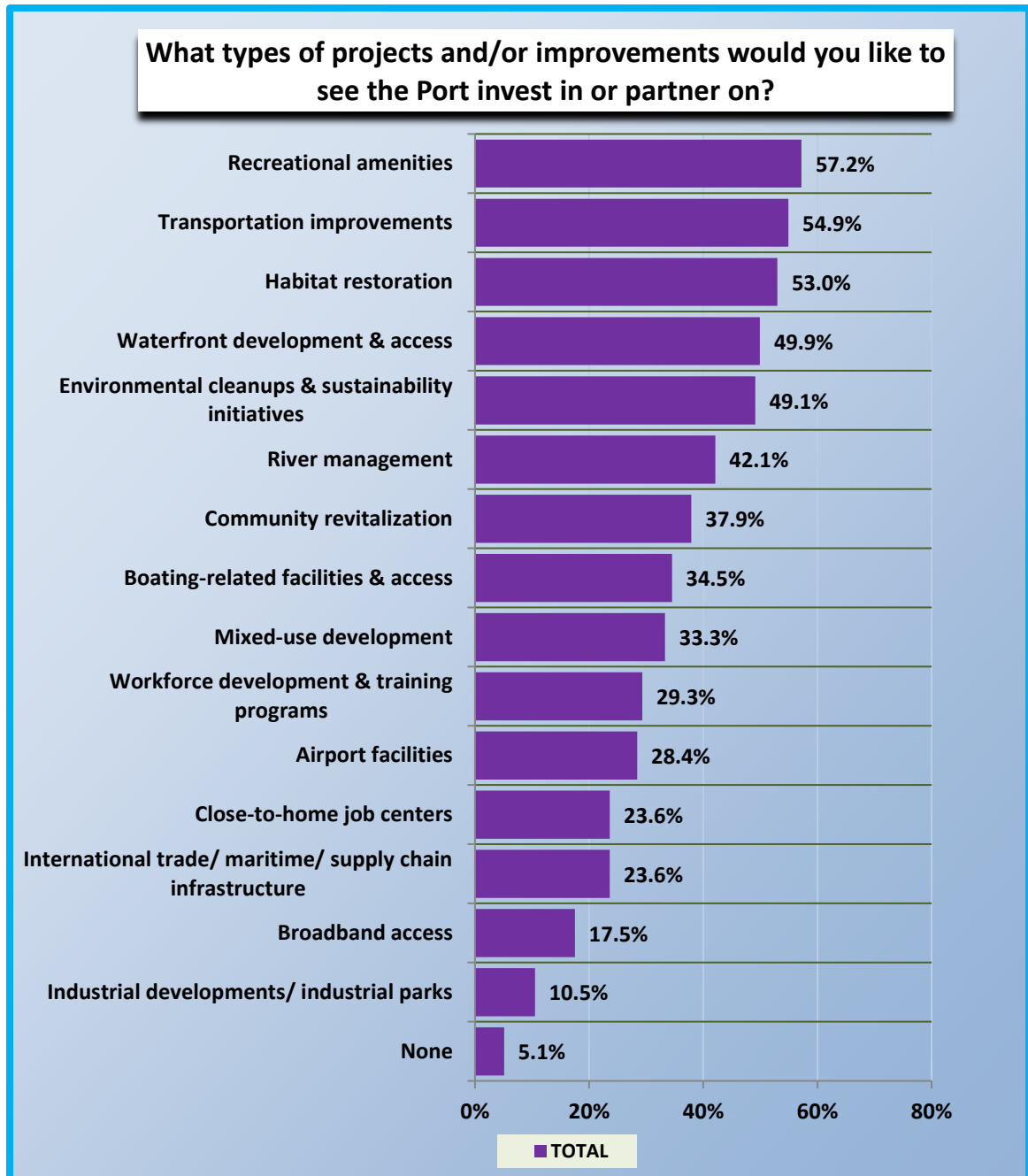
(Findings and Conclusions continued)

- The respondent ratings for these eight Port priorities were clustered tightly with small deviation. The overall group views these priorities as important. Based upon Critical Data's experience, any factor receiving a combined rating of a '7' or higher using the 1 to 10 rating scale is considered important. However narrowing the focus to only those respondents who rated each priority at the highest levels of a '9' or a '10' bring a deeper level of illumination:



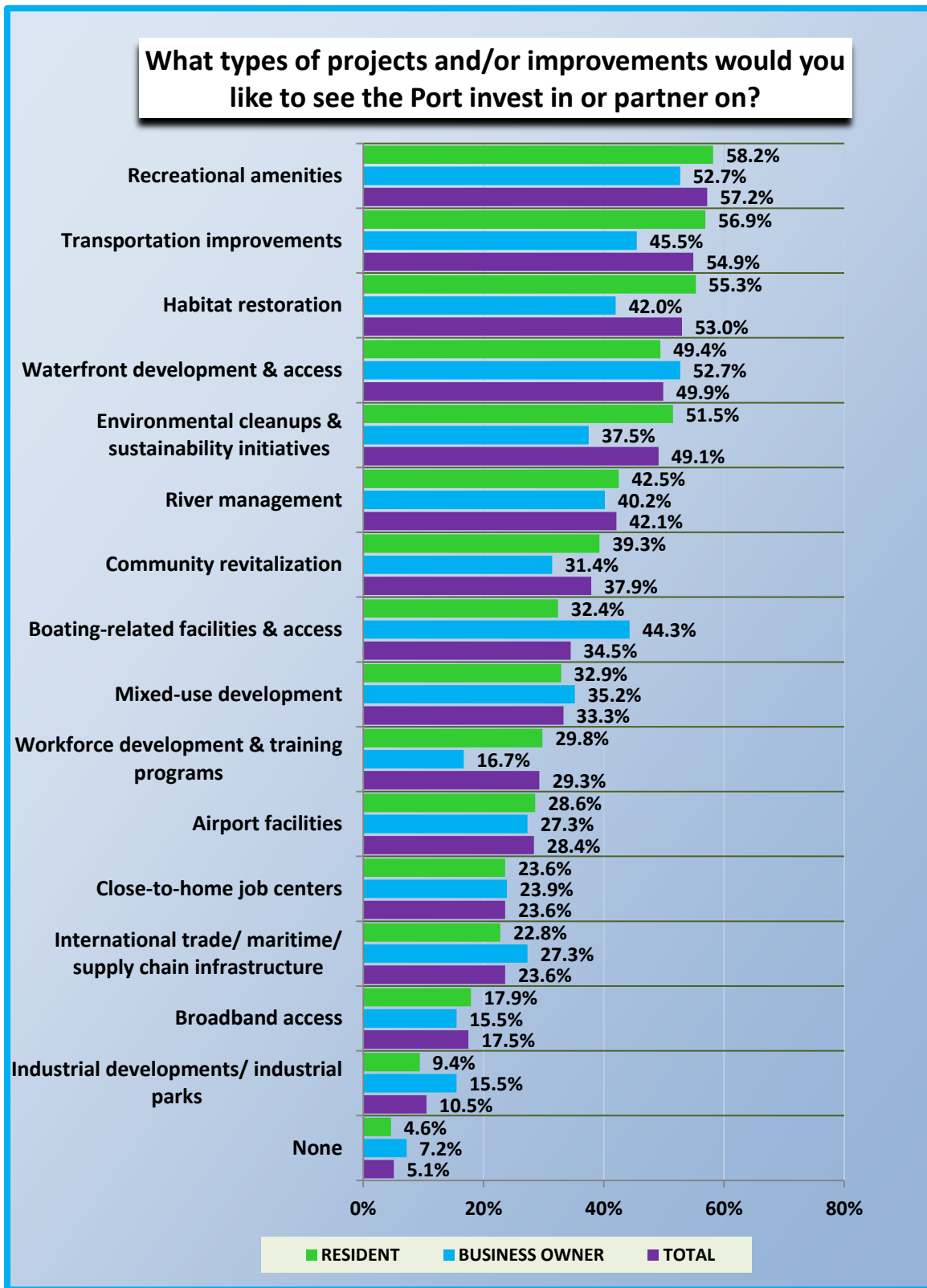
(Findings and Conclusions continued)

- Residents were asked what type of projects and/or improvements would you like to see the Port invest in or partner on in your community. The top five improvements or projects listed were:
 - Recreational amenities 866 times mentioned
 - Transportation improvements 831 times mentioned
 - Habitat restoration 802 times mentioned
 - Waterfront development and access 756 times mentioned
 - Environmental cleanups and sustainability issues 743 times mentioned



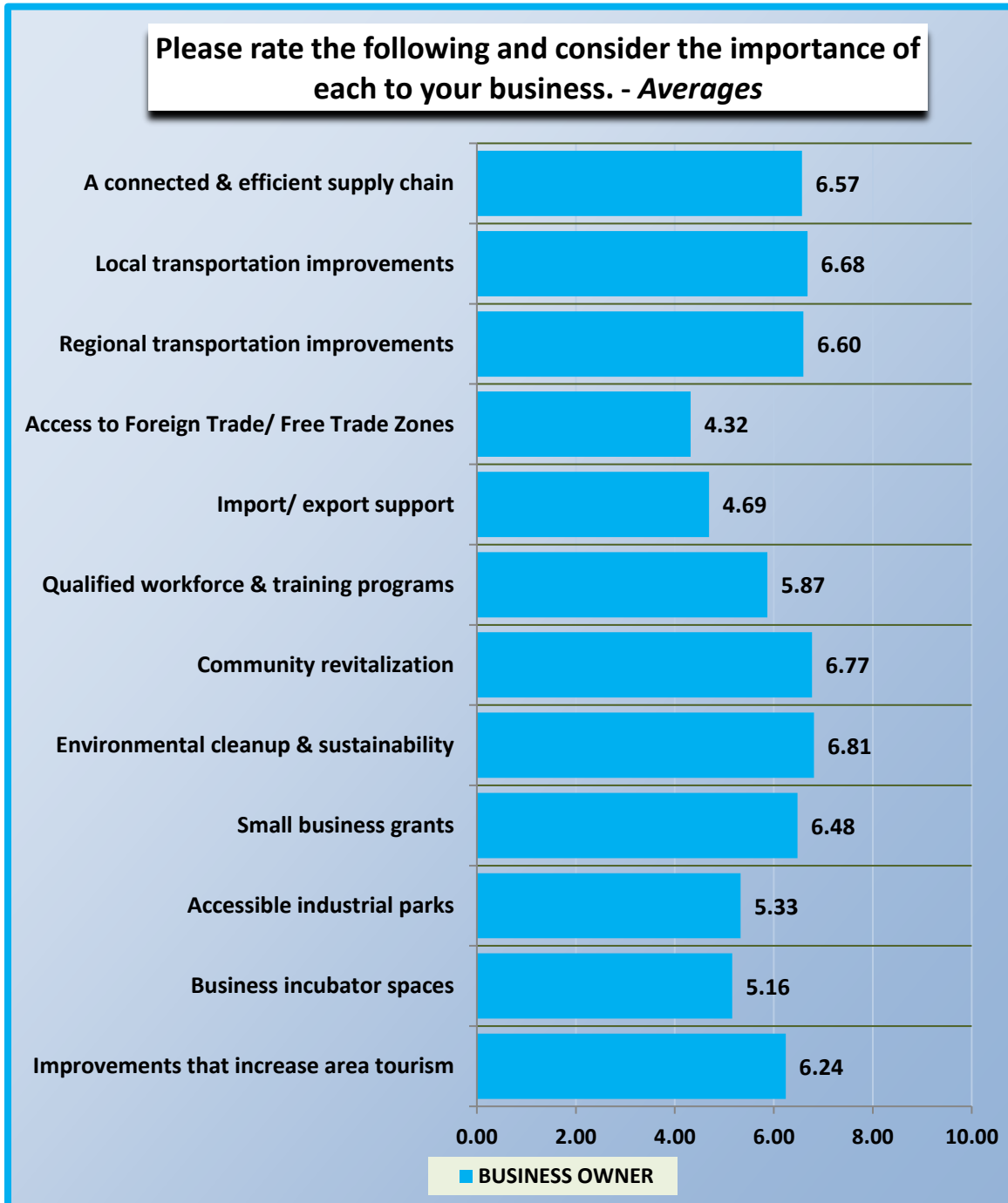


(Findings and Conclusions continued)



(Findings and Conclusions continued)

- 17.4% (264) respondents participating in this study are business owners.
- Business owners were provided with 12 different factors and asked to rate each in their importance to their business.



(Findings and Conclusions continued)

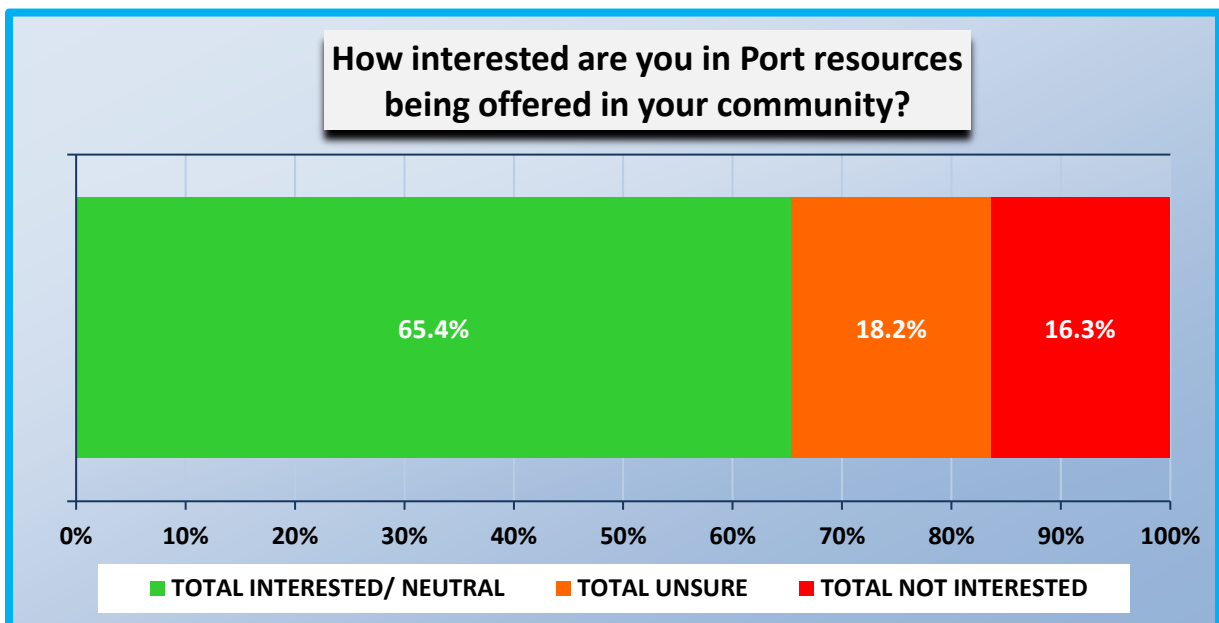
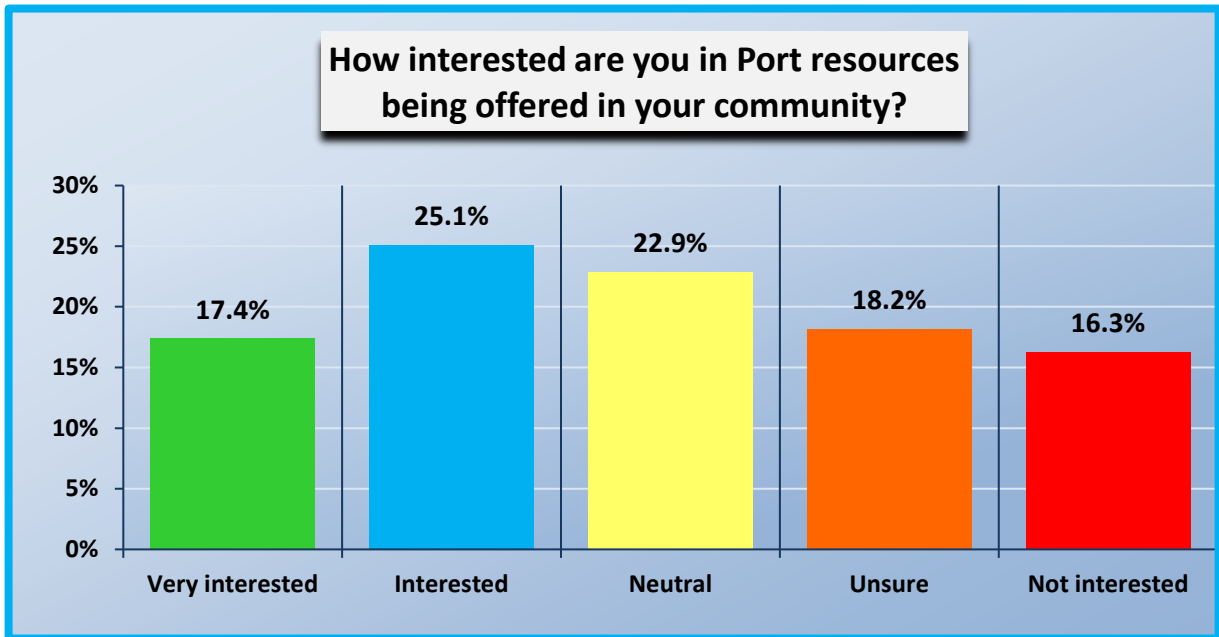
- 33.8% of all respondents, and 40.9% of business owners identified specific projects that they would like the Port to invest in within their community.
- While hundreds of varied suggestions were offered, those most mentioned are:

ALL RESPONDENTS	
<input type="radio"/>	Affordable housing
<input type="radio"/>	Clean-up and environmental clean-up efforts
<input type="radio"/>	Homeless issues
<input type="radio"/>	Traffic congestion/road improvements
<input type="radio"/>	Mixed use developments
<input type="radio"/>	Expand recreational opportunities
<input type="radio"/>	Mukilteo waterfront development
<input type="radio"/>	Parks/additional parks
<input type="radio"/>	Increased emphasis on safety and security
<input type="radio"/>	Transportation improvement
<input type="radio"/>	Waterfront development/revitalization

BUSINESS OWNERS	
<input type="radio"/>	Waterfront revitalization
<input type="radio"/>	Broadband services
<input type="radio"/>	Clean-up efforts
<input type="radio"/>	East/west, Highway 2 corridor improvement
<input type="radio"/>	Transportation, traffic issues
<input type="radio"/>	Easy access to Paine Field
<input type="radio"/>	Homeless issues
<input type="radio"/>	Industrial, community mixed use developments
<input type="radio"/>	Larger and additional marinas
<input type="radio"/>	Mukilteo waterfront development
<input type="radio"/>	Parks/additional parks
<input type="radio"/>	Increase safety and security, more cameras

(Findings and Conclusions continued)

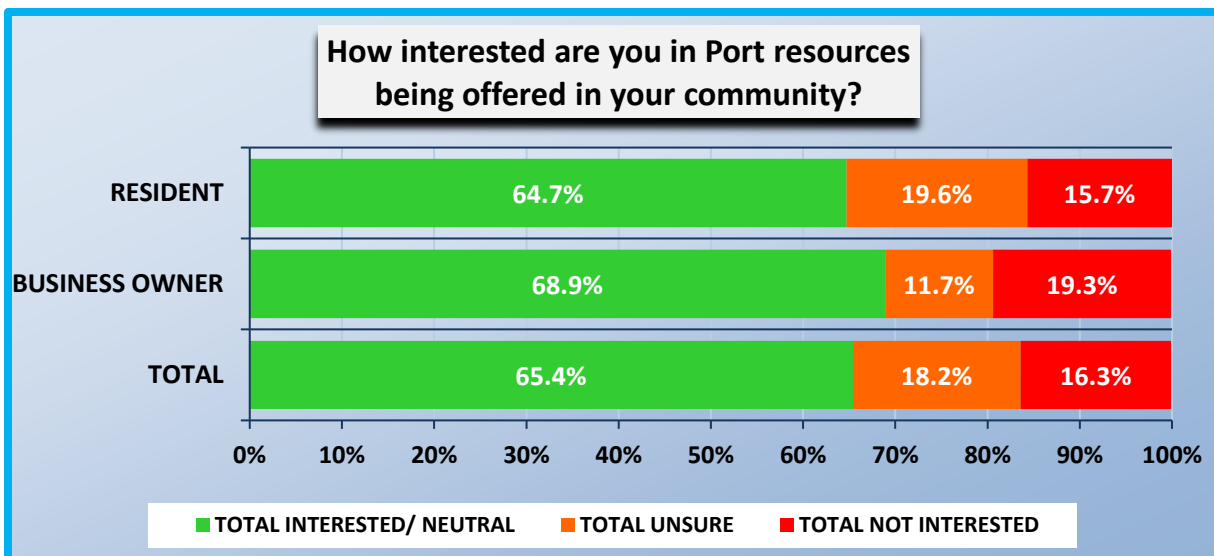
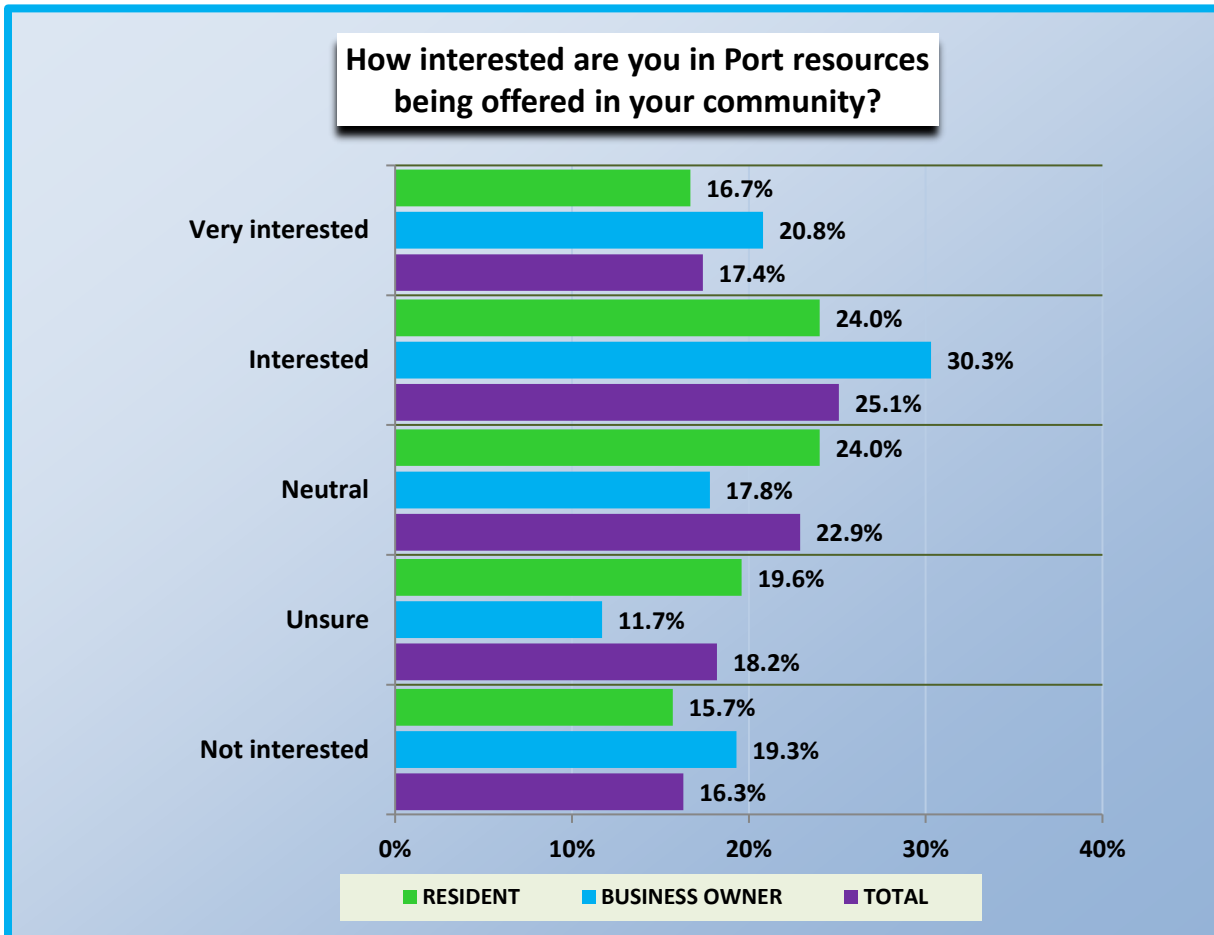
- Towards the end of the survey, respondents were asked how interested they were in having the Port of Everett resources being offered in their community. 25.1% of the respondents were interested, and an additional 17.4% stated that they were very interested. Thus 42.3% of all those participating in this survey are “interested” to “very interested” in the Port of Everett expanding into their communities. In fact, only 16.3% of the respondents stated that they are not interested.





(Findings and Conclusions continued)

- 51.1% of the business owners participating in this survey are interested or very interested in the possibility of the Port of Everett resources being offered in their community.





(Findings and Conclusions continued)

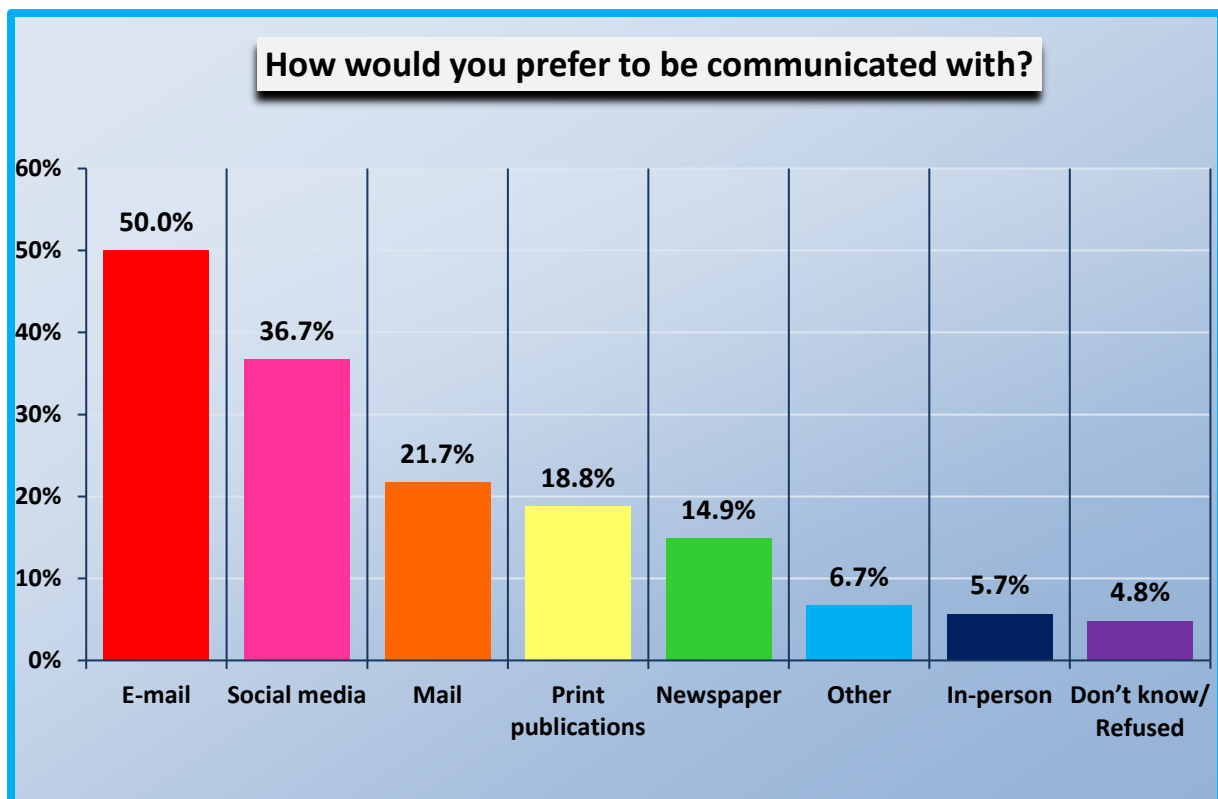
- 50% of all respondents prefer to be communicated via email, and 36.7% suggest communication via social media.

RESPONSE	TIMES MENTIONED	PERCENTAGES
E-mail	757	50.0%
Social media	556	36.7%
Mail	329	21.7%
Print publications	285	18.8%
Newspaper	226	14.9%
Other	101	6.7%
In-person	86	5.7%
Don't know/ Refused	72	4.8%

**1,514 responded to this question*

Question allowed for more than one response

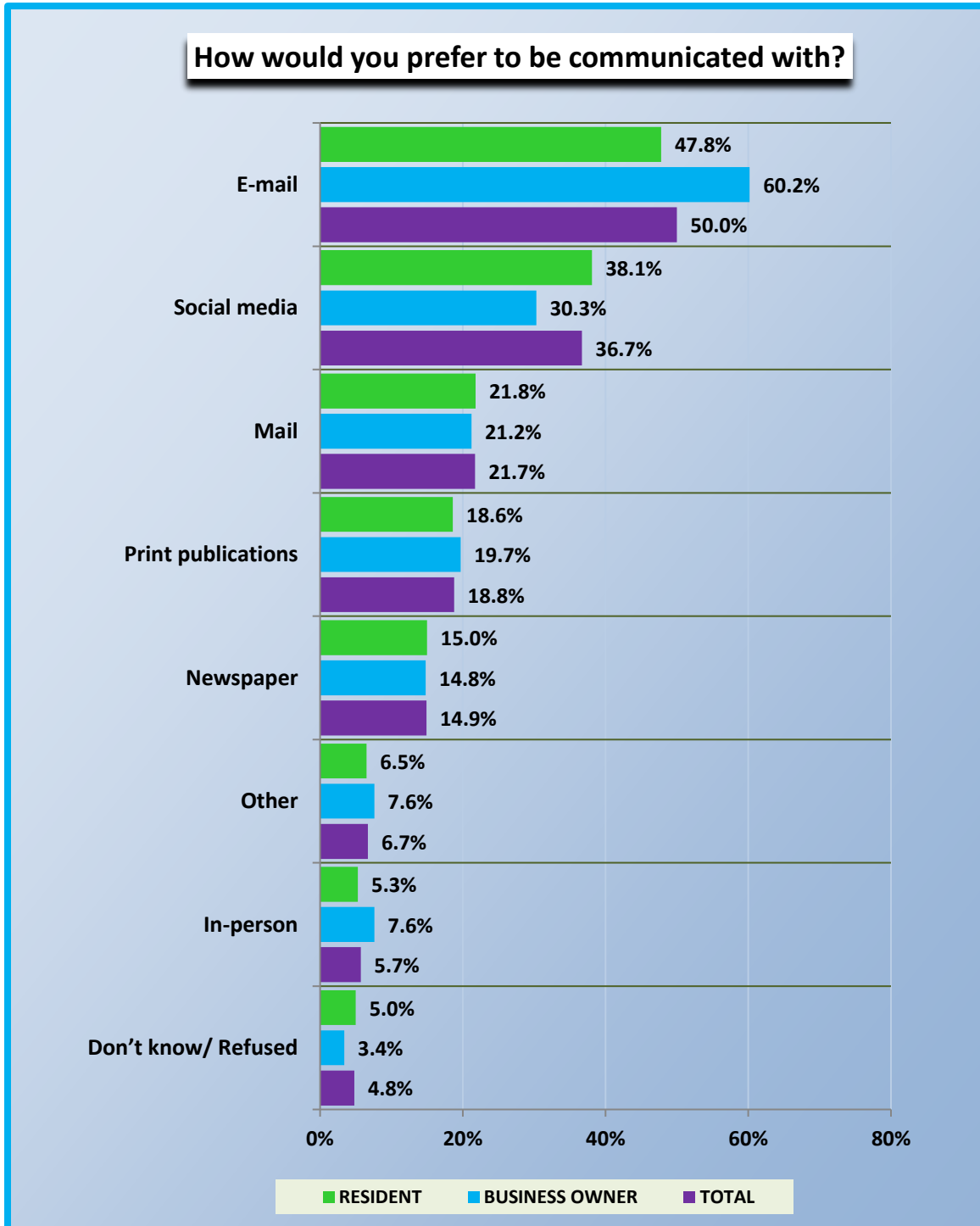
Percentages based on number of respondents





(Findings and Conclusions continued)

- 60.2% of business owners prefer email as their primary communications source, and 30.3% identified social media as their preference for receiving communications.





(Findings and Conclusions continued)

- The frequency of interaction and visits from community residents and business owners with the Port of Everett points to the fact that the group responding to this survey has a good to a strong familiarization with the Port, its assets, and its needs.
- Nearly 59% of all survey respondents, and 68% - more than two out of three - business owners visit or interact with the Port daily, weekly, or at least once a month. This level of familiarization assures that the suggestions, insights, and perceptions provided by these respondents provide validity to the findings in this study.
- There exists an opportunity for the Port of Everett to educate those within the community who may lack some awareness of, or connection to, the Port, its mission, and its overall daily value to the communities it serves. The lack of a connection with the Port manifests itself in respondents who were unable to provide responses to some of the questions posed in the survey:
 - 25.5% of all respondents are unsure if they reside within the Port district.
 - 19.6% of residents remain unsure of their interest in the Port expanding into their own community. (NOTE: Only 16.3% responded that they are *not interested* in the Port expanding into their community.)
- 40.7% of residents completing this survey, and 51.1% of business owners stated that they are interested to very interested in Port boundaries and resources expanding into their community.
- As the benefits to these communities continue to be explained and understood, along with discussions regarding the *viable* projects of Port investment and involvement that the residents and business owners participating in this study shared that they feel are needed, the levels of interest from residents in Port expansion will steadily grow.



CRITICAL DATA STRATEGIES, LLC

Port of Everett

Appendix

October – November 2023

PORT OF EVERETT COMMUNITY SURVEY

We want to hear from you!

As an economic driver and job creator in the region, the Port of Everett is always looking at ways to create new economic opportunity and add value to the communities it serves. Ports are limited in their ability to invest in areas outside of their boundaries. The purpose of this survey is to gauge community interest in having the Port bring its unique tools and resources to more areas of Snohomish County to support their specific economic and community priorities. Your answers are anonymous and will only be presented as a larger set of data to help inform next steps.

1. Do you currently live in the Port District?

- a. Yes
- b. No
- c. Not sure

2. How often do you interact with, or visit, Port of Everett sites (i.e., seaport, Port of Everett Marina, Jetty Island, Waterfront Place, Riverside Business Park, Mukilteo parklet/fishing pier, etc.)?

- a. Daily
- b. Weekly
- c. Monthly
- d. A couple times a year
- e. Once a year
- f. Never
- g. Not sure

(Community Survey continued)

3. Do you live in Snohomish County?

a. Yes

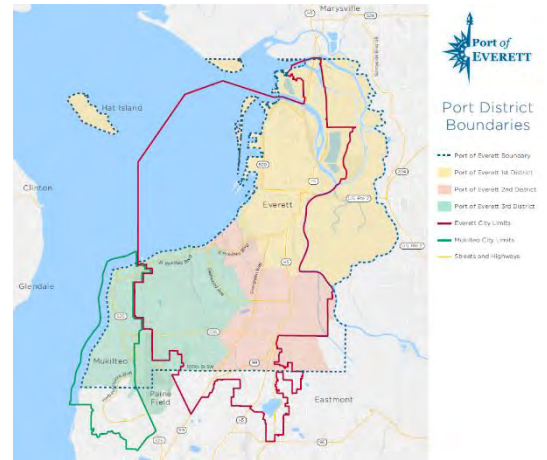
i. Which community do you live in or near?

1. Arlington
2. Bothell
3. Brier
4. Darrington
5. Edmonds
6. Everett

a. Do you live within the blue dashed line shown on the map?

- i. Yes
- ii. No

7. Gold Bar
8. Granite Falls
9. Index
10. Lake Stevens
11. Lynnwood
12. Marysville
13. Mill Creek
14. Monroe
15. Mountlake Terrance
16. Mukilteo



a. Do you live within the blue dashed line shown on the map?

- i. Yes
- ii. No

17. Snohomish
18. Stanwood
19. Sultan
20. Tulalip
21. Woodway
22. Other: _____

b. No

(Community Survey continued)

4. Do you own or rent your home?

- a. Own
- b. Rent
- c. Other

5. Please review the following list of Port priorities and consider the importance of each to your community. Please rank using a 1 to 10 scale, with 1 representing “no importance at all” up to 10 which represents “extremely important” to you:

- d. Creating and maintaining jobs _____
- e. Expediting local and regional transportation improvements _____
- f. Opening up new funding sources for community projects _____
- g. Adding recreation and quality of life amenities _____
- h. Restoring, enhancing and protecting the environment _____
- i. Keeping Snohomish County competitive _____
- j. Investing in project needs in your community _____
- k. Continuing to support the County’s two largest employers
(*The Boeing Company and Naval Station Everett*) _____

(Community Survey continued)

6. With all Port sites developed, in development now or programed for future use, the Port is looking to the future to identify how and where to focus its tools and resources to create new economic value in Snohomish County. If the Port District were to include your community in the future, what types of projects and/or improvements would you like to see the Port invest in or partner on? Select all the apply.

- a. Transportation improvements (i.e., traffic congestion relief, rail crossings, freight mobility, etc.)
- b. International trade/maritime/supply chain infrastructure
- c. Boating-related facilities & access
- d. Community revitalization
- e. Environmental Cleanups & sustainability initiatives
- f. Habitat restoration (i.e., salmon recovery)
- g. Mixed-use development (i.e., commercial, retail, housing)
- h. Industrial developments/industrial parks
- i. Workforce development & training programs
- j. Waterfront development & access
- k. Close-to-home job centers
- l. Recreational amenities
- m. Broadband access
- n. River management (i.e., dredging, derelict vessel removal)
- o. Airport facilities

(Community Survey continued)

7. Are you a business owner in Snohomish County?

a. Yes

i. **As a business owner, please rate each of the below using a 1 to 10 scale, with 1 representing “no importance at all” up to 10 which represents “extremely important” for your business:**

1. A connected & efficient supply chain _____
2. Local transportation improvements _____
3. Regional transportation improvements _____
4. Access to Foreign Trade/Free Trade Zones _____
5. Import/export support _____
6. Qualified workforce & training programs _____
7. Community revitalization _____
8. Environmental cleanup & sustainability _____
9. Small business grants _____
10. Accessible industrial parks _____
11. Business incubator spaces _____
12. Improvements that increase area tourism _____

b. No

c.

8. Are there specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?

(Community Survey continued)

9. Many large port districts in Washington state are county-wide – the Port of Everett is not. Currently, the Port District includes most of Everett, portions of Mukilteo and parts of unincorporated Snohomish County in the Marysville area. How interested are you in Port resources being offered in your community?

- a. Very interested
- b. Interested
- c. Neutral
- d. Unsure
- e. Not interested

10. How would you prefer to be communicated with? Select all that apply.

- a. Mail
- b. Print publications
- c. E-mail
- d. Social Media
- e. Newspaper
- f. In-person
- g. Other

(Community Survey continued)

11. Which age group best describes you?

- a. Under 18
- b. 18 – 24
- c. 25 – 34
- d. 35 – 49
- e. 50 – 65
- f. 65+

*Thank you so much for taking time out of your day to share your feedback with us.
We greatly appreciate your comments. To learn more about the Port of Everett, how we operate, and
boundary exploration, visit portofeverett.com/boundaries.*

PORT OF EVERETT OPEN-ENDED SURVEY RESPONSES

8a). If 'Yes,' What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?

RESIDENTS

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Arlington	Resident	Yes	Air tourism, mixed use developments, transportation issues at 172nd
Arlington	Resident	Yes	Aqua/swim park in the Arlington area. More parks countywide. Animal/bird rescue.
Arlington	Resident	Yes	Arlington airport development into regional transportation and freight hub.
Arlington	Resident	Yes	Assisting with recreational trail development.
Arlington	Resident	Yes	Better mix of commercial businesses so that we don't have to drive to Everett or Mt Vernon.
Arlington	Resident	Yes	Centennial Trail could use a face-lift to make it more appealing to people in the community. And needs to be made safer by putting up barriers in high traffic areas.
Arlington	Resident	Yes	Education for the general public on environmental safety, organic methodology, toxic clean up and public safety.
Arlington	Resident	Yes	Finding ways to have jobs and places to live close enough to support local transit. Less travel time and more at home time.
Arlington	Resident	Yes	Full-time family living wage union jobs
Arlington	Resident	Yes	Good, safe parks and fun spaces for kids in Arlington.
Arlington	Resident	Yes	Improved roads to decrease congestion, #1 priority, long overdue.
Arlington	Resident	Yes	Improved Snohomish River crossings, especially including new pathways.
Arlington	Resident	Yes	Investing in seaport and trade facilities to keep area competitive and provide consistent work
Arlington	Resident	Yes	Job training centers that are available to those who can't afford college as in technical trade jobs and apprenticeships.
Arlington	Resident	Yes	Keeping more parks and land, less development of more housing.
Arlington	Resident	Yes	Mass transit.
Arlington	Resident	Yes	Mixed-use.
Arlington	Resident	Yes	Mixed-use and air cargo.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Arlington	Resident	Yes	More and better green recreational areas that are also protected from transient and criminal elements. Advanced cultural programs and events for all ages. More Native American input and teachings about our lovely area.
Arlington	Resident	Yes	More industrial development.
Arlington	Resident	Yes	Nonprofit support, development, and infrastructure.
Arlington	Resident	Yes	Parks, safe communities, smaller businesses vs giant retailers, clean streets, permanently remove homeless and sanitize their area.
Arlington	Resident	Yes	Puget Sound needs more and more marine shipping terminals. Port of Everett should be growing along with the population.
Arlington	Resident	Yes	Refurbished the moorage areas. Charge a little less for moorage fees. More security at the docks. Additional ADA parking near south docks. Convenient pet relief areas. Enforce proper care of derelict boats. Allow the Seals to live among us and enforce their safety in the Marina. Better bumpers at fuel docks and the employees to be a little quicker to assist at fuel docks. Add plexiglass to sides of ramps going to the docks to ensure child and pet safety. Limit liveaboards. Enforce no wake zone. Moorage fees are too high for what is being provided. WIFI for moorage quests should be included in moorage fees so everyone can have security cameras instead of using an outside vendor. Install more security cameras on moorage docks.
Arlington	Resident	Yes	Traffic sucks
Arlington	Resident	Yes	Transportation, traffic etc.
Bothell	Resident	Yes	Attractions, restaurants, retail, and housing.
Bothell	Resident	Yes	Dining and recreation.
Bothell	Resident	Yes	Entertainment district with light and commuter rail access.
Bothell	Resident	Yes	Increase sidewalks and back road/ public transportation access.
Bothell	Resident	Yes	Keep the slough dredged and the boat ramp in good condition and safe from the local wildlife/thieves.
Bothell	Resident	Yes	Open spaces mixed with retail and environmental learning.
Bothell	Resident	Yes	Parking in popular areas.
Bothell	Resident	Yes	Pier 3 power upgrades in support of Everett Ship Repair's needs.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Bothell	Resident	Yes	Protecting wildlife including the fish.
Bothell	Resident	Yes	Traffic congestion relief.
Bothell	Resident	Yes	Traffic infrastructure needs to improve leaps and bounds. The freeways are always congested and a big deterrent for more people to move here or invest. Rail/freeway traffic is desperately needing upgrades.
Brier	Resident	Yes	A small marina 500' +or- dock space for transient moorage at Mukilteo.
Brier	Resident	Yes	Apprentice ship programs. Small business enhancement.
Brier	Resident	Yes	Roundabouts and protected bike lanes.
Brier	Resident	Yes	Transportation improvements, expedite light rail expansion.
Darrington	Resident	Yes	Internet access work from home opportunities and support for local farmers.
Darrington	Resident	Yes	Maintain Highway 530.
Darrington	Resident	Yes	Public transportation, economic growth in rural areas.
Everett	Resident	Yes	Second runway at Paine Field (Group 4 or 5).
Everett	Resident	Yes	A balanced riverfront. Henry Jackson pedestrian bridge over Snohomish River from Jackson Park to Langus Park public Riverfront access for N Everett's most densely populated neighborhood. Acquisition of industrial properties north of 41st on Snohomish River to revitalize the river and connected bike path from Lowell to Delta.
Everett	Resident	Yes	A grocery store at the Marina would be nice for all the people that live there it will also cut down on pollution in the area, so people don't have to drive.
Everett	Resident	Yes	Activities for seniors.
Everett	Resident	Yes	Additional bathrooms, changing rooms, and showers for divers and swimmers, similar to Brackets Landing North at other locations like Edgewater. Expansion of recreational facilities for open water swimmers.
Everett	Resident	Yes	Additional parks with water access, mixed-use developments with housing and commercial centers.
Everett	Resident	Yes	Additional safe, accessible launch for small watercraft such as kayaks, SUPs.
Everett	Resident	Yes	Affordable housing, employment.
Everett	Resident	Yes	An aquarium or other tourist options to attract people to the port.
Everett	Resident	Yes	Animal habitat protection and safer parking lots.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Resident	Yes	Beautification of the waterfront, more pedestrian access to the waterfront of Everett, less containers more green space.
Everett	Resident	Yes	Better security.
Everett	Resident	Yes	Bike lanes, sidewalks, transit stops, anything to make Everett a walkable community.
Everett	Resident	Yes	Boating amenities and environmental improvements.
Everett	Resident	Yes	Boutique stores, gift shop, and sandy beach where kids can play with sand.
Everett	Resident	Yes	Bring back and/or encourage boat related repair facilities. Since this is the largest Western Port, it makes sense to be able to service the boats using the Port facilities.
Everett	Resident	Yes	Bringing more commercial businesses to the port like restaurants, bars, wineries, and a nice boardwalk. I know the port is expanding and putting these in, however, I would like to see the area turn into a huge destination like the San Antonio River Walk area. A parking garage will be needed for everyone to park at as well.
Everett	Resident	Yes	Building an amphitheater and investing in a new stadium for the Aquasox.
Everett	Resident	Yes	Charter/tour boats for more opportunity of non-boat owners to get out on the water and explore. In the past, our family has taken an hour (or so) jet boat ride out of Seattle. My husband and I went sailing (with a skipper) for a couple hour sunset sail out of Santa Cruz, CA. Years ago, we did a whale watch out of Everett. If there are already these opportunities in Everett, we do not know about them. We see all these boats in the marina, but it does not look like to us, anyway, that very many of them actually leave their slip. Ferry rides are not enough and not cost effective. We don't kayak or canoe or wave runners. A few hours to a day on a sailboat or motorboat (cabin cruiser or yacht) skippered by another, is very appealing. We do not want to own our own boat or even timeshare one. Been there, done that.
Everett	Resident	Yes	Childcare access remains challenging, and cost prohibitive for working families. I would like to see more initiatives and incentives for employer based childcare programs or funding to support child care. I believe this will help support workforce and economic development in Snohomish County.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Resident	Yes	Chinook Marsh restoration.
Everett	Resident	Yes	Clean-up and restoration of old buildings along the waterfront. Additional recreational space.
Everett	Resident	Yes	Clean-up efforts and revitalization.
Everett	Resident	Yes	Cleaning up the homeless problems that have plagued the area for years.
Everett	Resident	Yes	Clean-up, redevelopment and revitalization of waterfront access. For the amount of shoreline Snohomish County has, there is limited space for shoreline access. This does not include armored rock or bulkhead access; I mean access by foot like Howarth Park.
Everett	Resident	Yes	Competitive careers.
Everett	Resident	Yes	Consider an annual Christmas market, ice rink, local artists, lights on boats, etc. it would attract money from Seattle, Bellevue, Bellingham, and all over.
Everett	Resident	Yes	Continue efforts to improve the environment around the waterfront, slough, and river entrances. Continue investing in mixed use buildings at the marina; expand the ports influence/enhancements down Marina drive and enhance the transportation options between downtown Everett and the Marina.
Everett	Resident	Yes	Crime prevention / low-income housing opportunities. Art subsidies. Community gardens. Education clean-up after trash trucks on garbage days or start fining them for littering.
Everett	Resident	Yes	Dredging the area just north of the port. Bringing back the kite flying area by the Muse. Allowing more wildlife viewing opportunities around the heron rookery. Making the docks more accessible (many are locked). More food truck events in the north parking lot in the summer. Thank you for putting in restrooms, they are great!
Everett	Resident	Yes	Economical moorage.
Everett	Resident	Yes	Environmental restoration projects. Stormwater Parks. Apprenticeship pathways.
Everett	Resident	Yes	Expand airport; work with tribes to develop Mukilteo site.
Everett	Resident	Yes	Expanding and marketing the FTZ to attract new businesses.
Everett	Resident	Yes	Family-friendly recreation, including indoor opportunities. Keeping prices low so that they are accessible for a majority of community members.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Resident	Yes	Family-friendly areas and outdoor spaces such as parks, playgrounds, dog runs. As well as ways to keep Everett waterfront safe after dark so that it can still be enjoyed in the winter months.
Everett	Resident	Yes	Finish the marina retail improvements.
Everett	Resident	Yes	Finish the project you've started. I know of a 15+ year old project that has not been completed. My guests keep saying - WTH. Stay in your swim lane. Stop trying to be more than you should be.
Everett	Resident	Yes	Get rid of the Navy and reclaim the port as a deep-water study university. Open up the area for businesses related to the fishing industry to take pressure off of Seattle.
Everett	Resident	Yes	Get the homeless of the street.
Everett	Resident	Yes	Getting input from local tribal nations on their wishes for the land use.
Everett	Resident	Yes	Grocery.
Everett	Resident	Yes	Have an aquarium at the waterfront - for education and wild life protection.
Everett	Resident	Yes	Help Paine Field expand.
Everett	Resident	Yes	Help the City of Everett plan the downtown core better to match the waterfront.
Everett	Resident	Yes	Homelessness crisis.
Everett	Resident	Yes	I have been a resident 25+ years & previously a business owner for 7. I support North Everett 110%. The one thing I have learned if you want entertainment on a Friday or Saturday evening you have to leave town. I ride my bicycle three times a week in the evening. North Everett is a ghost town. Everett needs a vibe of its own. Fix that and things will thrive. A year-round night market in the Marina with entertainment?
Everett	Resident	Yes	I live on Grand Avenue, your back yard. I would like to see the parking lots cleaned up and put to better use. Not use what that would be but tired of people using them as place to leave stuff. Thank you.
Everett	Resident	Yes	I would like to see it speed up the development at Waterfront Place.
Everett	Resident	Yes	I would like to see Norton Terminal have some ships berth there eventually.
Everett	Resident	Yes	Improve parking at the Port of Everett, develop the concrete area just south of Edgewater Park in Mukilteo (parking? shopping?).

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Resident	Yes	Improving existing marina facilitates. Some docks are very old. Improving security, including adding cameras to the parking lots and having staffing.
Everett	Resident	Yes	Increased boots on the dock security and protection for port recreational moorage tenants.
Everett	Resident	Yes	Invest and develop the port to capture the offshore wind supply chain infrastructure. A lot of this work can be done here, at our deep seaport to help facilitate delivery and production of offshore wind equipment and supply and services.
Everett	Resident	Yes	Invest in local public schools. Training programs, academies for the trades, in carpentry, electrician, etc. Everett is a blue-collar city. We need these types of schools to stay competitive.
Everett	Resident	Yes	Investing in our young adults. 17-25. Jobs that pay living wages for our young and entertainment / recreation.
Everett	Resident	Yes	Keep parks and sites planned for kids play.
Everett	Resident	Yes	Keeping the homeless away from our area, police enforcing the law, crime prevention, bringing more jobs to Everett, clean up Everett.
Everett	Resident	Yes	Let's take care of/maintain what we already have to a higher level instead of always looking for more areas to expand. You have continuously shown that you simply do not have the manpower or time to repair existing items in an orderly fashion.
Everett	Resident	Yes	Light rail.
Everett	Resident	Yes	Maintaining the largest public marina on the west coast which is currently in a state of decay. Security is atrocious and virtually nonexistent in the marina basin and the port seems to prioritize restaurants and bars over the safety, security, and good order of the marina.
Everett	Resident	Yes	Maintaining the marina such as repairing the fingers to the boats and repairing the docks i.e., B, C, D etc., in the South Marina. Maybe add larger bathroom facilities around south Q area.
Everett	Resident	Yes	Make the Port of Everett a destination point for this region. Do not over clutter it with commercialism. I believe business and community enhancement can work hand in hand.
Everett	Resident	Yes	Making the boaters in your Marina a priority! Fix docks, hire kids each summer to retrieve carts, etc.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Resident	Yes	Making the Port more compatible with the neighborhood that surrounds it, specifically by reducing horrible and unnecessary noise from loading operations. And by obeying previously legally agreed-to provisions about hours when loading can take place.
Everett	Resident	Yes	Many waterways and watersheds and streams connect to the Port either directly or indirectly. I would like to see the Port restore those habitats, so that humans and wildlife can more effectively live together.
Everett	Resident	Yes	Marina improvements and dock maintenance.
Everett	Resident	Yes	Marina maintenance.
Everett	Resident	Yes	Marine/rail/truck coordination and facilities. More international business. Replacing the port director with someone who is actually responsive to voters.
Everett	Resident	Yes	Mental health, domestic violence services.
Everett	Resident	Yes	Mixed-use projects that not only include housing and services but also are a destination.
Everett	Resident	Yes	Mixed-use development at Everett Mall, freight/passenger rail corridor improvements, and recreational access to Snohomish River.
Everett	Resident	Yes	More beach access including Puget Sound and the Snohomish River and slues, Stillaguamish. More boat launches, less pay parking.
Everett	Resident	Yes	More direct business recruitment activities as there currently is very little being done by the City of Everett or Snohomish County.
Everett	Resident	Yes	More dog parks. More walkable waterfront. It's not continuous now. It's not efficient. It's set up more like a stop and go. Amenities are not walkable for guest boats or for Southern moorage. Think tourist vice industrial.
Everett	Resident	Yes	More jobs.
Everett	Resident	Yes	More local business opportunities, such as a much needed butcher shop and/or fish market. More parks and recreational areas.
Everett	Resident	Yes	More restaurants and shops and activities.
Everett	Resident	Yes	More shops, restaurants, breweries, and wine shops. Love making the port of Everett a destination.
Everett	Resident	Yes	More small retail businesses along the waterfront. More beach access/parks that are accessible year-round. Expand Paine Field to include more flights/locations that it flies to.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Resident	Yes	More waterfront public access including trails and mixed-use development, along river and sound.
Everett	Resident	Yes	Mukilteo waterfront development.
Everett	Resident	Yes	New docks specifically central marina.
Everett	Resident	Yes	No Investment needed to be a good neighbor to the historic neighborhoods that sit above the Port of Everett. Homes and neighbors here way before the Port of Everett. Seriously, be a better neighbor.
Everett	Resident	Yes	None. Cities and county are better suited and prepared to take on the projects and improvements mentioned. I have lived adjacent to the Port for 18 years and had a vessel there in the past. I have been highly discouraged by the Port's overall attitude and direction. That said, there has been improvement in the past 5 years or so.... probably due to necessity. Port of Edmonds and Port of Bellingham are much better integrated into the overall community than POE. POE would prefer shipping terminals, high volume roadways, and fenced industrial areas.
Everett	Resident	Yes	Not being so greedy!
Everett	Resident	Yes	Parking at no cost to lease holders.
Everett	Resident	Yes	Parks.
Everett	Resident	Yes	Partner in the development of a new multi-purpose facility in Everett to house the Everett AquaSox and major sports and music events, as well as ancillary development connected to such a project.
Everett	Resident	Yes	Please keep balancing the need for port-specific high wage jobs, boating and recreation, new retail uses, and the environment. Don't destroy a working waterfront or Disney-ify it. I think the balance has been great; keep it up. A port should function first and foremost as a port, that alone will keep good jobs. That recreation and retail can be added is a bonus but let's not turn it into South Lake Union.
Everett	Resident	Yes	Please relocate and provide a flush to station back at the 10th St boat launch. Our investments in boat and trailers are jeopardized without this feature.
Everett	Resident	Yes	Port security and habitat management.
Everett	Resident	Yes	Protect the environment.
Everett	Resident	Yes	Protecting historic neighborhoods.
Everett	Resident	Yes	Protecting homes due to massive tidal variations by dredging, tidal walls, etc.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Resident	Yes	Provide exercise facilities on port property for slip-holders. Expand amenities for slip-holders.
Everett	Resident	Yes	Public access to the waterfront. Build more bridges over the railroad tracks and allow waterfront access.
Everett	Resident	Yes	Railroad crossings to beach public recreational access.
Everett	Resident	Yes	Redevelopment of properties north of Jetty Island along West Marine View Drive. They are an eyesore and there is so much potential to build either a new industrial park or more mixed use. Also, I would like to see the waterfront development of Mukilteo between ferry and Edgewater beach completed. So much potential there as well. Shooting for the moon here but what about some sort of trail that connects Everett's waterfront with Mukilteo's for walkers and cyclists.
Everett	Resident	Yes	Repair bridge over train tracks from Howarth Park to beach. This may be a city park issue however.
Everett	Resident	Yes	Repair south/central docks - control commercial wake on river to keep docks from deteriorating.
Everett	Resident	Yes	Restaurant and walking trails. Also, sidewalks in some areas if Everett.
Everett	Resident	Yes	Restore Everett-Spokane air service via Paine Field (and drop the Seattle from the name.
Everett	Resident	Yes	Revitalizing downtown Everett and the waterfront to attract people to live and visit the city. Light rail should be finished much sooner than currently planned as well. Everett needs better grocery stores etc. also.
Everett	Resident	Yes	Revitalizing Forest Park and reopening the pool.
Everett	Resident	Yes	Robust maintenance of parks / beautification throughout the streets/ safety.
Everett	Resident	Yes	Safe walking path in south Everett like the Everett waterfront walking path where traffic is away from the walking.
Everett	Resident	Yes	Sailboat long term dry storage.
Everett	Resident	Yes	Seaweed farming mixed with oyster farming to offset pollution and sell seaweed to local farms and oysters to public. Win-win!
Everett	Resident	Yes	Security services at the Port of Everett marina.
Everett	Resident	Yes	Shore access.
Everett	Resident	Yes	Solar panel installations on the tallest buildings, 100% fleet of electric buses, and more urban trees/parks using the Miyawaki Method.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Resident	Yes	Spread out, stimulate beyond waterfront.
Everett	Resident	Yes	Taking care of what the Port already has. The marinas need a lot of work. The “new” projects at the marina are overshadowing and using money that could upgrade and maintain the docks, parking, security.
Everett	Resident	Yes	Traffic congestion, environmental cleanups, and job creation.
Everett	Resident	Yes	Trail access along Snohomish River from Everett to Snohomish and Centennial Trail. Along with better trail system along river to port area and Mukilteo.
Everett	Resident	Yes	Trail systems for walking/biking. Restoration on the waterfront, more beach access.
Everett	Resident	Yes	Waterfront between Everett and Mukilteo, and also Silver Lake.
Everett	Resident	Yes	Waterfront development.
Everett	Resident	Yes	Waterfront development business and recreational.
Everett	Resident	Yes	Waterfront development, boating access, mixed use retail/ restaurant development on the waterfront, regional transportation development/ commercial airport development.
Everett	Resident	Yes	We would like to have those that are involved in the projects, construction to be re-directed for entry into these projects from another source. E. Marine View Dr. can no longer handle these construction trucks barreling down our roadway. We in the Delta neighborhood would appreciate mandating these semis to go through Broadway or Pacific Avenue to get to their job site. E. Marine View Dr. residence, pay our taxes which encompasses the destruction of our roadway and our nerves with these construction trucks that are very aggressive and challenges with just trying to get into our driveways. Please help us by educating the semi-truck drivers if this is not a highway for their ways to get to your projects. There are alternatives that do not need to be at the expense of the tax paying residence of Everett specifically the Delta neighborhood. Thank you.
Everett	Resident	Yes	Would love to see the port continue to prioritize environmental issues and develop port jobs to support Everett's economy.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Resident	Yes	You need to make the marina a priority for boaters. Not for restaurants and cafes. It's great having people enjoy the waterfront but the marina and boat ramps are there to serve boaters. It appears like boaters are an afterthought. Port management does not engage with boaters in any of the decisions that impact the marina. That needs to change.
Everett	Resident	Yes	Youth access to water for learning small boat handling.
Gold Bar	Resident	Yes	Highway 2 infrastructure.
Gold Bar	Resident	Yes	If the port were to grow to the entire county and increase our property taxes, which the county could do on its own so not sure what difference the port would make, I would like to see US2 improvements in the sky valley and more walking/recreational trails in the sky Valley linking communities in other ways off the highway.
Gold Bar	Resident	Yes	Infrastructure expansion and improvements to the road systems.
Gold Bar	Resident	Yes	Planning some retreats for couples in crisis; enhance business/recovery areas.
Gold Bar	Resident	Yes	Transportation issues impacting Highway 2 corridor.
Granite Falls	Resident	Yes	Better support and tools for law enforcement.
Granite Falls	Resident	Yes	Crime and homelessness.
Granite Falls	Resident	Yes	Deep water port.
Granite Falls	Resident	Yes	Easing Highway 2 congestion.
Granite Falls	Resident	Yes	Farmers market, restaurants, and retail stores.
Granite Falls	Resident	Yes	Fish market, retail shops, restaurants, coffee shops, wine bars, specialty grocery, and farmers market.
Granite Falls	Resident	Yes	I need to some more thinking on this one.
Granite Falls	Resident	Yes	Invest money in cleaning up Everett so we don't lose businesses like Seattle. Granite Falls is not a port community and should not be worried about another increase in taxes to support liberal initiatives that have not made Everett better. I work in downtown and am disgusted by what Everett has become.
Granite Falls	Resident	Yes	Keep expanding waterfront for recreational use. Keep free concerts and add more or longer time frame.
Granite Falls	Resident	Yes	Marina additions and boat ramps. Shore access for fishing-crabbing.
Granite Falls	Resident	Yes	More restaurant choices. More small businesses. More advertisement of available choices. Continue strong support of library.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Granite Falls	Resident	Yes	More trail networks.
Granite Falls	Resident	Yes	Music and venues for the arts. Community events.
Granite Falls	Resident	Yes	Salmon run restoration, invest in whale/ marine life sustainability.
Granite Falls	Resident	Yes	Schools.
Granite Falls	Resident	Yes	Some form of recreation for the kids in town.
Granite Falls	Resident	Yes	The support of off-road motorized recreation.
Granite Falls	Resident	Yes	Widen the trestle. Widen Highway 9. Reduce garbage on roadways.
Hat Island	Resident	Yes	Improve security and closer handicap parking for monthly parking subscribers.
Hat Island	Resident	Yes	Improving South Marina ramps. Better parking options for slip holders. Safety and theft protection.
Index	Resident	Yes	Public transportation. Environmental protection.
Index	Resident	Yes	Some parks and recreation sites.
Lake Stevens	Resident	Yes	Better treatment of the slip holders. Marina means boats. I have moored a boat at the POE since 2007. In the past few years, I have felt like we are pushing away just the kind of people we want to keep here. Your option didn't allow me to voice that I spend equal amounts of time on my boat and in Lake Stevens. I considered getting live abroad access when I purchased my current boat in 2019. But I am not actually living on my boat. I am on a waiting list to move my boat to another marina. If expanding the boundaries means disrespecting those who belong in an area, then count me out.
Lake Stevens	Resident	Yes	Cedarwood Clubhouse.
Lake Stevens	Resident	Yes	Clean up the Snohomish River, lots of junk boats, lots of snags that prevent us from boating in the Lowell area. Clean up the covered roofs at the Port South docks. They are rotting off and look horrible.
Lake Stevens	Resident	Yes	Clean-up the waterfront and waterways.
Lake Stevens	Resident	Yes	Cleaning up downtown Everett.
Lake Stevens	Resident	Yes	Community waterfront access. parks, personnel watercraft access, and amenities. Environmental and wildlife education. The nesting areas for herons and other birds needs to recognized and protected.
Lake Stevens	Resident	Yes	Dog park, dog-friendly spaces, kayak, rowboat and SUP rentals for families. Art show, history displays (small Maritime/Port history museum?).
Lake Stevens	Resident	Yes	Fish market.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Lake Stevens	Resident	Yes	Fix the trestle traffic.
Lake Stevens	Resident	Yes	Fixing the parking- as slip holders it is vital the parking is fixed. Now having to pay to park where visitors are charged while regularly having neighbors having cars stolen is frustrating. We are paying for the parking lot to be maintained but now we have automated cars and drivers who never leave them, security is none existed. I used to see them several times a week down there. I haven't seen security driving around in months. Crime is at an all-time high, and nothing is being done even with increased revenue.
Lake Stevens	Resident	Yes	Getting rid of drug addicts and their filth everywhere. I would invest significantly more time/money in local businesses, if I didn't have to deal with them and their tweaker activities and crime. Not community transit and their scam projects. We don't need more taxes for busses that just drive around drug addicts and force people to live with their choices.
Lake Stevens	Resident	Yes	Getting rid of the homeless, drugs, and safe recreation, walking areas.
Lake Stevens	Resident	Yes	Harm reduction, mental health services, supporting food banks and housing.
Lake Stevens	Resident	Yes	Highway 2 trestle upgrades. Walking trail around Lake Stevens.
Lake Stevens	Resident	Yes	Housing.
Lake Stevens	Resident	Yes	improvements to US 2 trestle to relieve traffic, add bike lanes, and restore salmon habitat.
Lake Stevens	Resident	Yes	Job.
Lake Stevens	Resident	Yes	Keep adding business to the waterfront!
Lake Stevens	Resident	Yes	Local fishing and produce.
Lake Stevens	Resident	Yes	Neighborhood watch programs, community youth activity centers, and more community parks with walkable access for families.
Lake Stevens	Resident	Yes	New minor league baseball stadium, outdoor concert venue.
Lake Stevens	Resident	Yes	Not at this time.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Lake Stevens	Resident	Yes	Outdoor activities for families. More days added to music at the marina, Friday and Saturday nights would be super fantastic for us people have to get up and work the next day LOL Improve wait time and better access to Jetty Island, i.e. run 2 boats etc., adding a boardwalk would be fabulous! As well as more walking trails at the marina. A designated bike only path would be awesome! Add volleyball/ badminton nets in the grassy area behind Scuttlebutts. Add firepits, barbecues and more benches to watch the sunsets, beautiful scenery & bay, (Mukilteo Park is a great example). Add RV camping pads for us folks who get back late on our boats when too tired to drive home. As well as making Hotel Indio more affordable. Please and thank you to all the above.
Lake Stevens	Resident	Yes	Passenger airport expansion.
Lake Stevens	Resident	Yes	Perhaps a little shellfish but I would love to buy fresh seafood at the port.
Lake Stevens	Resident	Yes	Port support facilities beyond the waterfront.
Lake Stevens	Resident	Yes	Public access to Lake Stevens.
Lake Stevens	Resident	Yes	Public transportation is the ideal way to improve traffic congestion. Currently it is most efficient at shuttling people out of the city. A tram from Lake Stevens Park and Ride to Everett Station my be the biggest game changer to trestle traffic.
Lake Stevens	Resident	Yes	River and waterway transportation. This will take pressure off traffic congestion. Europe and Asia use their waterways much more effectively. US relied way too heavily on roads and trucks = high carbon footprint.
Lake Stevens	Resident	Yes	Senior related support.
Lake Stevens	Resident	Yes	Snohomish River salmon restoration. Also, I-5 and trestle congestion relief.
Lake Stevens	Resident	Yes	Support for general aviation. We are a part of a flying club with hangers at Paine and see the general aviation getting pushed out as Paine expands commercial.
Lake Stevens	Resident	Yes	That pretty well covers it.
Lake Stevens	Resident	Yes	Transportation. More sidewalks. Ada compliance/ more wheelchair accessible areas. Recreational areas. Parks trails water access.
Lake Stevens	Resident	Yes	US 2 trestle.
Lake Stevens	Resident	Yes	Water taxis to all same stops the sounder makes and beyond.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Lynnwood	Resident	Yes	Additional shipyards to support maritime - tugs, fishing, ferries, etc. Any help you could provide existing shipyards and development of additional boat building/maintenance facilities.
Lynnwood	Resident	Yes	Affordable housing and mental health care.
Lynnwood	Resident	Yes	Environmental cleanup and habitat restoration.
Lynnwood	Resident	Yes	Extension of light rail to Everett and port.
Lynnwood	Resident	Yes	Free parking at Mukilteo beach and free or "family fare" shuttles to special events from free parking venues. Maybe a local "Jetty Island" family outing date for more inland folks to get the opportunity to experience this with the boat tour included. Most kids today do not get to see or experience the beach with their families. Maybe give tickets via the library so they can do crowd control and can park at the library if have a car?
Lynnwood	Resident	Yes	Gas station on WMVD, steakhouse.
Lynnwood	Resident	Yes	Get rid of the homeless problem.
Lynnwood	Resident	Yes	More light rail.
Lynnwood	Resident	Yes	Salmon habitat restoration and accessible recreation at Meadowdale Beach and Picnic Point.
Lynnwood	Resident	Yes	Some condos not just apartments.
Lynnwood	Resident	Yes	Sound Transit Link transportation, improving connectivity to regional and local transit (Paine Field passenger terminal, Mukilteo ferry terminal, Sounder stations, local bus service).
Lynnwood	Resident	Yes	Support for either expanding the airport at Paine Field or developing another full-service airport in, say, Arlington area.
Lynnwood	Resident	Yes	Traffic congestion.
Lynnwood	Resident	Yes	Transit oriented development, better connectivity to regional centers.
Lynnwood	Resident	Yes	Waterfowl areas.
Marysville	Resident	Yes	1. International shipping. Maritime/ supply chain. 2. Increasing job opportunities. 3. Affordable living/housing for lower- and middle-class wage earners.
Marysville	Resident	Yes	A waterfront of shops stores and restaurants but not price out people like in Seattle or Magnolia.
Marysville	Resident	Yes	Affordable housing.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Marysville	Resident	Yes	Apprenticeship and mentoring programs. Community resource centers/hubs for access of services and supports.
Marysville	Resident	Yes	Better boat launch access with a regular maintenance schedule for dredging and better habitat for more fish to come back to every year.
Marysville	Resident	Yes	Bike infrastructure from Marysville to Everett along 529.
Marysville	Resident	Yes	Bringing more safe recreation opportunities to Port areas. There could be well-lot walking areas all along the waterfront, connected to the new bridge down from Everett Ave. That area is lovely but all the streetlights along the path to the new pedestrian bridge over the tracks are usually turned off. Evening & weekend food truck events & outdoor concerts could be year-round instead of just in summer. Artists & buskers could reserve spaces to play their trades along the walking path. Permanent or semi-permanent spots to get hot chocolate, warm pretzels in the winter & lemonade or ice cream in the summer could be added. The port should be publicly accessible and have an easy path from the new pedestrian bridge down to the waterfront all year round.
Marysville	Resident	Yes	Build a third road link up to Marysville. Now there's only the I-5 and 529, and they are stupidly close to one another in Marysville.
Marysville	Resident	Yes	Consistent pedestrian access, mixed usage zoning, 24-hour mass transit lines. Traffic calming roads.
Marysville	Resident	Yes	Continued development of the port.
Marysville	Resident	Yes	Derelict boat removal. Dredge and remove dangerous "deadheads" (embedded logs) from the Snohomish River, Ebey, Steamboat Sloughs.
Marysville	Resident	Yes	Developing Marysville Ebey Slough area.
Marysville	Resident	Yes	Ebey Slough revitalization and more, connected walking trails. Marysville School District needs help cleaning up their properties and drawing in more, community minded families who will prioritize the needs of generations to come.
Marysville	Resident	Yes	Environmental clean-up of rivers and sloughs.
Marysville	Resident	Yes	Estuary preservation and habitat restoration. Support and growth of local business. Traffic improvement.
Marysville	Resident	Yes	Fixing the boat launch docks and filling the potholes in the parking lot.
Marysville	Resident	Yes	Good restaurants.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Marysville	Resident	Yes	I would love beach access on the North Marina including areas that are wheelchair accessible. I love the walk down there and it would be amazing to access the water too!
Marysville	Resident	Yes	I would love to see Marysville adapt a conformed modern face lift to include downtown Marysville and down State Street. Marysville looks old and distressed upon entering.
Marysville	Resident	Yes	Improved boat launch ramps making them safer for older and or handicapped residents.
Marysville	Resident	Yes	Infrastructure.
Marysville	Resident	Yes	Marysville waterfront development.
Marysville	Resident	Yes	More exits into Marysville.
Marysville	Resident	Yes	More sidewalks. Separate walkers from riders. Seems to be a lot of bikes, scooters lately make it hard for seniors walking their dogs.
Marysville	Resident	Yes	Ocean water cleanup.
Marysville	Resident	Yes	Paine Field Airport.
Marysville	Resident	Yes	Public open areas for all to enjoy waterfront activities for example, parks with lots of eating areas and play grounds for families.
Marysville	Resident	Yes	Purchasing property that abuts Ebey Slough that would tie to Heron Slough and Steamboat Slough. We own one of only two properties on Ebey Slough that has Second Class Tidelands Rights. This could be an invaluable purchase.
Marysville	Resident	Yes	Redevelopment of Ebey waterfront.
Marysville	Resident	Yes	River front development.
Marysville	Resident	Yes	Safety. I seldomly visit the Everett port because of drug paraphernalia on the ground and homeless people around.
Marysville	Resident	Yes	Small business opportunities.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Marysville	Resident	Yes	The grounds are filthy. As a boat owner and slip renter I find it hilarious that you charge a monthly environmental fee. You manage to get all the flowers watered, but the parking lot and the docks are littered with trash, plastic, broken houses, bungie cords, you name it, it can be found on the ground at the POE. Who designed that new bathroom. The toilets are not automatic, 50% of the time you can find a turd. Who suggested square sinks. They are filthy, the corners have living organisms. If two people decide to take showers at the same time, there are NO bathrooms for 30 to 40 minutes. Very poor planning. What's with the hours at the fuel dock. People who use the marina leave in the morning and come back in the afternoon. The only reasonable times the fuel dock is open is the middle of summer. When you start accepting cash. Cash is legal tender in the United States of America.
Marysville	Resident	Yes	Traffic improvements.
Marysville	Resident	Yes	Transportation.
Marysville	Resident	Yes	Transportation on roads.
Marysville	Resident	Yes	Waterfront access and mixed-use opportunities.
Marysville	Resident	Yes	Waterfront access, recreation, and redevelopment.
Marysville	Resident	Yes	Waterfront revitalized.
Marysville	Resident	Yes	Would love to see condos go in to make the housing more diverse.
Mill Creek	Resident	Yes	Airport facilities.
Mill Creek	Resident	Yes	Cleaning up Snohomish River.
Mill Creek	Resident	Yes	Community marine education and career center at the port.
Mill Creek	Resident	Yes	Improve ferry services.
Mill Creek	Resident	Yes	More parks for families, dog parks, picnic areas with water access, beach areas.
Mill Creek	Resident	Yes	Removal of derelict vessel removal on Snohomish River.
Mill Creek	Resident	Yes	Remove old creosote pilings and create more public parks at shorelines/beaches.
Mill Creek	Resident	Yes	Salmon restoration.
Mill Creek	Resident	Yes	Small business support initiatives from Mill Creek.
Mill Creek	Resident	Yes	Snohomish River cleanup.
Monroe	Resident	Yes	A park, a port, businesses with housing.
Monroe	Resident	Yes	Additional lanes on 520 between Monroe and Maltby.
Monroe	Resident	Yes	Affordable housing.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Monroe	Resident	Yes	Competitive job opportunities, company incentive to bring more business and career opportunities to the area.
Monroe	Resident	Yes	Crime.
Monroe	Resident	Yes	Finish 520 New Highway 2.
Monroe	Resident	Yes	Fishing opportunities.
Monroe	Resident	Yes	Help for the homeless.
Monroe	Resident	Yes	Highway congestion on US 2 and 522.
Monroe	Resident	Yes	Low-income housing.
Monroe	Resident	Yes	Mixed-use development, community revitalization and development.
Monroe	Resident	Yes	More recreational areas for families like waterfront walking trails with point of access picnic/eating areas another designated splash pad other than the fountain in front of the new apartments at the marina would be cool. A day at the beach is a frequent trip for us and replicating a splash pad like they have up at forest park down near the waterfront would be our dream.
Monroe	Resident	Yes	More recreational opportunities connecting the community with lighted walking and biking trails -- connecting Snohomish, Monroe and Woodinville with more, safer access to trails. Increasing river access community development for adding walking/biking trails and developing community spaces for entertainment, gathering and being in nature. Creating better transportation (light rail) options to Everett Boeing from Monroe either connecting through Woodinville or through Snohomish. Increasing broadband capabilities and competition for more companies.
Monroe	Resident	Yes	Paine Field Airport (I can't remember the actual name of the new airport) growth and access.
Monroe	Resident	Yes	Peace on Earth.
Monroe	Resident	Yes	Recreation/ visitors center.
Monroe	Resident	Yes	Recreational access to waterways.
Monroe	Resident	Yes	Tidal/hydro power or other renewable energy avenues, like solar or wind.
Monroe	Resident	Yes	Transportation.
Monroe	Resident	Yes	US 2 & 522.
Mountlake Terrace	Resident	Yes	Ballinger Lake.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Mountlake Terrance	Resident	Yes	Port docks get zero dollars and no maintenance. And Security is "0." Port needs to start in the Port, not all new. Let's see some upkeep on what they can't or don't take care of now! Not more where's all the money and \$64 million gong now?
Mukilteo	Resident	Yes	Affordable housing.
Mukilteo	Resident	Yes	Begin by assuming responsibility for Paine Field, reinstalling its original name, and ensuring that the current flight plan is maintained which restricts and limits the number of flights each day.
Mukilteo	Resident	Yes	Daylighting stream passages in the near shore environment.
Mukilteo	Resident	Yes	Enhancing Mukilteo waterfront.
Mukilteo	Resident	Yes	Historic ship access for public.
Mukilteo	Resident	Yes	Improve security in and around the marina.
Mukilteo	Resident	Yes	Job growth, housing, and tourism.
Mukilteo	Resident	Yes	More salmon restoration.
Mukilteo	Resident	Yes	Mukilteo landing.
Mukilteo	Resident	Yes	Mukilteo waterfront development.
Mukilteo	Resident	Yes	Mukilteo waterfront development, recreational facilities and environmental stewardship.
Mukilteo	Resident	Yes	Mukilteo waterfront expansion (and making the bridge connecting to the waterfront safer).
Mukilteo	Resident	Yes	Mukilteo waterfront mixed use development - residential, retail and open space.
Mukilteo	Resident	Yes	Mukilteo waterfront where the Coast Guard building was should become an educational center for adults and children about why and how to keep our Salish Sea healthy. Now, not in 20 years.
Mukilteo	Resident	Yes	Need garbage cans placed right by the entrance to new fishing pier in Mukilteo next to the ferry terminal. Fisherman/women and crabbers litter the area with their cut off zip ties and fishing line. The only garbage cans are located on the sidewalk ends to the east and west areas and not at the entrance to the dock. This is a constant problem and is not good for the environment including sea life.
Mukilteo	Resident	Yes	Outdoor recreation - Pickleball courts; public transportation i.e., light rail to/from the port.
Mukilteo	Resident	Yes	Park and multiuse projects near new Mukilteo ferry terminal.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Mukilteo	Resident	Yes	Park and recreation development on the Snohomish River and Port Gardner Bay shorelines.
Mukilteo	Resident	Yes	Recreation development around the Mukilteo Ferry terminal.
Mukilteo	Resident	Yes	Remove boat launch from Mukilteo and create boat launch in alternative location. Completion of phases 3 & 4 of Mukilteo waterfront park plan. Create informal spaces (e.g., picnic areas, restroom facilities, and benches) on tank farm waterfront property, commercial/residential development close to railroad tracks, and expansive residential promenade along waterfront.
Mukilteo	Resident	Yes	Salmon restoration.
Mukilteo	Resident	Yes	Simply improve the Mukilteo waterfront overall without over development. It has a lot of potential!
Mukilteo	Resident	Yes	Waterfront development in Mukilteo. Slip management for boats over 40' in POE.
Snohomish	Resident	Yes	24-hour fuel dock.
Snohomish	Resident	Yes	Affordable housing.
Snohomish	Resident	Yes	Better entertainment and recreation/ weekend spot.
Snohomish	Resident	Yes	Broadband.
Snohomish	Resident	Yes	Broadband, riverfront usage especially the closed mill on the Snohomish River.
Snohomish	Resident	Yes	Build a new Highway from Snohomish to Everett.
Snohomish	Resident	Yes	Clean-up & Development of the former Snohomish Lumber Mill, located across the river from downtown Snohomish. Mixed use, riverfront trail, parks, salmon enhancement, foot bridge into Snohomish.
Snohomish	Resident	Yes	Climate change related impacts, which will affect the Port. You need to shore up your facilities and could contribute to management of runoff and multi-benefit projects that benefit the river basins and shoreline. We don't need more development- this County is a mismanaged mess as it is, in a slow-motion train wreck between development, runoff, and sea level rise.
Snohomish	Resident	Yes	Cloverleaf at Hwy 9 & HWY 2. Long overdue.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Snohomish	Resident	Yes	Continue to make the port a destination to live. I would love to see a project which harnesses to natural beauty of this area to build a townhouse/condo/town square community designed for folks who primarily work from home. Residences should feature offices with views, separate entrances, and walkability to green space, stores, and restaurants.
Snohomish	Resident	Yes	Education and workforce training.
Snohomish	Resident	Yes	I would like the Port to look into collaboration with local fire departments to see how public fire and life safety can be enhanced.
Snohomish	Resident	Yes	Improve security throughout the marina and improve maintenance and upgrades to marina facilities.
Snohomish	Resident	Yes	Make the waterfront a food destination.
Snohomish	Resident	Yes	More fishing access points along the Snohomish River.
Snohomish	Resident	Yes	More public transportation and bike infrastructure.
Snohomish	Resident	Yes	Projects consistent with the existing mission. Supporting those already operating in the economic development space.
Snohomish	Resident	Yes	Recreational.
Snohomish	Resident	Yes	Restaurants, outdoor eating, outdoor concerts, lantern festivals, family fun!
Snohomish	Resident	Yes	River dredging.
Snohomish	Resident	Yes	Saving, and protecting waterfront property in its natural state, which is priceless.
Snohomish	Resident	Yes	Seems like there's already a lot to consider.
Snohomish	Resident	Yes	Snohomish River parks and habitat restoration. Spencer Island rehabilitation.
Snohomish	Resident	Yes	South Dock is a mess. Finger docks at angles making it dangerous to get on and off boats.
Snohomish	Resident	Yes	Support tourism, local and visitor, opportunities.
Snohomish	Resident	Yes	Tourist recreation activities.
Snohomish	Resident	Yes	Using our waterways for increased tourism, i.e., boat rides down the Snohomish River.
Stanwood	Resident	Yes	Airport expansion and dredging the mouth of the Stillaguamish River.
Stanwood	Resident	Yes	Any and all that provides access to waterfront wherever that may be in the county.
Stanwood	Resident	Yes	Boating-related facilities. Also, environmental cleanup.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Stanwood	Resident	Yes	Broadband services, better access to waterfront, parks, more use of the Everett airport.
Stanwood	Resident	Yes	Dredge the channel between Camino and Stanwood so you can get a recreational boat through it.
Stanwood	Resident	Yes	Enhance tourism in Stanwood through revitalization and lodging opportunities.
Stanwood	Resident	Yes	General community improvements.
Stanwood	Resident	Yes	I would like to see the Stanwood train station grow with more stops.
Stanwood	Resident	Yes	I-5 traffic improvements.
Stanwood	Resident	Yes	Local community gardens food preservation classes teaching how to build and create sew and herbal foraging etc.
Stanwood	Resident	Yes	More improvements in town and by the river.
Stanwood	Resident	Yes	Parks.
Stanwood	Resident	Yes	Salmon and habitat restoration and job training.
Sultan	Resident	Yes	Areas of recreation that are free or low cost.
Sultan	Resident	Yes	Easing traffic congestion though Highway 2 corridor of Sultan and eastward.
Sultan	Resident	Yes	Education.
Sultan	Resident	Yes	Expansion of US-2 and Highway 522. To also look at adding a swift line past Monroe. Sultan is growing fast.
Sultan	Resident	Yes	Highway expansion, traffic congestion relief, Highway 2 improvement and expansion. It currently is one way each way and has not grown with the amount of traffic it takes now. It is outdated and too small for the amount of growth it has seen.
Sultan	Resident	Yes	Light rail.
Sultan	Resident	Yes	Pump track.
Sultan	Resident	Yes	Road improvements.
Sultan	Resident	Yes	Traffic congestion on Highway 2.
Sultan	Resident	Yes	Traffic on Highway 2
Sultan	Resident	Yes	Updating current marina facilities.
Tulalip	Resident	Yes	Affordable housing. Get people having to live off the street. Build an institution for recovery and safety. Make our community safer. Take guns off the street.
Tulalip	Resident	Yes	Community for Senior Citizens, housing, activities etc.
Tulalip	Resident	Yes	Elevated crossings over railroad.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Tulalip	Resident	Yes	Enhance ship repair capabilities for the government and navy in Everett.
Tulalip	Resident	Yes	Homeless cleanup and litter/garbage etc. cleanup by those that are incarcerated.
Tulalip	Resident	Yes	Tourism of the sound.
Tulalip	Resident	Yes	Transportation and getting rid of homeless.
Tulalip	Resident	Yes	Upgrading marina facilities, moorage goes up and no improvements to docks/roofs.

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

BUSINESS OWNERS

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Arlington	Business Owner	Yes	Educational tours with our schools to interest youth in staying and working in Snohomish County.
Arlington	Business Owner	Yes	Homeschool co-ops and creative schooling options. With our area’s unfortunate public school decline (i.e.- failure on Google, Washington Report Card, OSPI numbers, and type in every school district in Snohomish County or every school district in WA), families are pulling their children and opting to homeschool, with tremendous results, even though it is hard for these families. These are the kids you want working for you. These are the kids to invest in. Invest in their families, too. Strong families, strong kids, strong, productive adults. Our third-grade daughter is testing at a 7th grade level. Public schools are in the 30% grade level bracket. Do you want a reliable, intelligent, innovative workforce? The homeschool kids. There are over 300 in our local co-op alone and many more established and establishing. We would love field trips, curriculum guidance and materials, mentorship, apprenticeships, scholarships, your team's innovative ideas, and positive media press.
Arlington	Business Owner	Yes	Mixed-use.
Arlington	Business Owner	Yes	Stop building and recover much of the land given to big business and developers in the Arlington area. Been in the area 25 years and quality of life has gone down, down, down.
Bothell	Business Owner	Yes	Broadband.
Bothell	Business Owner	Yes	Protecting the natural, native plant / trees and wildlife ecosystems. Stop developing every square inch of the county. Asphalt and concrete are an eyesore and we have enough of it.
Bothell	Business Owner	Yes	Workforce housing.
Edmonds	Business Owner	Yes	Water and shoreline clean-ups. Accessible swimming and fishing waters in the region. Shoreline parks instead of expensive shoreline homes.
Everett	Business Owner	Yes	Additional small businesses at/in port buildings.
Everett	Business Owner	Yes	Addressing homelessness both north and south of Everett.
Everett	Business Owner	Yes	An expanded sounder schedule. More small business boat businesses.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Business Owner	Yes	Boat yard facilities for cooperation with Washington Maritime Blue for sustainable maritime initiatives. Also, a study of the effects of road salt on ocean salinity and a return to sand for traction during inclement weather. Reduction in costs for businesses to try new innovative ideas as workforce takes more of the budget due to inflation.
Everett	Business Owner	Yes	CIC in Marysville/Arlington.
Everett	Business Owner	Yes	Clean up the Snohomish River. Clean up all the junk boats. Clean up the docks at Everett, many look like abandoned boats.
Everett	Business Owner	Yes	Condos at the Waterfront - been waiting decades.
Everett	Business Owner	Yes	Education for blue collar jobs (electricians, carpenters, plumbing, etc.) for almost free for folks to earn a living a trade craft.
Everett	Business Owner	Yes	Growth with highest regard to neighborhood and environmental impact
Everett	Business Owner	Yes	I would like to see the Port focusing on Everett marina rather than wasting precious resources on places outside of the city. There is so much maintenance, ordinances and security that needs to be addressed, please deal with that first before looking somewhere else.
Everett	Business Owner	Yes	Increase guest moorage at Jetty Island by installing a dock along the shoreline south of the existing dock with an underwater cable across from the marina to provide power.
Everett	Business Owner	Yes	Increasing housing stock in key areas; Mukilteo waterfront.
Everett	Business Owner	Yes	Industrial, community development and mixed use.
Everett	Business Owner	Yes	Invest in Marina. The covered moorage is needing upgrading and the amenities provided to boaters verses other Washington marinas is lacking. Like dock boxes, better parking arrangements, lower moorage fees and discounts on fuel every day of the week.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Business Owner	Yes	Manage what you have. Take more effort and energy to maintain the Port of Everett. The Marina looks like a 1980's horror film location. Boats look like they are abandoned. That big white tour boat that's been parked for five years is not a welcoming site. The roofs look like they are ready to turn to dust, and it's always dirty down there in the winter. It's like you don't care. So manage that first.
Everett	Business Owner	Yes	Marina parking for your boat owners and get rid of your new Nazi parking enforcements. Put in a gated parking for boat owners. That would be a good start.
Everett	Business Owner	Yes	More areas for local businesses to help drive consumer traffic to the waterfront.
Everett	Business Owner	Yes	More artist life-work spaces and way more support of local artists and the creative class.
Everett	Business Owner	Yes	More safe areas for families to play.
Everett	Business Owner	Yes	Need to be better neighbors and respect the people living near the Port by switching to radar for safety on all port vehicles used at the Port.
Everett	Business Owner	Yes	Over-arching projects i.e. making sure every individual in the area has decent broadband access. Our community would be much more attractive if parties from all different walks of life and all different size of organizations (local, state, federal government agencies, special purpose districts, not for profits, small businesses, business leaders and elected officials) left their politics and personal grudges at the door to come and work together. Let Port of Everett, Snohomish County and the local businesses here be a shining example of getting along for the best interest of all involved!
Everett	Business Owner	Yes	Parks.
Everett	Business Owner	Yes	Parks!
Everett	Business Owner	Yes	Passenger ferry service, expanded import/export capacity, shipbuilding/maintenance, cruise industry.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Business Owner	Yes	Please come up with a Security based plan! if it's cost that prevents paid patrols etc., then maybe the port community needs a volunteer citizen patrol program to help combat crime. The Port is sitting duck with all the new development. Meaning, cars are broken into, drugs, theft etc. The stigma of Everett is forming. Sad to see the port invest so much to have it taken by the unsavory opportunists that prowl the boats and unattended cars. The Port stands a chance of revitalizing Everett's Waterfront. But you only get one chance to build it. Parking enforcement and customer service skills is another area to consider. They leave a lasting impression and a lasting impression on visitors. Thanks for actually reading this far. Rant over,
Everett	Business Owner	Yes	Please keep open space. It is very important to allow for open space to provide the community to de-stress, whether this be paths for walking by the Sound, kite flying and picnic areas. Don't develop away the freedom for individual creativity.
Everett	Business Owner	Yes	Public activities, parks without parking fees.
Everett	Business Owner	Yes	Quality of life improvements.
Everett	Business Owner	Yes	Riverfront.
Everett	Business Owner	Yes	Safety. Security in parking lots and on the waterfront including Everett Marina.
Everett	Business Owner	Yes	Security. Not just boats and cars but prostitution, drugs and homelessness.
Everett	Business Owner	Yes	Short-term boat access to port. Community water sports or boat access
Everett	Business Owner	Yes	Sound and light abatement at the Port. Pollution reduction at the Port. In other words, make your immediate area better before worrying about branching into other areas of the city.
Everett	Business Owner	Yes	Taking care of the commercial fishing industry that has been here since the beginning. You have seemed to pretty much run the commercial fishing industry out of the Everett marina which is sad for so many of us. We enjoy talking with those few that are still here at the boardwalk area and we'd hate to see them all gone. You should concentrate on the boat owners needs first and foremost and not upland properties.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Everett	Business Owner	Yes	The port should focus on cleaning up the environment, stop developing and clean up the mess from previous developments, there seems no focus on cleaning up / tearing down / fixing old buildings on port land in Everett, or removing toxic pylons in marina and such. Fix pollution from ships at the port of Everett. What is your pollution doing to our waters and animals within. Think about being green and actually putting those efforts into action with the monies you already collect from taxpayers.
Everett	Business Owner	Yes	Update docks, update covered boat area, looks like a few covered areas are rotting apart.
Everett	Business Owner	Yes	Update the South Marina Docks, take out the smaller boat docks and put more 50' slips. Replace the old Everett Yacht Club or at least take it down. Combine all the yacht clubs into one. Provide more marina services such as painting contractors. Provide more security staff and/or cops. Provide free parking limited to 8 hours. Host an annual sailing race of some sort. Finish the wine walk. The port is on its way to building a world class facility. Keep it up!
Everett	Business Owner	Yes	Water access and noise reduction that were promised with the installation of the new industrial site.
Everett	Business Owner	Yes	Waterfront.
Everett	Business Owner	Yes	Would like to see more retail development on the waterfront in Mukilteo.
Granite Falls	Business Owner	Yes	Improvement of Mukilteo Lighthouse Park, particularly the boat launch. It needs to be protected by a seawall/ more traditional marina with year-round dock access, better ramp conditions, and ideally a protected marina.
Granite Falls	Business Owner	Yes	Leave your boundaries as is. The only reason for the port District to expand is you can tax more area.
Granite Falls	Business Owner	Yes	Local corporate employers.
Granite Falls	Business Owner	Yes	More recreational boat moorage.
Index	Business Owner	Yes	Support for small communities along Highway 2 which are negatively impacted by high volume traffic crossing to the east side.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Lake Stevens	Business Owner	Yes	Arts and culture, development and support of the creative economy, quality of life initiatives, environmental clean-up, and salmon recovery.
Lake Stevens	Business Owner	Yes	Clean up your f*****g mess.
Lake Stevens	Business Owner	Yes	East / West transportation - specifically the US-2 corridor.
Lake Stevens	Business Owner	Yes	Improve and expand marina. 2.5 year wait lists for slips is unacceptable. Improve security at Marina.
Lake Stevens	Business Owner	Yes	More retail restaurants places to visit.
Lake Stevens	Business Owner	Yes	Parks.
Lake Stevens	Business Owner	Yes	Preservation of open space, walking trails in forest, animal preservation and conservation areas.
Lake Stevens	Business Owner	Yes	Restoration of the equator boat of Robert Lewis Stevenson.
Lake Stevens	Business Owner	Yes	Sidewalks and bike trails added all around the lake. There are some really unsafe areas to ride bikes or walk around the lake along with lake view drive. The population has exploded with little road infrastructure added.
Lake Stevens	Business Owner	Yes	Transportation and traffic relief
Lake Stevens	Business Owner	Yes	We need a safe space for youth to do things. Bring in an arcade, bowling alley, roller skating rink, pickle ball courts, etc. We need space that is easily accessible for people with disabilities. Lots of wheelchair ramps are too steep and awkwardly built and not user friendly. Most things are not built with disabilities in mind which means a huge population of people are discriminated against by default of poorly planned building and pathway designs. Create space where people can learn various trades and get internships or journeymanships without having to do expensive schooling.
Lynnwood	Business Owner	Yes	The homeless in Gold Park. We need that park for our children. Not for homeless camping even they don't deserve to be left out in the cold.

Table Continued

(Question 8a continued, "What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?")

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Maltby	Business Owner	Yes	Clean up and get people down to the Everett waterfront! Restaurants, hotels, shops. We have a huge opportunity and resource that makes Sno county attractive for all to enjoy and we don't use it. Light the parking lots. Get festivals down there. Get people down there to use the area.
Marysville	Business Owner	Yes	Adequate security real security guards that actually protect our boats and belongings
Marysville	Business Owner	Yes	Community center for events, space for kite fliers, more kid activities/ things to do in general, events or things to do in the winter (especially January, February, and March)
Marysville	Business Owner	Yes	Homeless issues/Drug problems / crime.
Marysville	Business Owner	Yes	I like the way they're improving the port the new things. More development.
Marysville	Business Owner	Yes	Increased pleasure boat moorage.
Marysville	Business Owner	Yes	It would be nice to have investment in sustainable low-income housing near the base. More recreational activities for all seasons to bring revenue to the city.
Marysville	Business Owner	Yes	Population diversity. Plan for homeless and drug addiction zones. Enhance, encourage, insist on better education for K-12. Coordinated efforts amongst all school districts. As public servants it should be mandatory. Balance the school budgets coordinate all school bussing.
Marysville	Business Owner	Yes	Waterfront condos at the port.
Mill Creek	Business Owner	Yes	Looking for more weekend and off hours facilities/parks/etc. that will encourage more local tourism, facility use, and get more transient customer traffic throughout the area. Nothing specific.
Monroe	Business Owner	Yes	Highway 2 corridor improvement.
Mukilteo	Business Owner	Yes	Automobile and boats on trailers Fuel station near Port of Everett. Nothing in the area except on the naval base.
Mukilteo	Business Owner	Yes	Creating a cleantech cluster; leading development of the Mukilteo Waterfront District.
Mukilteo	Business Owner	Yes	Developing area in port for floating homes.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Mukilteo	Business Owner	Yes	Improve or move the Mukilteo boat ramp. It's the worst boat ramp in Snohomish County. The Everett Marina boat launch in comparison to the Mukilteo boat launch is the best!
Mukilteo	Business Owner	Yes	Mukilteo waterfront.
Mukilteo	Business Owner	Yes	Mukilteo waterfront development.
Mukilteo	Business Owner	Yes	Mukilteo waterfront, right-size parking studies.
Mukilteo	Business Owner	Yes	Security cameras, port security, texting businesses and boat owners when there is theft of any kind.
Snohomish	Business Owner	Yes	Airports and air transportation systems and improvements should be planned and viewed in the big picture and updated regularly. The significance and importance of each airport, and the role played in the air transportation system must be defined and determined. Once established, each airport should receive the support needed to carry out the role. Paine Field is a shining example of the success that follows when this is done and steadfastly pursued. As Paine Field grows its commercial air service, other airports in the county must take on more general aviation activity, this must be planned and well established in advance of the need. Robust and well planned commercial, regional and community airports add significant value to the air transportation system and bring jobs and economic stability to the communities they are located in. Airports and air transportation systems are often not given the same level of consideration as other modes of transportation such as rail, roads and water. Thank you.
Snohomish	Business Owner	Yes	Anything that makes the Everett waterfront more vibrant, safer, cleaner, more jobs, more recreation. Community centers (can you buy the old yacht club and revitalize it?), how about maritime vocational learning, recreational opportunities for young people?
Snohomish	Business Owner	Yes	Assistance in the downtown riverfront and First Street redevelopment in the historic district of Snohomish.

Table Continued

(Question 8a continued, “What specific project(s) you would like to see the Port consider investing in within your community or the greater Snohomish County area?”)

TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Snohomish	Business Owner	Yes	Being more united with the City of Everett to support tourism and economic development. It's not all just about the Port. The businesses in downtown Everett complement and many times support what's happening at the Port. We champion what's happening at the waterfront, and that isn't reciprocated.
Snohomish	Business Owner	Yes	Boat gas station near Marysville.
Snohomish	Business Owner	Yes	Clean-up the log holding tidal area north of the north marina.
Snohomish	Business Owner	Yes	Clubhouse for the two existing clubs. Pedestrian bridge at Snohomish.
Snohomish	Business Owner	Yes	Concept of regional Port makes sense with focus on prioritized roles, I think some of the new roles envisioned (job training for example) don't make sense.
Snohomish	Business Owner	Yes	Create more functions for Paine Field travel. Enhance amenities (continue) at the Port of Everett for all sizes of business to partake in and be able to afford, planned sports facilities support (Everett, Marysville); partner with universities, schools to improve capabilities for trades to attract business.
Snohomish	Business Owner	Yes	I would like to see a year-round public market like the one in Wenatchee.
Snohomish	Business Owner	Yes	Making sure there is easy/direct access to Paine Field. Traffic gets crazy and is unpredictable. Build another bridge over the Snohomish River/Highway 9/ Snohomish.
Snohomish	Business Owner	Yes	Please work on the marina docks and do not extend your taxing district
Snohomish	Business Owner	Yes	Regional airport facilities,
Snohomish	Business Owner	Yes	Replacing Central E Dock.
Stanwood	Business Owner	Yes	Affordable, safe, reliable, childcare and early childhood education programs and opportunities for families, specifically low income and most-impacted families.
Stanwood	Business Owner	Yes	Larger marina.
Stanwood	Business Owner	Yes	Separated bike/pedestrian paths. Passenger ferries to Puget Sound destinations. Building lots of new homes.

Table Continued

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TABLE CONTINUED

COMMUNITY	TYPE	Q8 RESPONSE	RESPONSE
Stanwood	Business Owner	Yes	Transit to ferry connections to improve commuting with fewer cars. Develop Paine Field airport commercial flight use, and Arlington airport for freight, with manned flight tower.
Sultan	Business Owner	Yes	Better river access throughout the Snohomish and Skykomish River. There’s been plans for a new boat ramp on cracker bar across from the mouth of the sultan river. Would be nice to have that finished as a great park area and river access area as the boat ramp currently in Sultan isn’t usable anymore.
Sultan	Business Owner	Yes	Revitalize the waterfront to increase tourism. Bring in a classic steamship like they use on the Columbia near Oregon.
Tulalip	Business Owner	Yes	A regional airport would be a very beneficial undertaking given the Port of Everett’s proximity to rail and interstate freeways. In addition, a seaplane port would open up San Juan Island and Canadian markets
Tulalip	Business Owner	Yes	Improve pump out facility at fuel dock.
Tulalip	Business Owner	Yes	New docks on South Marina

APPENDIX C:

Survey Engagement Materials Snapshot

PRESS RELEASE

[Home](#) | [More News](#) | [Port of Everett Exploring Economic Development Opportunities Beyond Its Boundaries, Launches Community Survey](#)

PORT OF EVERETT EXPLORING ECONOMIC DEVELOPMENT OPPORTUNITIES BEYOND ITS BOUNDARIES, LAUNCHES COMMUNITY SURVEY

Date: Oct 25, 2023

Live in Snohomish County? We want to hear from you! Survey open now thru Nov. 26



As an economic driver and job creator in the region, the Port of Everett is always looking at ways to create new economic opportunity and add value to the communities it serves.

Today, the Port of Everett is launching a month-long community survey to gauge interest in having the Port bring its unique tools and resources to more areas of Snohomish County.

The survey, being conducted by third-party vendor Critical Data, asks residents and business owners throughout Snohomish County for their input. It takes about five minutes to complete, and is open now through Sunday, Nov. 26, 2023.

TAKE SURVEY @ www.portofeverett.com/boundarysurvey

The survey will be made available in both English and Spanish, with additional languages and accessibility options available upon request to publicaffairs@portofeverett.com. Respondents may also take the survey by phone by calling 909-496-5755 Monday – Saturday, between 9 a.m. – 5 p.m.

ABOUT [PORT BOUNDARY EXPLORATION](#)

During the Port's [Strategic Plan](#) outreach in 2018/2019, the Port sought public feedback to help set a roadmap for the next decade of Port initiatives. During public engagement, the Port heard interest in expanding Port boundaries linked to a desire to see the Port's strategic investments and infrastructure improvements stretch into other parts of Snohomish County.

EXPLORING BEYOND OUR BOUNDARIES

PRESS RELEASE

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To learn more, visit www.portofeverett.com/boundaries.

For additional information, contact Catherine Soper, Port of Everett Communications & Marketing Director, at catherines@portofeverett.com.


###

About the Port of Everett

The Port of Everett is a special purpose district tasked with economic development. Through operation of international shipping terminals, the largest public marina on the West Coast and real estate development ventures, the Port of Everett supports nearly 40,000 jobs in the region and contributes \$433 million to state and local taxes. 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 the waterfront. Port properties provide numerous public access and recreational opportunities for area residents and visitors to enjoy, supporting a vibrant, livable and balanced waterfront.

DIGITAL & SOCIAL MEDIA ADS

DIGITAL ADS




EXPLORING BEYOND OUR BOUNDARIES

WE WANT YOUR FEEDBACK!

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The Port has launched a community survey to gauge interest in having the Port bring its unique tools and resources to more areas of Snohomish County.


[TAKE SURVEY](#)



EXPLORING BEYOND OUR BOUNDARIES

WE WANT YOUR FEEDBACK!

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EXPLORING BEYOND OUR BOUNDARIES

WE NEED YOUR FEEDBACK BY NOV. 26!

Did you take the Port of Everett's boundary survey yet? If not, there is still time - we are collecting responses thru Nov. 26! If you live in Snohomish County, we encourage you to take about five minutes of your time to complete the survey to help us gauge community interest in having the Port bring its unique tools and resources to more areas of Snohomish County to support economic and community priorities.


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WWW.PORTOFEVERETT.COM/BOUNDARYSURVEY

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ARLINGTON RESIDENTS - THERE'S STILL TIME! WE NEED YOUR FEEDBACK BY NOV. 26


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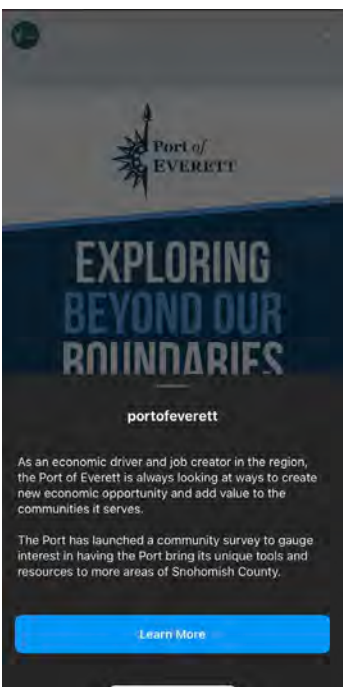
EXPLORING BEYOND OUR BOUNDARIES

WE WANT YOUR FEEDBACK!


Do you live in Snohomish County, but currently reside outside of the Port District? We want your feedback!

As an economic driver and job creator in the region, the Port of... more

[Learn More](#)



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EXPLORING BEYOND OUR BOUNDARIES

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[Learn More](#)



Port of Everett Sponsored

Did you take the Port of Everett's boundary survey yet? If not, there is still time - we are collecting responses thru Nov. 26! If you live in Snohomish County, we encourage you to take about five minutes of your time to complete the survey to help us gauge community interest in having the Port bring its unique tools and resources to more areas of Snohomish County to support economic and community priorities.



EXPLORING BEYOND OUR BOUNDARIES

MOUNTLAKE TERRACE RESIDENTS - THERE'S STILL TIME! WE NEED YOUR FEEDBACK BY NOV. 26

portauthority.critical-data.com

We Need Your Feedback! [Learn more](#)

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EXPLORING BEYOND OUR BOUNDARIES

SOCIAL POSTS

Port of Everett
Published by Catherine Suter · October 25 ·

PORT OF EVERETT EXPLORING ECONOMIC DEVELOPMENT OPPORTUNITIES BEYOND ITS BOUNDARIES, LAUNCHES COMMUNITY SURVEY

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Chime in @ www.portofeverett.com/boundarysurvey

Explore full details on Port boundary exploration @ https://www.portofeverett.com/news_detail_T31_R3774.php



EXPLORING BEYOND OUR BOUNDARIES

WE WANT YOUR FEEDBACK!

See insights and ads

2 comments · 10 shares


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Write a comment...

Port of Everett
Published by Lisa Lefebvre · November 14 at 10:06 AM ·

Did you take the Port of Everett's boundary survey yet? If not, there is still time - we are collecting responses thru Nov. 26! If you live in Snohomish County, we encourage you to take about five minutes of your time to complete the survey to help us gauge community interest in having the Port bring its unique tools and resources to more areas of Snohomish County to support economic and community priorities. Take survey @ www.portofeverett.com/boundarysurvey.

For more info... See more



HERALDNET.COM

Survey asks: Should Port of Everett expand its boundaries? | HeraldNet.com

See insights and ads

Advertise

Port of Everett @PortofEverett · Nov 14

Snohomish County residents - there's still time! Port of Everett survey to gauge community interest in having the Port bring its unique tools and resources to more areas of the County is open thru Nov. 26. Take survey @ portofeverett.com/boundarysurvey.



EXPLORING BEYOND OUR BOUNDARIES

WE WANT YOUR FEEDBACK!

3 2 1K

You reposted

Lynnwood Times @LynnwoodTimes · Nov 16

@EconAllianceSC held an informative virtual coffee chat with the @PortofEverett on port boundary expansion. Take the survey! Port seeking feedback on expanding its footprint and community partnerships. lynnwoodtimes.com/2023/11/16/portofeverett-seeks-community-feedback/

@snocounty @CityofMukilteo @cityofedmonds...

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PORT OF EVERETT DISCUSSES EXPANSION, SEEKS COMMUNITY FEEDBACK

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Economic Alliance SC @EconAllianceSC · Nov 6

@PortofEverett is exploring economic development opportunities beyond its boundaries. As part of this exploration, CEO Lisa Lefebvre will join us tomorrow for an informative conversation on the topic of port boundaries. RSVP to join the discussion!

eventbrite.com/e/coffee-chats-2023-11-07

Coffee Chats

EXPLORING PORT BOUNDARIES

November 7, 2023 | 8:30 - 9:30 AM

Free Informative Virtual Event!



Port of Everett Economic Alliance

1 174

EXPLORING BEYOND OUR BOUNDARIES



EXPLORING BEYOND OUR BOUNDARIES WE WANT YOUR FEEDBACK!

TAKE SURVEY



[CLICK HERE TO TAKE SURVEY](https://portofeverett.com/boundarysurvey)

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To learn more, visit www.portofeverett.com/boundaries.

News from Dave Somers

Snohomish County Executive



Our Partners at the Port of Everett Want to Hear from You!

As an economic driver and job creator in the region, the Port of Everett is always looking at ways to create new economic opportunity and bring added value to the communities it serves. While many large port districts in Washington state are county-wide — the Port of Everett is not. Port District boundaries as they are drawn today limit how the Port can partner with neighboring cities to invest in their specific economic and community priorities.

With these limitations in mind, and as the Port looks to the future to identify where to focus its economic and community investments, the Port is exploring the potential of boundary expansion. The Port has launched [a survey](#) opportunity now through Nov. 26 to gauge community interest in having the Port bring its unique tools and resources to more areas of Snohomish County.

You can find the survey here: <https://portauthority.critical-data.com/>

You can get more info here ([boundaries](#)) or watch a coffee chat video at <https://www.youtube.com/watch?v=OUxLT8Mk4KQ>

APPENDIX D:

Media

Could Port Of Everett Expand Well Outside Of The Everett, Washington Waterfront?

October 25, 2023

Everett Economy



The Port's boundaries encompass most of Everett, portions of Mukilteo, and small parts of Marysville and unincorporated Snohomish County with about 110,000 residents. Graphic from Port of Everett presentation.

The Port of Everett wants to explore expansion of operations well past the confines of the Everett, Washington waterfront and is looking for feedback from you. Here's more and a link to their survey. As an economic driver and job creator in the region, the Port of Everett is always looking at ways to create new economic opportunity and add value to the communities it serves.

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The vessel Tonga Chief, a 10-year-old Singaporean container ship, is moored at the Port of Everett Seaport on Thursday, Nov. 2, 2023, in Everett, Washington. (Ryan Berry / The Herald)

Survey asks: Should Port of Everett expand its boundaries?

Many large port districts around the state encompass the entire county. That's not the case in Snohomish County.

EVERETT — Should the Port of Everett expand its boundaries to include most of Snohomish County?

That's a question port commissioners would like county residents to consider.

Port officials say enlarging the district could make port resources, including matching port funds, as well as state and federal funding sources, available to more communities.

To gauge interest, the port has created an online survey, available now through Nov. 26.

Around the state, many large port districts encompass the entire county. That's not the case in Snohomish County.

The county's largest port district, the Port of Everett, is comprised of Everett, portions of Mukilteo and a few smaller areas near Marysville. As a result, only 15% of the county can take advantage of the port's resources, port CEO Lisa Lefebber said.

Property owners within the district pay about 19 cents per \$1,000 of assessed valuation. Residents with a home valued at \$550,000 currently pay about \$100 a year in taxes.

Port taxes are only used to fund environmental cleanup, public access and debt service. They cannot be used to cover operating costs, including salaries and benefits.

Like a private venture, each of the port's three business lines — the marina, the cargo port and real estate — are required to be self-supporting.

If the port grows, property owners within the new boundary would pay port taxes.

During port outreach meetings in 2018 and 2019, elected officials, tribal leaders and residents expressed interest in partnering with the Port of Everett on community projects, Lefebber said.

However, ports are limited in their ability to invest in areas outside their boundaries.

To take advantage of the port's expertise and economic resources, the district would have to be enlarged to encompass most of Snohomish County.

"Hypothetically, it could be the entire county, excluding Edmonds, which has its own port district," Lefebber said

Enlarging the district would, of course, enlarge the tax base, adding additional revenue for business development, local job growth, transportation improvement and recreational and environmental projects.

"The larger your boundaries, the stronger your economic value," Lefebber said.

The port's current boundaries have not changed since voters approved them in 1918.

For boundary expansion to occur, an area would need to be identified and approved by the Port Commission, then submitted to the Snohomish County Council, which would approve sending the issue to voters.

The boundaries have to be contiguous, so you can't jump communities, Lefebber said. Nor can it skip unincorporated areas.

Any measure to enlarge the district must be approved by voters of the proposed area by a simple majority over 50%. The earliest a ballot measure might appear would be next September, Lefebber said.

"We've met with all the cities and county council, the tribes," Lefebber said, "and there definitely is interest in seeing what the voters have to say on this matter."

It begins with the online survey, which takes about five minutes to complete.

The survey is an attempt to determine "what types of projects are important to you — jobs, boating facilities, mixed-use development, environmental stewardship," the port CEO said.

The information will be used to assess if, and where, Port of Everett partnership is desired.

Port staff expect to bring a recommendation to the Port Commission by the end of the year.

To take the survey, which is available in English and Spanish, go to portofeverett.com/boundaries. Or take it by calling 909-496-5755, from 9 a.m. to 5 p.m. Monday to Saturday.

On Nov. 7, the Port of Everett will offer a free, virtual presentation on port boundaries. The online event, sponsored by Economic Alliance Snohomish County, is open to anyone. To register to attend, go to: tinyurl.com/3cep3wsy

Janice Podsada: 425-339-3097; jpod sada@heraldnet.com; Twitter: [@JanicePods](https://twitter.com/JanicePods).

LYNNWOOD TIMES



Economic Alliance Snohomish County hosts virtual Coffee Chat with the Port of Everett

November 1, 2023 [Lynnwood Times Staff](#)

Everett, Wash., November 1, 2023—[Economic Alliance Snohomish County](#) (EASC) is hosting a virtual event on November 7, 2023, featuring a discussion with the Port of Everett on port boundaries and potential expansion.

In 2018 and 2019, the Port conducted a Strategic Plan outreach effort, which revealed community interest in expanding its boundaries to serve more of Snohomish County. The Port currently covers most of Everett, parts of Mukilteo, and areas in unincorporated Snohomish County near Marysville, totaling around 110,000 residents. In contrast, Snohomish County's population is nearly 830,000 and growing, with only about 15% currently having access to Port resources.

The Port's current boundaries limit its ability to invest in areas outside of its jurisdiction, hindering collaboration with neighboring communities on economic and community priorities, such as transportation improvements, job opportunities, community revitalization, recreational amenities, environmental initiatives, and more.

In response to community interest, the Port Commission tasked staff with exploring the possibility of boundary expansion, which includes an economic value study, a legal assessment, and a community assessment to gauge the desire for Port partnership in specific areas.

As part of this exploratory effort, the Port of Everett plans to share insights and answer questions during the November 7 virtual discussion, from 8:30 to 9:30 am.

EASC's Coffee Chats event is open to the public and will be held virtually. **To attend, [click here](#) to RSVP to receive a Zoom link. Click here to provide feedback through a [community survey](#) to help the Port shape its next steps.**

About Economic Alliance Snohomish County:

As the largest regional economic development organization in Snohomish County, and county-wide chamber of commerce, Economic Alliance Snohomish County (EASC) supports a globally competitive regional economy in which all businesses can thrive and participate equally.

About the Port of Everett:

The Port of Everett is a special purpose district tasked with economic development. Through operation of international shipping terminals, the largest public marina on the West Coast and real estate development ventures, the Port of Everett supports nearly 40,000 jobs in the region and contributes \$433 million to state and local taxes. 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 the waterfront. Port properties provide numerous public access and recreational opportunities for area residents and visitors to enjoy, supporting a vibrant, livable and balanced waterfront.

By MICHAEL WHITNEY

Published November 8, 2023

Port of Everett ponders making its tax district boundary countywide

EVERETT — The Port of Everett desires to expand its district boundaries beyond most of Everett, a bit of Marysville and much of Mukilteo. Ideally, it would like its district to cover most of the county, like what most other large ports enjoy, and it's issued a survey open until Nov. 26 to see what people think.

What's the pitch? Let it grow, and the port can contribute funds toward economic development countywide, CEO Lisa Lefebber said. Right now, it can only legally spend on projects within its boundary.

The survey is online in both English and Spanish at portauthority.critical-data.com

People may also take the 20-question survey by phone by calling 1-909-496-5755 Monday through Saturday between 9 a.m. to 5 p.m.

The port could put money toward infrastructure projects, especially projects that keep the county competitive in business.

What the port would do if it expanded its boundaries is wide-ranging. It could invest in building roads or rail mobility improvements to help move goods faster, for habitat restoration, mixed-use development, job centers, industrial parks, or more.

"The port's project list and investment plan would evolve to the needs of its district if more parts of the county were included," port spokeswoman Cat Soper said.

Not all of Washington's 75 public port districts have waterfronts, either. The port heard favorable opinions from city representatives when asking them "because they see the value," Lefebber said.

The port functions as a public business enterprise. Its business lines are in real estate, international shipping and its marina. The port does levy a tax on all properties within its boundaries, but it uses those proceeds to fund environmental restoration, public access and debt service.

In 2023, the port charged 18 cents per \$1,000 in assessed value on property taxes in its district, equal to \$90 for a \$500,000 home. If it expands boundaries, that tax rate should decrease because the sheer number of properties to be taxed would spread out when calculating the tax levy amount. How much is not known. The port does not have calculations yet, Lefebber said. One reason is because it doesn't know how much of an expansion it will finalize seeking to expand to.

Lefebber will make a recommendation to the commission in December for port commissioners. It will outline a new boundary area to pursue, whether that be a portion or all of the county except the boundaries of the Port of Edmonds. The port's board of commissioners would decide whether to put forward the idea to the County Council; the council would decide whether to put it forward to voters.

People living outside the boundaries being asked to join would have the final say. As of the middle of last week, about 300 people have done the survey, Soper said.

A study says "Port of Everett cargo, marina and tenant activity supported \$433.4 million of state and local tax revenue" in 2019, according to the port.

Port of Everett Seeks Feedback on Expanding Port Boundary



Karen Robes Meeks November 14, 2023



Image: Port of Everett.

The Port of Everett is exploring the possibility of expanding its district boundary and is asking the public to weigh in on the concept via survey, which is open through Nov. 26 for stakeholders in Snohomish County.

The expansion idea came up in 2018–2019 while the port was conducting community outreach for its Strategic Plan, a document that guides port initiatives for the next 10 years. Port commissions directed staff members to look further into the concept, including an economic value study, legal analysis and community assessment.

Port staff plan to go before the commission by the end of the year with a recommendation.

Expanding the boundaries could mean expanding the port's resources to more parts of the county. The port's current boundaries include most of Everett, parts of Mukilteo and small portions of unincorporated Snohomish County in the Marysville area.

To expand the port boundary, the commission must identify and approve the area, then send it to the Snohomish County Council so it can be placed on a ballot. The expansion would need to be passed by a simple majority of voters.

The survey is available at www.portofeverett.com/boundarysurvey. Stakeholders may also take the survey by phone anytime from 9 a.m. to 5 p.m. from Monday to Saturday at 909-496-5755.

LYNNWOOD TIMES



**PORT OF EVERETT DISCUSSES EXPANSION,
SEEKS COMMUNITY FEEDBACK**

Port of Everett discusses expansion, seeks community feedback

November 16, 2023 [Kienan Briscoe](#)

SNOHOMISH COUNTY, Wash., November 16, 2023—[Economic Alliance of Snohomish County](#) held a [Coffee Chat](#) Tuesday, November 7, welcoming the [Port of Everett](#) as guests for an informative virtual conversation on the topic of port boundary expansion.


The purpose of the chat was to discuss the Port potentially “exploring beyond its boundaries,” as Lisa Lefeber, Port of Everett CEO put it, meaning the Port is exploring whether the community is interested in having a larger Port district.

“As an economic development enterprise, the Port of Everett is always looking at ways to leverage the tools and resources unique to port districts to bring economic opportunity and added value to the communities it serves,” *said Economic Alliance Snohomish County CEO Garry Clark.*


The Port is currently designated as a Special Purpose District with the role of creating jobs and economic opportunity while reinvesting its resources in the community. The Port supports about 40,000 jobs in the region, along with a significant amount of state and local taxes. It only reinvests about 15% of those resources county-wide, however, being restricted to reinvest only within its boundaries. In a county that’s largely maritime focused with 60% of its economy dependent on trade, this is a missed opportunity, the Port says.

During the public outreach portion of the Port’s Strategic Plan for 2018 through 2019, the Port heard interest in expanding Port boundaries linked to a desire to see the Port’s strategic investments and infrastructure improvements stretch into other parts of Snohomish County.

Why Now?



- ✓ During the Port's Strategic Plan outreach in 2018/2019, the Port sought public feedback to help set a roadmap for the next decade of Port initiatives. During public engagement, the Port heard interest in expanding Port boundaries linked to a desire to see the Port's strategic investments and infrastructure improvements stretch into other parts of Snohomish County.
- ✓ With all of the Port of Everett's existing properties within its current district developed, in development now or programmed for future development, the Port is looking to the future to see how and where its unique tools and resources could create new economic value throughout the county.
- ✓ Ports are limited in their ability to invest in areas outside of their boundaries and partner with neighboring cities to advance their specific economic and community priorities.
- ✓ Given these limitations and initial interest, the Port Commission tasked staff with taking a formal look at boundary expansion to see if, and where, Port partnership is desired.



Snapshot from Economic Alliance of Snohomish County coffee chat on Port of Everett expansion.

A proposed expansion area is still being worked out by the Port Commission, but the area would have to be to be contiguous to its existing boundaries per current legislation. The Port has also explicitly stated that it would stay out of Edmonds city limits ruling out the possibility of taking over the port there.

Once proposed expansion boundaries are approved by the Port Commission the County Council would then need to be voted on by the County Council. If approved by both the Port Commission and County Council, the proposed boundaries then would head to the ballot for the public's final say.

If approved by voters, the very first thing the Port will do is revisit its existing Strategic Plan.

Currently the Port is in its community outreach stage before drafting proposed expansion boundaries, first allowing the public to weigh in on if expansion is even of interest to them. The Port has opened a public survey from now until November 26 and will use that data to make a recommendation to the Commission in December whether or not to advance to the next step.

If all goes in favor of the expansion the project would likely commence some time in 2024. Taxpayers would likely see the tax increase beginning 2025.

The Port currently reports \$95 million in its budget with \$54 million of the operational revenues and about \$30 million for capital projects. The Port currently gets around \$5 million in taxes, so its operations annually subsidize more than 90% of its capital investments.

The benefits of a larger port district include bolstering trade; to mixed use; to marina facilities; to environmental stewardship; to environmental restoration, and so on, Lefebvre mentioned.

The Port of Everett was the state's sixth public port district created – in 1918 to take advantage of World War I activities. Washington currently has a total of 75 port districts with only 10 of them situated on a harbor. The rest are land based or river based.

As far as Lefebber knows an expansion like this has never been done in Washington, however, there has been mergers such as Chelan in Douglas County which has paid off for the county – at least as far as securing federal transportation grants.

The Port of Everett is currently not a county-wide Port, unlike many large port districts in Washington. It's one of two ports in Snohomish County, with relatively small boundaries (implemented by the Port District Act of 1911) serving approximately 110,000 people. Still, it remains the largest public marina on the West Coast with 2,300 slips along with jetty and boat launch facilities. It is also the second largest export district in the state and the fifth largest in the state, and the third largest container port in the state.

"We're small but mighty," said Lefber.

Currently, the Port's boundaries encompass most of Everett, portions of Mukilteo, and small parts of unincorporated Snohomish County in the Marysville area with about 110,000 residents.

With nearly 830,000 residents and counting, only about 15% of the County has port resources available to them.

These relatively small boundaries also restrict how the Port of Everett can partner with neighboring communities to invest in their specific economic and community priorities such as transportation improvements, job opportunities, community revitalization, recreational amenities, or in other ways.

The Port also has a fair amount of real estate and is currently working on a mixed-use redevelopment project in Everett as well as on the Mukilteo Waterfront.

100% of the Port's operations are self-funded unlike state or county agencies. The average taxpayer pays about \$100 in port fees but 100% of that is used for capital projects. For every \$1 invested back in the community it creates \$7 of value, according to Lefebber.

Given these limitations, and the public's expression of expanding port district boundaries, the Port Commission has asked staff to conduct an economic value study and legal assessment of what it would take to expand. It now awaits the public's opinion to move forward.

To learn more or contribute to the public survey [click here](#).

APPENDIX E:

Background Information



NEXT 100

WE PROVIDE VALUE: WE CREATE ECONOMIC OPPORTUNITIES



STRATEGIC PLAN | 2020

ADOPTED DECEMBER 10, 2019

TIMELINE

- ✓ September 2007: Port Commission adopts Strategic Plan
- ✓ September 2012: Port Commission adopts new mission statement
- ✓ February 2013: Port Commission adopts new vision and core values
- ✓ June 2013: Staff updates governance, projects, boundaries and historical context
- ✓ January 2014: Updates reflect Port Commissioner change
- ✓ March 2015: Updates reflect project status & design
- ✓ 2018 - 2019: Stakeholder engagement in Strategic Plan
- ✓ **December 2019: Strategic Plan Adoption**

OUR VISION FOR THE FUTURE

In 2040, the Port of Everett has a vibrant and robust balanced waterfront with an active, bustling working waterfront paired with vast recreational opportunities. Everett's south waterfront is the heart of this international and working waterfront: Naval Station Everett and the Port of Everett Seaport. Continuing to grow and expand commerce and national defense efforts to ensure job growth and security. The Port of Everett continues to bring both economic development and an international client base to the City of Everett and the surrounding region. Its shipping terminals, with cargo vessels from around the world moored on long wharfs with silhouetted cranes against the sky, are evidence of the work and commerce taking place on the waterfront. The Port of Everett Seaport specializes in the transport of high-value, over-dimensional cargoes to support the aerospace, military, agricultural, energy, construction, forest products and manufacturing industries in the area. Snohomish County's only international seaport continues to support more than 50,000 jobs in the region and provide the supply line to the Boeing Company for all of its oversized airplane parts.

Naval Station Everett has a full contingent of Navy assets — filling all the piers. The U.S. Coast Guard continues to grow its presence in Everett and the community will continue to advocate for the return of its air craft carrier.

The north Everett waterfront is home to the Port of Everett's Waterfront Place mixed-use neighborhood. The neighborhood

connects to Everett's downtown street grid via West Marine View Drive and Grand Avenue Park Bridge and is home to restaurants, retail, housing, low-rise office space and an abundance of recreational amenities. With the premier marina on the West Coast, the longest warm sandy beach in the Puget Sound, ample recreation, and diverse wildlife, this area provides serenity and peace of mind.

Along the Snohomish River, the past Port projects at the Bay Wood property and Riverside Business Park continue to thrive, providing a diverse mix of light industrial businesses supporting logistics, manufacturing and transportation in our bustling region and supports thousands of family-wage jobs and the Port continues to expand waterfront landholdings.

North of Everett, the Blue Heron Slough project is functioning at a high level and producing excellent habitat for juvenile salmon and other wildlife to support a vibrant ecosystem for marine wildlife in the Puget Sound. The Port has partnered with the cities of Marysville and Arlington, along with other cities outside the district, to support their economic development efforts and use our unique authorities to bring prosperity to other parts of Snohomish County through expanded boundaries.

Our air is clear. Our water is clean. Our land is healthy. Our economy is growing. Our community is thriving.

STRATEGIC PLAN

Our Plan to Achieve Vision 2040

CURRENT SITUATION

The Port of Everett is a natural deep-water port located on Port Gardner Bay at the mouth of the Snohomish River, originally formed by the citizens of Everett in 1918 to create economic opportunities and protect the waterfront for the community. The Port has a long history of providing marine-related services and appropriate public access to the waterfront. The Port of Everett strives to bring jobs, business and tourism to its local and surrounding communities, as well as maintain the overall environmental health of our waterfront through remediation and prevention.

The Port of Everett operates three lines of business: 1) international shipping terminals; 2) marina facilities; and 3) real estate development. The Port operates eight shipping berths situated on approximately 125 acres of land, and specializes in high-value and heavy cargoes, such as national security cargoes, forest products, agricultural, energy, and farm equipment. The seaport is a vital link for the aerospace industry, handling all the oversized parts of the Boeing 747, 767 (commercial and military), 777 and 777X airplane production lines.

As of 2019, the Port of Everett runs the largest public marina on the West Coast with more than 2,300 recreational boating slips and a 13-lane public boat launch facility. On the real estate side, the Port owns 3,300 acres of waterfront property, including Jetty Island, and works to return environmentally damaged property to productive use, restoring economic prosperity to the waterfront. The Port's properties also provide numerous public access and recreational opportunities for area residents to enjoy supporting a vibrant, livable and balanced waterfront that generates economic and recreational opportunities.

Port activities support more than 35,000 jobs for the surrounding community. For more information visit the Port's website:

www.portofeverett.com.

CURRENT GOVERNANCE

The Port of Everett Commission is the policy-making and regulatory body of the Port. The current elected Commissioners are David Simpson (District 1), Tom Stiger (District 2) and Glen Bachman (District 3).

The Commission meets on the first and second Tuesday of every month at the Waterfront Center, 1205 Craftsman Way, 2nd floor, Everett, WA 98201 at 4 p.m.



DAVID SIMPSON
Port Commissioner
District 1



TOM STIGER
Port Commissioner
District 2



GLEN BACHMAN
Port Commissioner
District 3

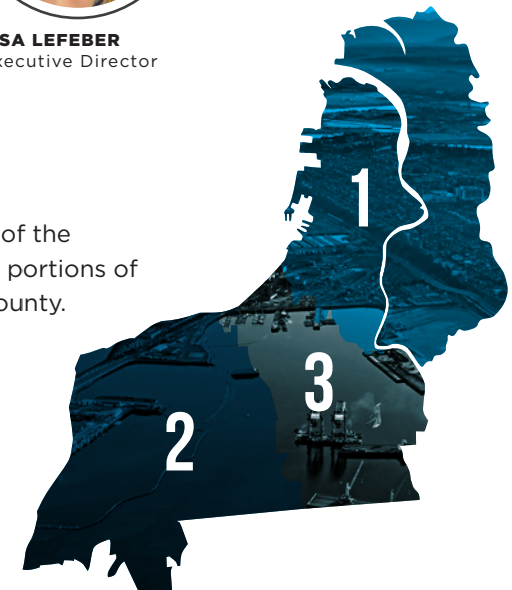
The Commission hires an Executive Director to carry out its policies.



LISA LEFEBBER
Executive Director

SERVICE AREA

The Port District covers most of the cities of Everett, Mukilteo and portions of unincorporated Snohomish County.



MISSION

The essence of the Port's mission is to create quality jobs and create a healthy quality of life for District residents and businesses.

BALANCED WATERFRONT – WHAT DOES IT MEAN AND WHY DOES IT NEED PROTECTING?

An urban deep-water port is a rare and irreplaceable asset in the United States. Everett is the only city in Snohomish County with an urban, deep-water, international seaport. With 60% of the jobs in Snohomish County tied to trade, particularly in aerospace, and the third largest employer in the state being the Navy, protecting this deep-water asset from urban gentrification is a must for our region's ongoing and future success.

The Port has been strategically investing in a balanced waterfront that fosters maritime, trade and national defense interests from the Navy base south, while using the revenues generated from this working waterfront to create recreational opportunities and a vibrant mixed-use and light industrial development from the Navy base north.

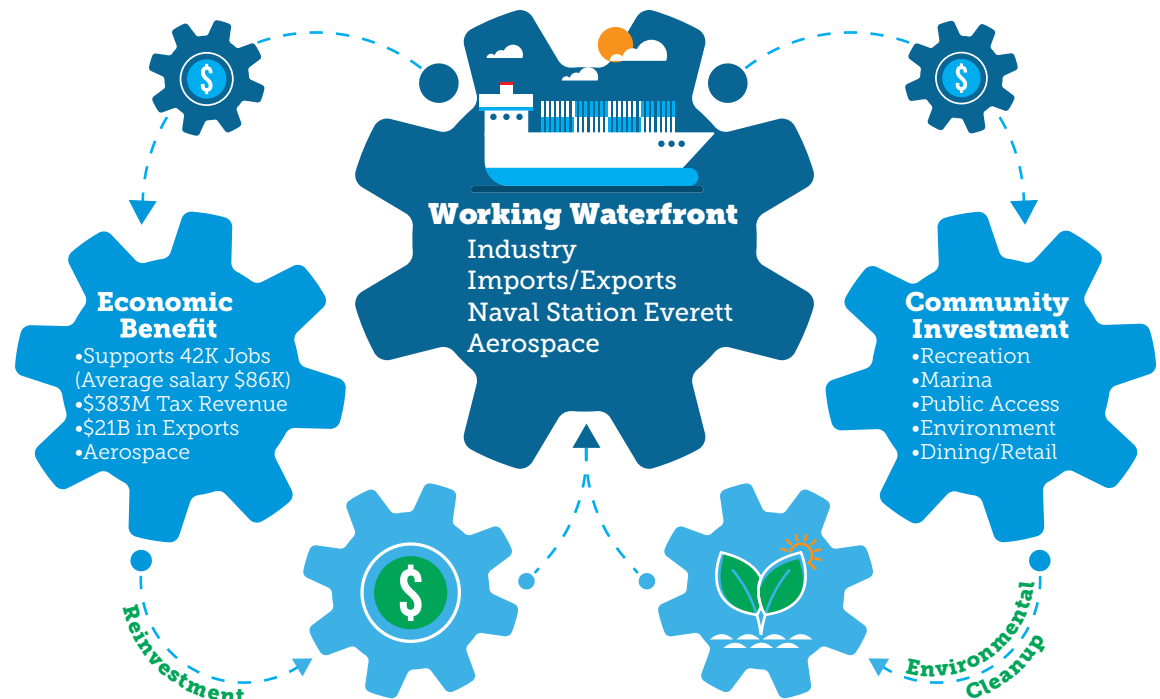
But, tip the scale one way or the other, and the complementary concept quickly dissolves. Here is a bit more about why the balanced waterfront concept is so vital.

The working waterfront, which includes the Port's international shipping terminals, the former Kimberly Clark (K-C) mill site and Naval Station Everett, is a robust maritime complex that supports 42,000 family-wage jobs and contributes \$383 million to state and local taxes. These operations support our national security and the movement of between \$21-30 billion in imports and exports annually. The average wage on the waterfront is much higher than the area's prevailing wage. With the development plans at the Port, opportunities at K-C and support of additional ships at Naval Station Everett, this area is expected to grow in prominence and importance. While located within the City of Everett, this working waterfront supports the economic and commerce needs of all of Snohomish County.

It is this side of the waterfront that generates the revenue that enables the Port to create and maintain an expansive, thriving recreation hub to the north.

On the recreational side of the waterfront, the Port provides access and amenities for pleasure boaters at the largest public marina on the West Coast. It provides more than 1,500 acres of public access including Jetty Island, a 4-mile waterfront trail system, parks and plazas and hosts special events, all situated along a clean shoreline home to diverse wildlife. The redevelopment of Waterfront Place brings new housing, hospitality, restaurant and retail opportunities to the area. In the last decade, the Port has invested more than \$26 million to expand public access to the waterfront. This side of the waterfront would not be possible without a successful and supported working waterfront.

The unwavering commitment to this vision of a balanced waterfront allows the Port to continue delivering its mission of creating economic opportunities and quality jobs, expanding tax base and supporting an inviting quality of life for District residents, businesses and visitors.



LINEs OF BUSINESS



INTERNATIONAL SEAPORT

The Port of Everett Seaport covers 125 acres of land. Its facilities are designed to import, export and store cargo for international and national shipments. Its facilities include nine shipping terminals: Pier One (North & South), Pier Three (North & South), Pacific Terminal Wharf, Hewitt Terminal Wharf, South Terminal Wharf and the Norton Terminal (formerly known as the Kimberly-Clark wharf). The Port also operates a satellite barge-to-rail facility called Mount Baker Terminal in south Everett on the border of Mukilteo. This facility is designed

to transport oversized aerospace containers to Paine Field Airport. The Port just completed a \$57 million modernization project at its South Terminal to support the 777X and other larger/heavier cargoes and is leading the effort to implement the Weyerhaeuser Mill A environmental cleanup, which will continue its policy of integrating economic development with environmental remediation. Total seaport investments over the next 10 years are expected to reach more than \$200 million.

MARINA

The Port currently operates the largest public marina on the West Coast with moorage for 2,300 boats. The marina consists of three areas: South Docks, Central Docks, and North Docks. The facility includes 10 visitor docks, a 13-lane boat launch, fuel dock, an environmentally-friendly full-service boat yard, upland boat storage services, laundry and shower facilities, and access to the Port's Jetty Island. The Marina is surrounded by the new Waterfront Place destination waterfront thereby leveraging the upland and in-water amenities to create a place for Snohomish County's residents to live, work and play.

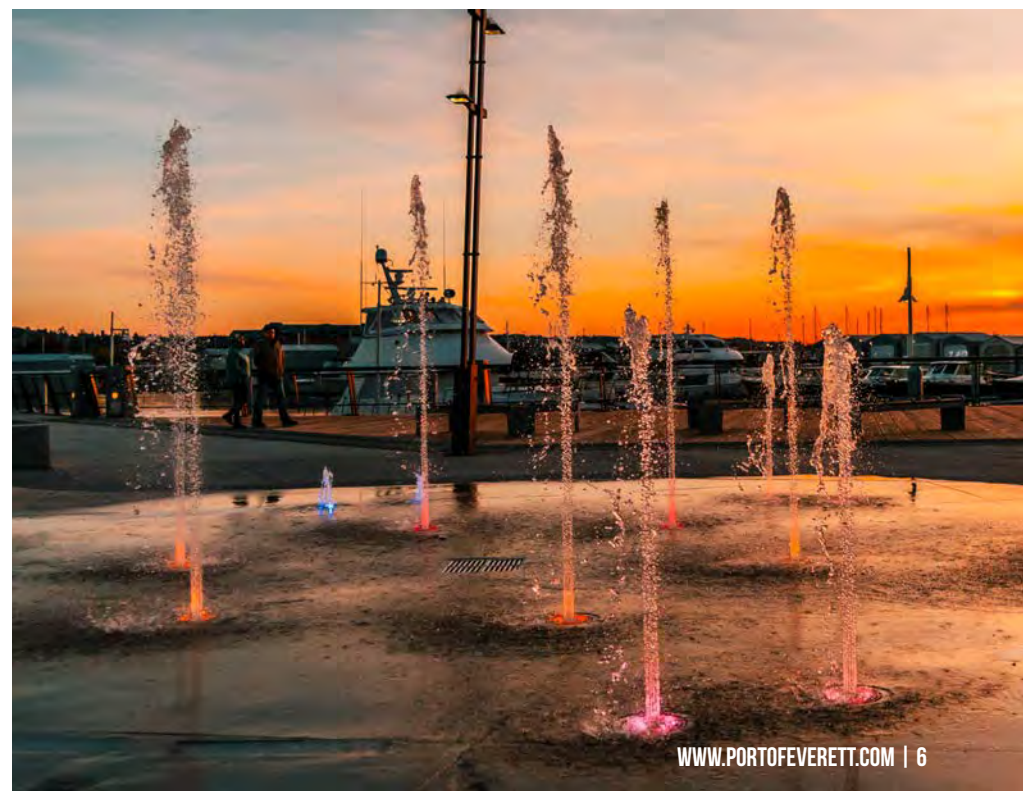
PROPERTIES

The Port owns more than 3,300 acres of property, 1,000 of which either have been or can be developed. It is currently working to complete several major development projects:

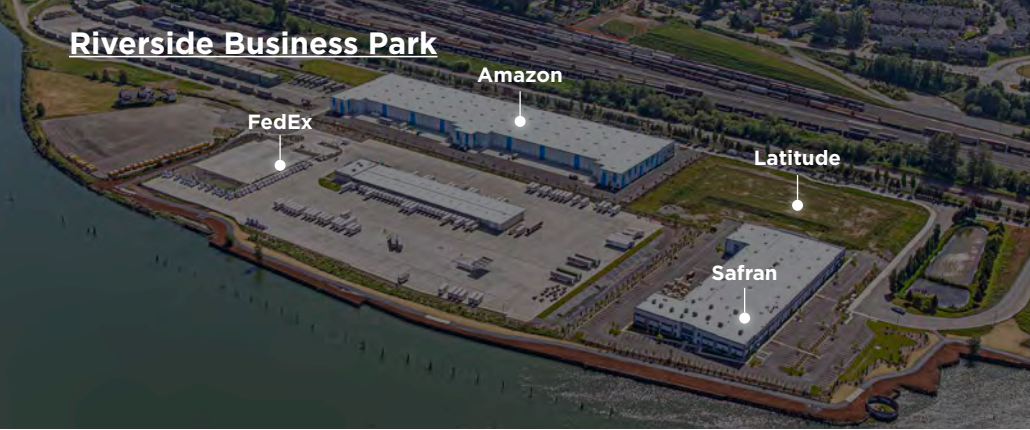
Seaport Industrial Center: This property, which is located to the north of Everett Avenue on the harbor, consists of approximately 25 acres of industrial uses that support job creation and economic development, including a shipyard and advanced manufacturing, among other uses.

Waterfront Place Mixed-use Development: The Waterfront Place Central project creates a new waterfront neighborhood where people can live, work, shop, relax and be entertained. At completion, it includes new public gathering spaces of regional significance, up to 660 residential units, a waterfront hotel, 10 fine and casual dining restaurants, government services, and 662,000 square feet of office and retail space. The project is expected to generate more than \$550 million in public-private investment and support more than 2,000 direct, indirect and induced jobs, and generate \$8.6 million in additional tax revenue for local government agencies.

Marina Village and Port Gardner Landing: Located at 1728 West Marine View Drive, the Port owns Marina Village, a small waterfront collection of restaurants and businesses, including Anthony's Homeport Restaurant, Anthony's Woodfire Grill, Everett Clinic, Western Washington Medical Group, along with other retail shops. The Landing, owned by a third-party developer, features Lombardi's Italian, the Inn at Port Gardner, West Marine, and other office users.



Riverside Business Park



Riverside Business Park: This 85-acre industrial and commercial park is in Everett along the Snohomish River. The Port restored this once contaminated property, a former Weyerhaeuser mill site, for light industrial uses that create family-wage jobs and increases revenue to the City. The site is home to Fortune 100 companies, supports 700 direct jobs, 2,300 indirect jobs, and generates an estimated \$730,000 annually in state and local taxes.

Bay Wood Industrial Park: The Port of Everett is under contract to sell this 13-acre property on the Snohomish River located in north Everett off West Marine View Drive. This parcel can be used for light industrial activity. The goal is to provide 300 direct jobs on the site. The industrial use is expected to contribute \$330,000 annually in state and local taxes. The Port will restore the shoreline as part of this redevelopment.

Mukilteo Tank Farm Site: This 20.9-acre property is a decommissioned U.S. Air Force fuel tank site that the Port partnered with federal, state, tribal and local partners to acquire support plans to create a transformative transit-oriented, mixed-use waterfront in Mukilteo. The Port's acquisition, and subsequent property transfers, are facilitating more than \$250 million in public/private investment including the Port's Mount Baker Terminal, the relocation of the Mukilteo Ferry Terminal, the expansion of the Sounder Light Rail Station, and the construction of a new National Oceanic Atmospheric Administration laboratory, along with public access to the Puget Sound, with new beaches and waterside walkways.

Blue Heron Slough: The Port and its project partner, Wildlands, commenced construction of the 353 acre Blue Heron Slough conservation bank in 2019. The project will support wildlife and salmon recovery, including the Endangered Species Act threatened Puget Sound Chinook and by extension the Southern Resident Killer Whales. The conservation bank will also serve as a regional economic development tool, providing sales of third party environmental mitigation credits.

HOW WE OPERATE

COMMUNITY

An open, accountable and transparent community engagement philosophy underscores the Port's commitment to its neighbors and partners. With extensive outreach to neighbors, partners, and stakeholders, the Port explains not only the "what" it is doing but also the "how" and, significantly, the "why" so the community can better understand the rationale underlying what the Port is doing to fulfill its mission to create economic opportunities and improve the quality of life for its residents.

ENVIRONMENTAL STEWARDSHIP

Environmental stewardship is an integral part of the Port of Everett's strategic goals and an underlying focus of what the Port does and how it operates. A strong emphasis is placed on remediating, protecting and enhancing the environment while carrying out our mission of growing the local economy.

The Port takes a multi-faceted approach to improving, protecting and reducing environmental impacts. They include:

- ✓ **Revitalizing and restoring healthy land at the Port**
- ✓ **Protecting water and air quality**
- ✓ **Restoring valuable wildlife habitat, and**
- ✓ **Investing in clean energy vehicles and equipment**

The Port is also involved in the following environmental programs:

Green Marine Program: The Port of Everett is a certified Green Marine port, an environmental certification program for the North American marine industry. This voluntary, transparent and inclusive initiative addresses key environmental issues through 12 performance indicators. Program participants include shipowners, ports, terminals, seaway corporations, and shipyards. To receive certification, the Port benchmarks its annual environmental performance through the program's self-evaluation guides, has its results verified by an accredited external verifier, and agrees to publish our individual results.

Clean Marina Initiative: As a recognized participant, the Clean Marina program is a voluntary compliance program that stresses environmental and managerial best management practices that exceed regulatory requirements throughout its Marina facilities.

Puget Sound Air Emissions Forum: The Port actively works with other Puget Sound ports to ensure we continue to meet federal air quality standards and implement emission reduction measures. A recent report compiled by the Puget Sound Maritime Air Forum, a committee of seven ports, six government agencies, and three industrial partners, shows maritime-related air pollutant emissions decreased in nearly every sector between 2005 and 2016. Results showed that air pollutant emissions decreased by up to 97 percent, depending on the type, including 69 percent for fine particles, which are harmful to human health.

EarthCorps: Working with the volunteer organization EarthCorps, the Port monitors the human impact on its Union Slough restoration ecosystems and conducts regular volunteer work parties on Port property to ensure continued success of this restoration project.



APPROPRIATELY LOCATED PUBLIC ACCESS

The Port is a major driver in making the waterfront accessible to the community and its visitors as part of a viable and bustling balanced waterfront. In addition to incorporating appropriate public access into development, the Port Commission has a policy that allocates two percent of Capital Improvement Projects within shoreline zones for improving and facilitating appropriate access to the waterfront. In the past decade, the Port has spent approximately \$26 million on public access improvements. The jewel of these efforts is the Port-owned Jetty Island, which is open to the public and home to waterfowl, juvenile salmon and bald eagles. Here are some of the ways the Port provides public access:

- ✓ **Year around access by private boat to Jetty Island; with a free seasonal ferry service to the island**
- ✓ **Port school program and partnership with Imagine Children's Museum**
- ✓ **Port bus and harbor tours**
- ✓ **EarthCorps volunteer stewardship events**
- ✓ **Event sponsorships**
- ✓ **Public events; (i.e. waterfront concerts and movies, car and art shows and more)**
- ✓ **Capital investments**
- ✓ **Maintenance and repair projects**
- ✓ **Partnerships and outreach**



VISION, MISSION, CORE VALUES

VISION:

The Port's vision is to create quality jobs and support a healthy and attractive quality of life for District residents and businesses. We do this, in part, by investing in a balanced waterfront that improves the region's economy, commerce, community, environment, recreation and supporting high-functioning infrastructure.

MISSION:

Enhancing maritime commerce, jobs and a healthy community

CORE VALUES:

- ✓ Highest ethical standards
- ✓ Honor our commitment to our community
- ✓ High-performers that value the privilege of public service
- ✓ Embrace the richness of a diverse community
- ✓ Responsible stewards of community resources and the environment
- ✓ Dependent and supportive partner

All values and practices institutionalized from the previous Port of Everett Strategic Plan should continue.

CREATING ECONOMIC OPPORTUNITIES

The Port of Everett contributes to the economic growth and well-being of Snohomish County and Washington State. According to an independent 2016 Martin Associates economic impact report, the Port generates \$4.3 billion annually in economic benefit through its cargo, marina and property businesses. Port activities directly influenced business in five major areas:

- ✓ **Surface transportation: railroad and trucking industries**
- ✓ **Maritime service: marine cargo transportation, vessel operations, cargo handling, long haul barge operators, and government agencies at the local, state and federal level**
- ✓ **Non-maritime tenants: businesses, such as construction and food services, that lease Port land**
- ✓ **Marina services for recreation and boating activities**
- ✓ **Outside consulting service**
- ✓ **Port of Everett employees**



EMPLOYMENT

35,000+

Total direct, induced and indirect jobs are supported by activity at the Port of Everett

13,813

Jobs directly attributed to Port activity

17,770

Indirect Jobs: Industries providing services attributed to Port activity

\$373M

Port activity contributes nearly \$373 million to state and local taxes annually

**Note: The Port of Everett is updating its economic impact study in 2020.*

THE PORT OF EVERETT & WASHINGTON STATE TRADE

The Port of Everett is the second largest port in the state based on dollars of economic output. The Port's customs district supports anywhere between \$21 and \$30 billion in U.S. exports annually; and historically ranks among the 5th largest export port by value on the U.S. West Coast. Its imports were \$4 billion in 2018.

Sixty percent (60%) of all jobs in Snohomish County are tied to trade. The Port, which is the third largest container port in the state, is an integral part of the regional aerospace logistics supply chain. The Port of Everett handles 100 percent of the oversized aerospace parts of the 747, 767 (commercial and military), and 777(X) airplane

programs; and serves as a backup to the 787. Further, the 24/7 deep-water access was a key factor in the ultimate siting of the 777X program in Everett. To continue to support the aerospace industry, and other trade sectors, the Port is investing nearly \$60 million into its Seaport, with plans of nearly \$140 million more over the next 10 years.

STRATEGIC PLAN UPDATE

INTRODUCTION

As the Port's previous 10-year Strategic Plan is on a path for completion, the Port of Everett has determined that updating its Strategic Plan and creating a new road map for the next ten years is necessary to set a planning framework for the changing environment in which we live and operate.

BACKGROUND

The last comprehensive update to this plan was more than ten years ago. Since then, many of the projects in the Port's current Strategic Plan are now complete or nearing completion. There has been terminal and industrial business growth, identification of new projects, and changes in staff and elected leadership. The Port has been, and continues to be, engaged with commissioners, staff, tenants, citizens, stakeholders and community partners to develop a plan that:

- Promotes and protects the balanced waterfront;
- Enables a successful waterfront that balances economic opportunity through a robust working waterfront of Port, Navy and other operations with a destination waterfront and appropriate public access;
- Observes the highest levels of environmental stewardship and appropriate recreational access to facilitate a livable, balanced destination the community is proud of;
- Builds a strong and competitive regional economy;
- Reflects the values and character of our community; and,
- Supports National Security and disaster resiliency.

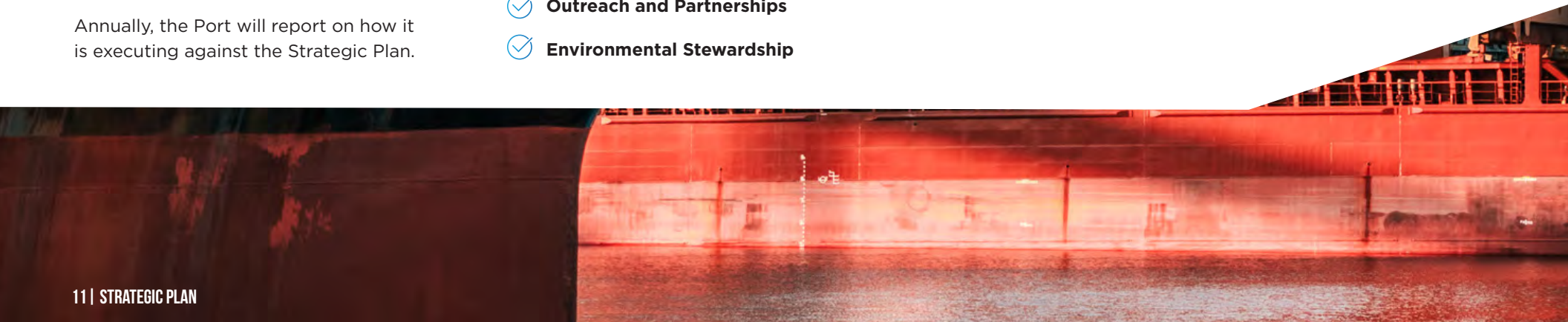
Ultimately, the Strategic Plan guides how the Port fulfills its mission to the community. The Strategic Plan updates the Port's mission (see page 9), goals, and strategies, and will be embedded in the Port's annual budget development. The Port Commission and staff used the feedback received during the Port's centennial year and meetings with the staff, public and stakeholders in 2019 to create six strategic programs.

Each strategic program will integrate and emphasize environmental stewardship, partnership, innovation and resiliency.

- ✓ **Sustainable Performance**
- ✓ **Seaport Modernization and Industrial Real Estate**
- ✓ **Destination Waterfront, Boating & Recreation**
- ✓ **Economic Development and Transportation**
- ✓ **Outreach and Partnerships**
- ✓ **Environmental Stewardship**

ANNUAL REPORT CARD

Annually, the Port will report on how it is executing against the Strategic Plan.



PLANNING ASSUMPTIONS

In preparing this Plan update, the Port assumes the following over the planning horizon. The Plan may require adjustment over time if these planning assumptions change.

EXTERNAL OPERATING CONDITIONS

- ✓ The Washington State economy remains steady
- ✓ No additional global conflicts
- ✓ Interest rates remain low
- ✓ Oil prices remain steady
- ✓ U.S. currency remains strong
- ✓ Boeing manufacturing remains strong
- ✓ Naval Station Everett remains strong with at least six destroyers
- ✓ The trade war is resolved
- ✓ Tax levy remains steady
- ✓ Population growth by 200,000 residents in Snohomish County

REGULATORY

- ✓ Regulatory timelines and requirements remain uncertain
- ✓ Open water disposal site remains open and Marina dredging continues to be eligible for open water disposal
- ✓ Nation implements low-sulphur fuel standards for maritime industry

PROJECT TRAJECTORY

- ✓ Seaport Modernization continues to work toward a minimum of 1,100-foot berth and deeper draft
- ✓ Port acquires Kimberly-Clark property and warehouse is leased and cargo operations are underway
- ✓ Waterfront Place (Central) continues to build out; Upland expansion begins on the South Docks
- ✓ Marina occupancy remains steady, transitioning to accommodate larger vessels in water
- ✓ Blue Heron Slough is constructed, and credits are being sold
- ✓ Riverside Business Park is complete
- ✓ Bay Wood Industrial Site is complete

SUSTAINABLE PERFORMANCE

STRATEGIC ASSESSMENT

A strong, healthy, and vibrant Port is key to our region's economic health and is accomplished by the Port's triple bottom line providing financially responsible, environmentally sustainable and beneficial community impacts. Through this lens, the potential long-term impact of Port projects, plans, business lines and initiatives are continually monitored and evaluated to ensure that they meet these goals. We strive to have a balanced portfolio that includes projects with a high rate of return, as well as community projects with a lesser rate of return. It is expected that we will continue to focus on the working waterfront as the major source of Port revenue.

STRATEGIC ACTION ITEMS

- ✓ Develop a strategy toward achieving a goal of a 25% Port-wide operating margin, including administration and employee expenses
- ✓ Assess the Port's performance and evaluate business transactions through the context of its triple bottom line: economic, community, and environmental benefit
- ✓ The Port will retain and grow its acreage; if land is sold, additional land should be identified to replace the acreage
- ✓ Maintain a funding level each year to support maintenance and operation of the more than \$300 million in quality Port infrastructure
- ✓ Grow lease income to provide a stable revenue source
- ✓ Develop an actionable and affordable plan to integrate and invest in innovation and technology into Port operations to improve efficiency and cost controls
- ✓ Plan, execute and budget resources to ensure projects can be delivered in a realistic and timely manner (i.e. program money for permitting and design; use of project management tools)
- ✓ Develop an acquisition and implementation plan to ensure viability of the working waterfront (Port of Everett Seaport and Naval Station Everett) in a way that supports compatible uses, land use challenges and encroachment

STRATEGIC INITIATIVES:

#1

Seaport Modernization

#2

Maritime Industrial Expansion

#3

Creating a new waterfront community: Waterfront Place

#4

Taking care of facilities: Maintenance/preservation

#5

Develop sustainable marina operations

#6

Industrial Economic Development

#7

Other projects

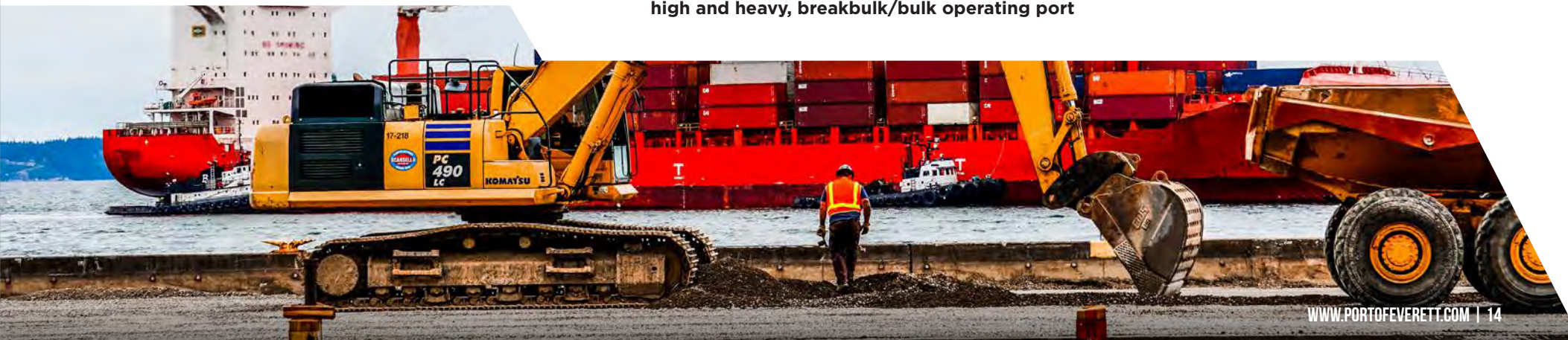
SEAPORT MODERNIZATION & INDUSTRIAL REAL ESTATE

STRATEGIC ASSESSMENT

The region's businesses benefit from the Port's deep-water access to its marine terminal facilities that provide the flexibility, infrastructure and responsiveness desired by our customers. In addition, the marine terminals serve as a critical piece of the supply chain logistics for the aerospace industry and other local businesses. The Port's recent investments in the South Terminal and acquisition of two, 100-foot gauge container cranes will allow for the pursuit of larger vessels and additional maritime cargo to support growth in Snohomish County. The Port's facilities are recognized in state statutes as facilities of statewide significance (RCW 47.06.140) due to the value of the marine terminals to the entire state. Accordingly, they must be protected and enhanced to support the growing community. Maintaining existing Port terminal facilities and equipment necessitates a long-term strategy to support and enhance current operations. The development and acquisition of industrial lands in Snohomish County should drive greater demand for the international shipping infrastructure, and development of such lands will be complimentary with the Port's Seaport operations.

STRATEGIC ACTION ITEMS

- ✓ **Ensure proper commodity pricing to achieve a goal of a 25% operating margin**
- ✓ **Plan and develop a capital program that creates a minimum of an 1,100-foot berth at the South Terminal with deeper draft**
- ✓ **Develop a site plan for the former Kimberly-Clark property; put the site back into productive maritime use**
- ✓ **Identify land available for strategic acquisitions or public-private development opportunities supporting off terminal cargo handling**
- ✓ **Increase rail utilization by collaborating with tenants, customers and partners**
- ✓ **Initiate a sustainable short-sea shipping business for non-aerospace cargoes**
- ✓ **Pursue Strategic Seaport Designation from the Department of Defense**
- ✓ **Recruit and plan for infrastructure investments necessary to support a shipyard capable of supporting the Navy, commercial and other state and federal entities**
- ✓ **Expand Foreign Trade Zone and marketing efforts to promote and facilitate economic development outside the Port District**
- ✓ **Continue to identify aging infrastructure in the Seaport facilities and recapitalize in a financially viable way and timeframe; each project should contain a market analysis, business plan and return on investment before it is funded**
- ✓ **Update the Marine Terminals Master Plan to include the acquired portion of the former Kimberly-Clark mill property while maintaining the Port's well-established Seaport niche as a high and heavy, breakbulk/bulk operating port**



DESTINATION WATERFRONT, BOATING & RECREATION



STRATEGIC ASSESSMENT

The Port of Everett's Waterfront Place area situated between 10th and 18th Streets along West Marine View Drive is an emerging waterfront destination. As a vital component of a vibrant balanced waterfront, the intent is to provide access to the water, living wage jobs, boating facilities, and recreational amenities on the waterfront. This strategy is to unify the marina and surrounding property as one economic unit to create a sustainable and unique commercial, recreation and residential community. The new community is pedestrian-oriented and takes full advantage of its attractive and livable waterfront and recreational boating setting. It also supports the final phases of the Port's goals to become a state-of-the-art regional yacht sales and services center. The Port has a significant history of providing waterfront public access improvements, including through the long-standing and creative use of the Port Commission's two percent for Public Access Policy. Appropriate public access opportunities must be integrated within the overall context of community plans, public safety, and Port needs.

STRATEGIC ACTION ITEMS

- ✓ **Partner with the private and public sector to complete the buildout of the Waterfront Place Central project as envisioned and approved in the Final Planned Development Overlay that provides a return on investments**
- ✓ **Develop and implement a customer service, technology, amenities and facilities plan to support visiting boaters**
- ✓ **Develop a brand strategy to support slipholders and visitors**
- ✓ **Identify funding or partnership opportunities to renovate the interior of the Weyerhaeuser Building and return it to productive public use**
- ✓ **Develop and start to implement a Master Plan to revitalize Waterfront Place South, connecting Port Gardner Landing to Marina Village with additional development opportunities**
- ✓ **Working with the private sector, expand tourism amenities at the waterfront, including, but not limited to, boat rentals, harbor tours, whale watching, fishing charters, boat shares, and other non-motorized land and water rentals**
- ✓ **Update the Jetty Island Management Plan to allow for limited commercial uses on the island during Jetty Island Days**
- ✓ **Continue to allow for, and promote, public events and activities at the waterfront in a financially sustainable manner that is appropriately balanced with available space**
- ✓ **Continue to identify aging infrastructure in the Marina facilities and recapitalize in a financially viable way and timeframe; each project should contain a market analysis, business plan and return on investment before it is funded**
- ✓ **Utilize Port capital to stimulate leases and buildouts**



ECONOMIC DEVELOPMENT AND TRANSPORTATION

STRATEGIC ASSESSMENT

Per State law, economic development is a core function of ports in Washington state, including the Port of Everett. Three key pieces of economic development of concern for the Port of Everett and Snohomish County relate to transportation improvements, freight mobility and quality of life. Each year, the Port of Everett develops a 5-year Capital Improvement Plan that balances the various needs, desires and economic interests in Snohomish County. In the next 10 years, the Port will continue to plan for and develop projects that create regional job centers throughout the county in appropriate locations, facilitate the flow of commerce, as well as provide and enhance the Everett waterfront as a place for our citizens and guests to enjoy.

STRATEGIC ACTION ITEMS

- ✓ **Develop a revenue diversification plan for each of the Port's three business lines and consider expansion into non-traditional business lines to generate additional revenue and allow the Port to weather various economic situations and variables**
- ✓ **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**
- ✓ **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**
- ✓ **Partner with the U.S. Army Corps of Engineers, other river users and project partners to address maintenance needs of the lower Snohomish River Navigation Channel and boat launch while providing for Jetty Island beach nourishment to support commerce, recreation and the environment**
- ✓ **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**

OUTREACH AND PARTNERSHIPS

STRATEGIC ASSESSMENT

Accountability and transparency are critical components necessary to build public confidence and support the Port in its effort to bring the community better economic and quality of life opportunities. Port activities are complex and involve a myriad of business, government, tribal, labor force, environment, and community interests. The Port recognizes that much of its success relies on meaningful outreach and community engagement to all its constituents and stakeholders, so they understand the “why” as well as the “what” the Port is doing and the “how” it operates. This includes government-to-government relationships with the Tulalip Tribes and other treaty tribes. The Port will continue to invest in a robust outreach program with the various stakeholders in Port finances, plans, operations and projects so the community understands the why, what and how of Port operations.

STRATEGIC ACTION ITEMS

- ✓ **Continue to advocate and improve regulatory framework, and communicate the benefits of, a balanced Everett waterfront that values both the working waterfront, recreational waterfront and quality of life**
- ✓ **Continue to develop a deeper relationship with the community by illustrating the value the Port provides in the economy, community and environment through a variety of in-person, print, digital, and technological tools**
- ✓ **Maintain and enhance a variety of communication tools to reach diverse audiences, such as user-friendly website, social media, print and in-person communications**
- ✓ **Conduct a community assessment on the Port’s effectiveness in communicating to its constituents; and develop a public involvement plan to address any deficiencies**
- ✓ **Develop and foster strong intergovernmental relationships and partnerships with the cities, county, tribes, state and federal agencies, as well as their elected officials and trade associations to promote economic development**
- ✓ **Continue to identify and seek grant funding and legislative changes individually and collectively to enhance the implementation of Port priorities and initiatives**
- ✓ **Continue to promote education outreach opportunities, apprentice programs, job shadows and internships to ensure a strong workforce into the future**



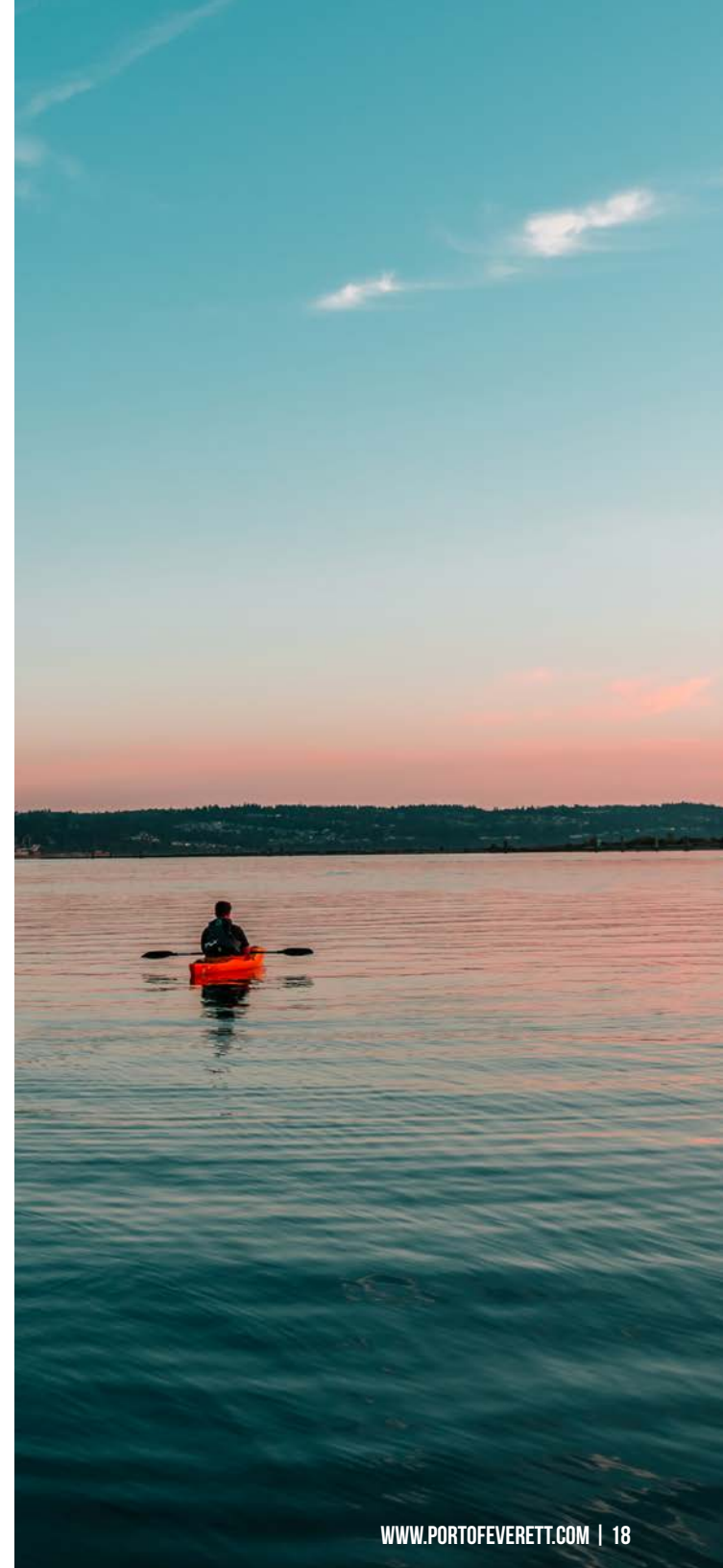
ENVIRONMENTAL STEWARDSHIP

STRATEGIC ASSESSMENT

The Port integrates environmental stewardship in all aspects of its operations, plans, initiatives and projects. As stewards of the land, waterfront, and marine environment, the Port is committed to revitalizing and restoring historically contaminated lands and water, protecting and enhancing water and air quality, restoring and protecting valuable wildlife habitat and implementing environmental programs that reduce the impact of our footprint. The Port is also committed to incorporating environmental resiliency planning into our operations, plans and projects to anticipate possible catastrophic events.

STRATEGIC ACTION ITEMS

- ✓ **Partner with Kimberly-Clark and the regulatory agencies to ensure the former mill site is healthy and usable for industrial uses**
- ✓ **Complete and recover costs from potentially liable parties for the Port's Puget Sound Initiative cleanups, with emphasis on the Weyerhaeuser Mill A Cleanup, to stimulate cleanup and economic development by putting the historically contaminated property into heavy industrial use in a way that supports modern cargo operations, national security and disaster resiliency efforts**
- ✓ **Permit the Blue Heron Slough project for wetland mitigation credits and aggressively market the bank to third parties for both wetland and fish mitigation credits**
- ✓ **Incorporate resiliency into all plans and projects to address external threats such as man-made or natural disasters, recovery plans, infrastructure needs to address rising seas, and increased storm strength**
- ✓ **Continue and enhance participation in environmental programs and initiatives that improve air, water, and land health and minimize energy use, including working with tenants**
- ✓ **Identify opportunities to revise current operations to reduce carbon footprint**





SEA THE FUTURE WITH US

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Port of Everett
**Citizen Budget
Guide 2024**

November 14, 2023

Enhancing
maritime commerce,
jobs and a
healthy community

www.portofeverett.com



About the Port

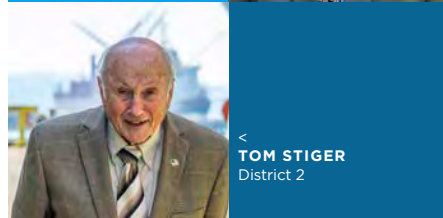
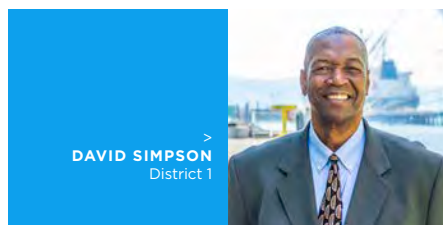
The Port of Everett is located in Washington State on Port Gardner Bay at the mouth of the Snohomish River. The Port was originally formed by the citizens of Everett in 1918 to create economic opportunities and protect the waterfront for the community. The Port has a long history of providing marine-related services and appropriate public access to the waterfront. 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 through environmental remediation, pollution prevention and resiliency planning.

The Port of Everett operates three lines of business: 1) international shipping terminals; 2) marina facilities; and 3) real estate development. The Port operates eight shipping berths situated on approximately 125 acres of land, and specializes in handling high-value, conventional and overdimensional cargoes in support of the aerospace, military, construction, manufacturing, agriculture, energy and forest products industries. Most notably, the Port of Everett serves as an extension of the aerospace manufacturing process, accommodating all of the oversized aerospace parts for the 747 (retired), 767, 777, 777X and K-C Tanker.

The Port of Everett runs the largest public marina on the West Coast with more than 2,300 recreational boating slips and a 13-lane public boat launch facility. On the real estate side, the Port owns 3,300 acres of waterfront property, including Jetty Island, and works to return environmentally damaged property to productive use, restoring economic prosperity to the waterfront. The Port's properties also provide numerous public access and recreational opportunities for area residents and visitors to enjoy, supporting a vibrant, livable and balanced waterfront that generates economic and recreational opportunities. Through its operations, the Port supports nearly 40,000 jobs and contributes \$433 million to state and local taxes*.

**The 2019 Economic Impact of the Port of Everett by Martin Associates*

PORT LEADERSHIP



VISION

The Port's vision is to create quality jobs and support a healthy and attractive quality of life for District residents and businesses. We do this, in part, by investing in a balanced waterfront that improves the region's economy, commerce, community, environment, recreation and supporting high-functioning infrastructure.

MISSION

Enhancing maritime commerce, jobs and a healthy community

CORE VALUES

- Highest ethical standards
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- High-performers that value the privilege of public service
- Embrace the richness of a diverse community
- Responsible stewards of community resources and the environment
- Dependent and supportive partner



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2024 Budget Message

The Port of Everett Commission, working with Port staff, have developed a budget for 2024 that continues to implement the Port's Strategic Plan and overall vision of a vibrant and balanced working waterfront.

The 2024 budget and financing plan takes into account anticipated financial implications resulting from current economic factors, including historic inflation. The 2024 budget positions the Port to address the significant opportunities that are before it to support economic development and jobs, while being mindful of the needs of current operations.

The Port is budgeting total expenditures in 2024 of \$83.1 million, consisting of:

- Capital investments of \$37.0 million
- Operating expenses of \$36.4 million
- Debt service of \$8.6 million
- Non-operating expense for public access of \$693,000
- Other costs of \$365,000

The 2024 - 2028 Capital Improvement Plan continues to develop the waterfront as a place of commerce, as well as a place for citizens and guests to recreate. The plan includes 46 projects that advance the Port's Strategic Plan by:

- Investing in maritime infrastructure to modernize the Seaport and support the movement of commerce, while also greening the supply chain
- Building out public infrastructure and mixed-use elements at Waterfront Place, including new destination retail and restaurant pads at Fisherman's Harbor, and moving into development for the second phase at the Millwright District

- Continuing to recapitalize and upgrade Marina infrastructure, including fuel dock replacement and reconfiguration, covered moorage upgrades and more
- Exploring new economic development opportunities, such as waterfront redevelopment planning efforts in Mukilteo, and
- Systematic cleanup of legacy contamination along the waterfront as part of the Puget Sound Initiative

Each of these efforts will require significant investment from the Port. The Capital Improvement Plan proposes \$105.1 million through 2028.

Operating Revenues are budgeted at \$48.6 million, an increase of 13.5% from the 2023 budget. These revenues will be used to pay for the Port's direct operational expenses, including administrative overhead of \$36.4 million, an increase of 14.8% from the 2023 budget. The operating budget accounts for increased costs due to insurance increases, environmental reporting and increased employment levels.

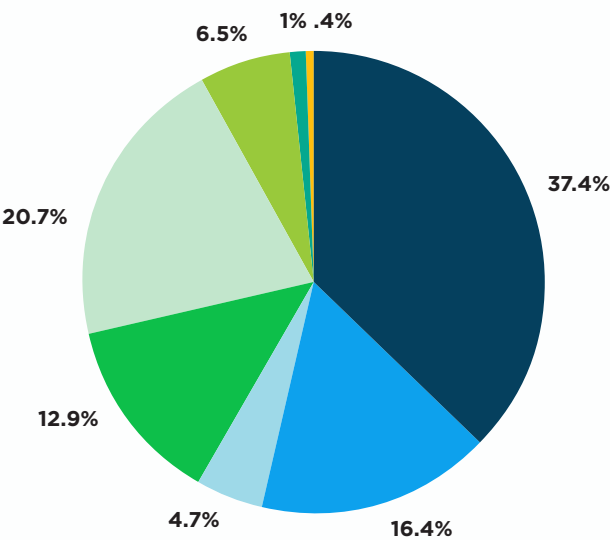
The preliminary budget assumes Non-operating Revenue of \$5.4 million, primarily from property taxes. The primary Non-operating Expense is interest on outstanding debt of \$3 million, an increase of 8.3% from the 2023 budget.

In addition to cash generated by on-going activities, the Port expects to receive grants and loans of \$27.8 million.

The Port Commission held numerous Port Commission meetings on the budget and opened a formal public hearing at the November 7, 2023 Port Commission meeting. The public hearing included a week-long public comment period prior to final budget adoption at the November 14, 2023 Port Commission Meeting. No public comments were received during the public hearing.

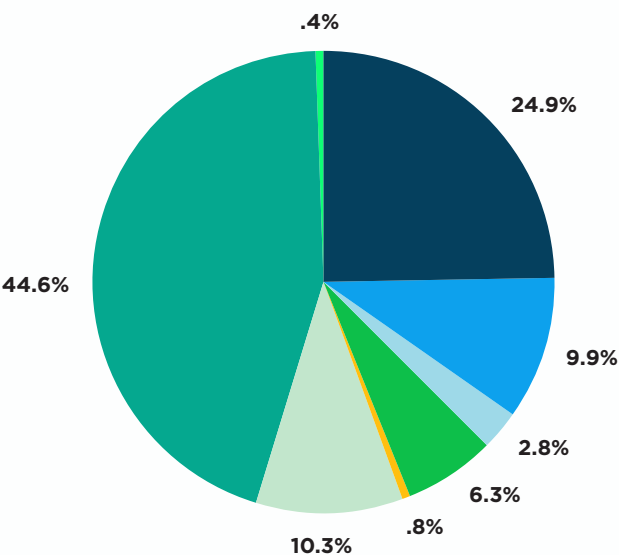
Eric Russell
Port of Everett CFO

2024 BUDGET FUNDING PLAN: \$83.1 MILLION



Sources

- 37.4% Terminals
- 16.4% Marina
- 4.7% Properties
- 12.9% Grants / Contributions
- 20.7% Debt Issuance
- 6.5% Property Tax
- 1% Reserves
- .4% Other



Uses

- 24.9% Terminals
- 9.9% Marina
- 2.8% Properties
- 6.3% Administration
- .8% Public Access
- 10.3% Debt Service
- 44.6% Capital Investment
- .4% Other

2024 Budget Overview

- **Total Operating Revenue:** \$48.6 million
- **Total Operating Expenses:** \$36.4 million
- **Total Capital Budget:** \$37 million
- **Port Tax Collection:** \$5.4 million
- **New Debt Issuance:** \$17.2 million
- **Annual Debt Service:** \$8.6 million
- **Net Income (Before Depreciation):** \$12.2 million

2024 Funding Plan Includes:

- **Grants/Contributions:** \$10.7 million

Budget Assumptions

- Steady activity at Seaport; increase in aerospace activity
- Strong demand for moorage during peak season
- Lease property remains fully occupied
- New commercial buildings online
- Continued tight insurance market
- Increase in employee counts

Strategic Initiatives 2024

In 2024, the Port of Everett is implementing a capital budget totaling \$37 million consisting of 46 individual projects. The Port Commission's top capital priorities include modernizing the seaport with a focus on greening the supply chain, continuing to build out destination retail and mixed-use amenities at Waterfront Place, upgrading and developing new marina facilities and systematically cleaning up the waterfront through Puget Sound Initiative projects.

Seaport Modernization

Modernize and expand Port of Everett Seaport to meet 21st Century infrastructure needs and support maritime opportunities

- Mill A Cleanup
- Master Planning
- Electrification & Utility Upgrades
- East Waterway Cleanup

Total: \$14.8M

2024 Expenditures: \$5.2M



Creating a New Waterfront Community at Waterfront Place

Phasing of new waterfront community, including primary infrastructure and commercial mixed-use developments

- Public Infrastructure Improvements
- New Retail & Restaurant Buildings
- Millwright District Infrastructure Improvements
- Public Open Space & Art Projects

Total: \$47.2M

2024 Expenditures: \$17.4M



Taking Care of Facilities: Maintenance/Preservation

Provide for asset replacement, maintenance and preservation in Seaport, Marina and Real Estate divisions

- Seaport Pile & Bulkhead Restoration
- Refresh Buildings
- Bulkhead Improvements along West Marine View Drive

Total: \$18.5M

2024 Expenditures: \$4.4M



Develop Sustainable Marina Operations

Develop and implement a comprehensive marina services plan to ensure success of marina operations and funding for recapitalization

- Complete New Maintenance Shop
- Begin Fuel Dock Reconstruction & Reconfiguration

Total: \$21M

2024 Expenditures: \$7.4M

Industrial Economic Development

Expand the Port's lease portfolio and enhance under-utilized real estate

- Mukilteo Property Master Planning
- Puget Sound Initiative Environmental Cleanup Program
- Property Acquisition Opportunities

Total: \$1.8M

2024 Expenditures: \$.7M

Other Projects

- Cargo Handling Equipment
- Cyber Security Upgrades

Total: \$1.8M

2024 Expenditures: \$1.6M

Port of Everett Locations & Key Projects

PORT OF EVERETT

Creating a
Community at V

Port Developed
Riverside Business Park

Blue Heron Slough Mitigation Bank
1.5 miles northeast

Union Slough
Wetland Mitigation





**Seaport
Modernization**

**Future Mukilteo
Waterfront Development**

*Port
Gardner Bay*

SEAPORT

**Taking Care of Facilities:
Maintenance/Preservation**

**New Waterfront
Waterfront Place**

WATERFRONT PLACE

PORT OF EVERETT MARINA

**Develop Sustainable
Marina Operations**

JETTY ISLAND

**Completed Bay Wood
Shoreline Cleanup
& Business Park**

International Seaport

Budget Overview

- Operating Revenue: \$31.1 Million
- Operating Expenses: \$20.7 Million
- 2024 Capital Budget: \$10.2 Million
- 64% of Total Port Operating Revenues

Budget Assumptions

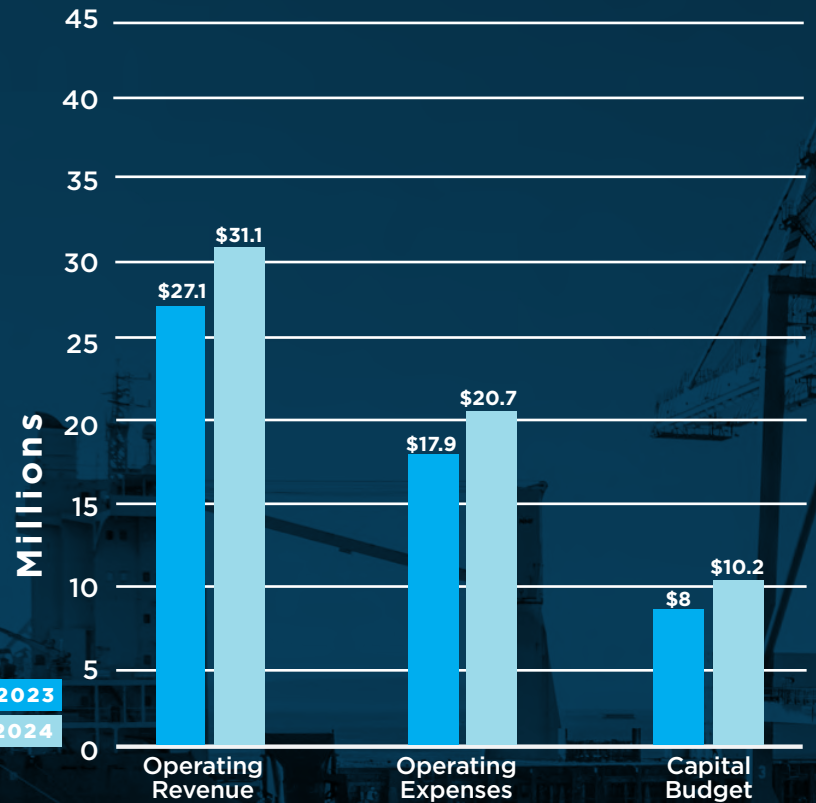
- Steady activity at the Seaport
- Slow increase in aerospace shipments
- Slight growth in project cargoes
- Trade tariffs continue
- Increased industrial activity

Community Benefits

- Supports major employers in Washington state
- Nearly 40,000 jobs supported
- Generates nearly \$433 million in tax revenue
- Supports local/regional economic recovery and job restoration efforts

Challenges

- Labor contracts
- Higher interest rates
- Global conflicts



Cement

25%

Breakbulk

22%

Containers

53%

Annual Cargo Statistics

	2018	2019	2020	2021	2022	2023 (YTD)
OUTBOUND						
LOGS (MBF)	7,010,400	-	-	-	-	-
GENERAL CARGO/N.O.S (S/T)	1,794	1,314	58,088	82,924	56,948	55,756
CONTAINERS (TEUs)	4,622	5,781	3,376	3,846	3,257	3,202
INBOUND						
CEMENT (S/T)	110,797	121,542	88,618	180,007	125,143	54,086
GENERAL CARGO/N.O.S (S/T)	26,990	43,062	24,130	55,701	52,392	47,852
CONTAINERS (TEUs)	8,628	9,976	7,721	42,259	54,485	23,272
VESSEL CALLS						
SHIPS	82	99	87	123	134	94
BARGES	40	52	30	10	10	9
TONNAGE COMPARISON (SHORT TONS)						
CEMENT	110,797	121,542	88,618	180,007	125,143	54,086
GENERAL CARGO/N.O.S (S/T)	28,784	44,376	82,208	138,625	109,340	113,608
CONTAINERS	75,710	89,751	71,222	253,531	264,369	128,955
WOOD FIBER PRODUCTS						
DOCK	-	-	-	-	-	-
OVERSIDE	43,615	-	-	-	-	-
OTHER	-	-	-	-	-	-
TOTAL	258,906	285,669	242,048	572,136	498,852	296,649

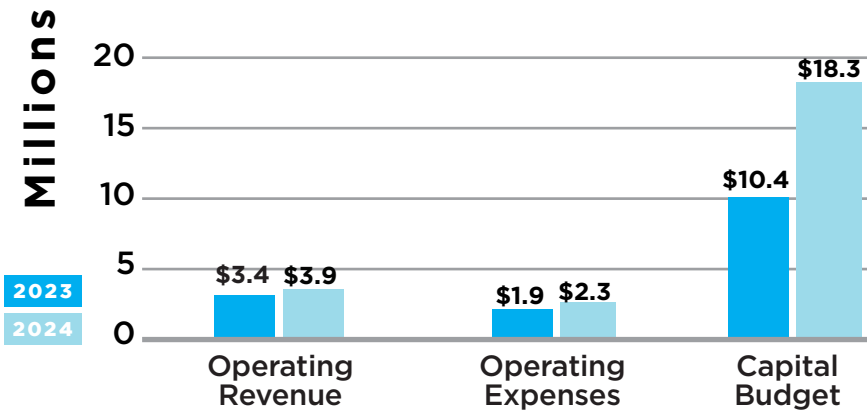
Commercial & Industrial Real Estate

Budget Overview

- Operating Revenue: \$3.9 Million
- Operating Expenses: \$2.3 Million
- 2024 Capital Budget: \$18.3 Million
- 8% of Total Port Operating Revenues

Budget Assumptions

- New retail buildings open
- Multifamily residential breaks ground



Community Benefits

- Investing in a new waterfront community
- Improving public access to the waterfront
- Creating opportunities for job growth
- Supporting local economic recovery

Challenges

- Timing of new development revenues
- Capital investment to realize stable real estate revenues
- Continued high interest rates
- Historic inflation resulting in high construction costs

2024 ACTIVE LEASES

MARINE RELATED

- Bayside Marine
- Bellingham Yachts Sales
- Crosswater Yacht Sales
- Everett Yacht Club
- Everett Yacht Sales
- Everett Yacht Service & Repair
- Freedom Boat Club
- Harbor Marine
- Heritage Marine Electrical
- KayakShare.com
- Little House of Canvas
- Mariner Marine Services
- Marine Power Service
- Milltown Sailing Association
- Port Gardner Yacht Brokerage
- Propulsion Controls Engineering
- Puget Sound Composites
- Riptide Marine
- Waterline Boats
- West Coast Yacht Sales
- West Marine
- Your Boat Shop

RETAIL & OFFICE

- A+ Hearing Aids
- Anisoptera Spa
- Bay Psychiatric
- Dept. of Fish & Wildlife
- Dunlap Industrial Supply
- Engineered Sports Therapy
- Everett Clinic Behavioral Health
- Evergreen Moneysource Mortgage
- Hotel Indigo
- Inn at Port Gardner
- Laura Lou Massage
- MAM Media
- MonkeyFist Market
- Northwest Retina
- Off Planet Research
- Precious Medical Spa
- Water's Edge Salon
- Walters & Wolf
- Western Washington Medical Group

RESTAURANTS

- Anthony's Homeport
- Anthony's Woodfire Grill
- Bluewater Distilling
- Fisherman Jack's
- Ivar's Mukilteo Landing
- Lombardi's Italian
- Scuttlebutt Brewing Co
- Seas the Day Café
- Sound2Summit Brewing
- South Fork Baking Co.
- The Muse Whiskey & Coffee
- Woods Coffee

COMING SOON!

- Hamilton Cellars
- Lazyboy Brewing Co.
- Menchies @ the Marina
- Rustic Cork Wine Bar

OTHER

- Everett Community College ORCA
- Maritime Institute



Marina



Budget Overview

- Operating Revenue: \$13.6 Million
- Operating Expenses: \$8.2 Million
- 2024 Capital Budget: \$8.1 Million
- 28% of Total Port Operating Revenues

Community Benefits

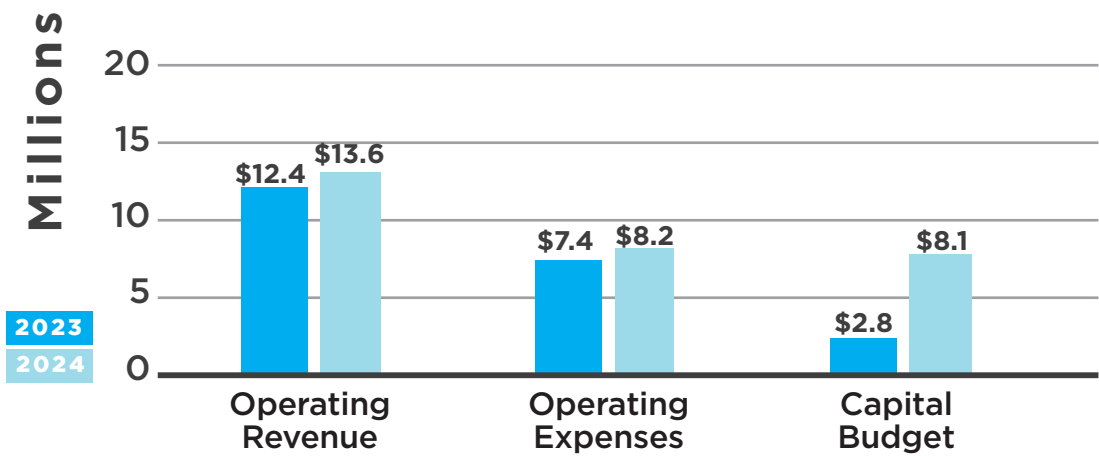
- State's largest recreational boating community
- More than 1,000 jobs supported
- Extensive waterfront public access network

Budget Assumptions

- Anticipate modest revenue increase due to year-round occupancy growth
- Expenses are rising (i.e. utilities, water, insurance)

Challenges

- Generating sufficient operating margin to recapitalize the marina facilities
- Regulatory environment



Environment



Active Cleanup Projects



Completed Cleanup Projects

**Weyerhaeuser
Everett East**

Kimberly-Clark
East Waterway
14th Street VCP
Everett Shipyard
ABW VCP
Ameron-Hulbert
TC Systems
Bay Wood

Recent Environmental Successes

Blue Heron Slough: The Port's Blue Heron Slough is 353 acres of restored Snohomish River estuary habitat between the cities of Everett and Marysville. In 2022, the Port returned the former farmland to its natural condition as estuarine habitat to aid in Chinook salmon and bull trout recovery and support food supply for Southern Resident orcas in Puget Sound. The \$20 million investment improves water quality, provides flood protection, increases bird habitat and offsets greenhouse gas emissions. Blue Heron Slough also serves as a mitigation bank, balancing economic development with a healthier environment. The restoration site is larger in size than the combined total of the Port of Everett facilities.

Former Kimberly-Clark Mill Site (Upland): In late 2022, the Port completed its \$40 million, 40 acre Norton Terminal Development and Model Toxics Control Act (MTCA) Interim Action Cleanup at the former Kimberly-Clark mill site to put it back into productive use after sitting vacant for a decade. The once-contaminated property now nearly doubles the Port's cargo-handling capacity and supports more than 950 jobs while cleaning up the environment. The work involved the final upland cleanup of legacy contamination at the site and the installation of a 9-inch-thick pavement environmental cap to cover any residual soil contamination and improve groundwater quality. The new terminal provides environmental controls and state-of-the-art stormwater treatment for the first time in the property's history.

2024 Environmental Initiatives

Former Weyerhaeuser Mill A: The Weyerhaeuser Company's former Mill A site, located at the south end of today's Port of Everett Seaport, is at the top of Washington state's environmental cleanup list. Since 2020, the Port has been working with the Weyerhaeuser Company and the Washington State Department of Ecology to conduct a study to determine cleanup options for the site that encompasses the Port's South and Pacific Terminal berths, and the surrounding bay. The Port submitted a draft study to Ecology in January 2023. The contamination in review stems from the former mill operations on site, and the study presents viable options for cleaning it up. The cleanup will take into account the requirements of the Port's modernized South Terminal and Pacific Terminal, which continue to modernize to handle the next generation of ships and cargo. The Port is using a unique combination of loans and grants from Ecology to fund the project to shovel-ready status, including a \$4.3M loan from Ecology — the first to be awarded in agency history, which will provide critical grant match funding as the Port pursues cost recovery.

Modernizing & Greening the Seaport: With our two most recent seaport modernization and expansion investments complete and in full use (both Norton Terminal, as well as the Port's \$57 million South Terminal modernization that added another full-service berth in 2021), the Port continues to prioritize capital investments that advance our seaport modernization priorities — specifically those

WHY CLEANUPS MATTER

Phase 1 VCP

West End



Restores healthy land and water from our City's mill town past; Port works in partnership with legacy parties to clean up sites



Puget Sound Initiative (2006) identified 250 acres to be cleaned up, all either complete or under cleanup action now



Facilitated more than \$33M in cleanup since early 2000s; \$25M at the destination waterfront



For every \$1 spent on environmental cleanup, \$7 in economic output is generated



In the next few years, the Port will double its environmental cleanup investment on the waterfront

tied to our overarching initiative of greening the supply chain. The Port has selected a consultant to help programmatically deliver this initiative through electrification of the Seaport, which is currently supported by a \$5 million grant from the Washington State legislature. The Port is also preparing for upcoming federal grant opportunities to further support carbon reduction efforts across the Seaport. Electrifying Pier 3 is the first priority, with planning underway. This project is set to make meaningful reductions in carbon emissions and enhanced air quality at the Seaport. The electrification of Pier 3, which includes infrastructure upgrades for future potential electric harbor craft, is expected to eliminate over 630 tons of carbon dioxide annually upon completion. This investment not only modernizes the Port's facilities, but also aligns with future maritime innovations, positioning the Port as a leader in sustainable maritime operations.

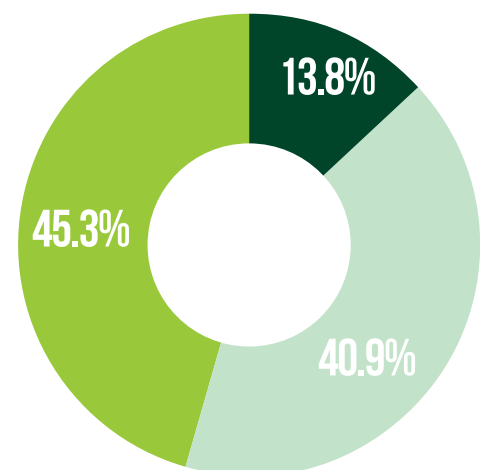
Challenges

- Potentially liable party funding
- Washington State Legislature continues to expand the uses of the voter-approved Model Toxics Control Account (MTCA) funds, which were specifically meant to remediate historic contamination

Community Benefits

- Restores and enhances the health of the Puget Sound
- Unlocks revitalization and economic prosperity of underutilized waterfront properties
- Creates construction jobs and, ultimately, permanent and induced jobs

How is the \$4.2 million in cleanups funded?



- Port Operations
- Loans
- Grants

Public Access

2023 Public Access Achievements

Restored & Reopened Historic Weyerhaeuser Building; Launches Virtual Museum

In summer 2023, the historic Weyerhaeuser Building celebrated its official grand reopening to the public in its centennial year. Through a public-private partnership, the Port was able to reopen the building for public use, welcoming visitors of all ages to The Muse Whiskey & Coffee — a coffee house by day, and a speakeasy-inspired whiskey bar by night. The 100-year-old building, listed on the National Register of Historic Places, also serves as a new waterfront events venue, and doubles as a museum. The Port launched a new website to serve as a virtual museum. The building features historic imagery and informational plaques. Thanks to QR codes, you can go on a self guided tour and learn about the rooms you visit or the photos and plaques you see in real-time.

NEW! Jetty Landing Playset in Honor of Historic *Equator*

In August 2023, the Port installed a new ship-themed children's playset at Jetty Landing Park near the boat launch. The playset was added to support users of Everett's regional boating hub, and also, to pay tribute to the historic *Equator*. It offers ADA accessible features, includes slides, deck-to-deck climbers, a porthole panel, a nautical bow, a stern climber, a pipe wall and tower, and sea creature climbers, including a Pacific octopus and baby orca whale. New benches were also added. Future improvements include new picnic tables and interpretive signage.

Coming Soon!

Millwright District Public Access Improvements

In summer 2023, the Port broke ground on a \$13 million project to kick off infrastructure construction in the Millwright District — the second and largest phase of the Port's Waterfront Place mixed-use development. The work, being performed by Burlington-based Interwest Construction Inc., builds the new Millwright Loop Road and connecting roadways and infrastructure. On the public access front, this project includes expansion of the waterfront esplanade, including build-out of two new vistas overlooking the Marina, construction of two parking lots, new sidewalks, lighting and landscape features. This phase of work is expected to run through fall 2024.

Interpretive Exhibits & Public Art at Waterfront Place

Little Girl Pondering the View Bronze Statue: Sultan-based artist Kevin Pettelle has been commissioned by the Port to sculpt a bronze statue inspired by a circa 1953 photograph of a young girl looking out into the then Port of Everett boat harbor, which was located between Piers 1 and 2 at the Port's international seaport at that time. Pettelle has several public installations in Snohomish County, including Everett's Mike Jordan statue and the "Fishermen's Tribute" statue at the Port. The new statue will be installed next year in one of two vistas being upgraded along the Central Marina esplanade as part of the Millwright Loop Road project in the Millwright District (see above).

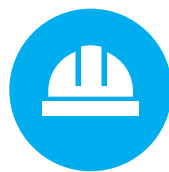
***Equator* Interpretive Exhibit & Future Public Art:** An interpretive exhibition about the *Equator*'s legacy will soon be fabricated for display at the Port's Waterfront Center near the interior entrance to Scuttlebutt Family Pub. The exhibit will include historical photos, a timeline of the vessel's storied career, a map showing her many journeys through the seas and a 1:48 model of the ship itself. The Port was loaned a model of the *Equator* built by Robert Yorczyk of the Washington Ship Model Society in Washington, D.C. The 26-by-36-by-12-inch model will be the showpiece of the interpretive exhibit. The Port of Everett is also working with award-winning sculptor John Grade, from Seattle, to salvage some of *Equator*'s timber so that the vessel can live on in art. The Port plans to commission one of his sculptures. Grade's installations include "Wawona," a sculpture made from Douglas fir salvaged from the hull of the historic schooner, which is in the Museum of History and Industry in Seattle.



Investing and maintaining more than 1,500 acres (more than 50% of landholdings) of appropriate public access



Balance public access and recreation with habitat and environment (i.e. Jetty Island, Union Slough)



Working waterfront supports City-wide public access through Port's 2% public access policy



Have invested more than \$30M in new waterfront public access since 2006; millions more in the works

2024 Property Tax Levy

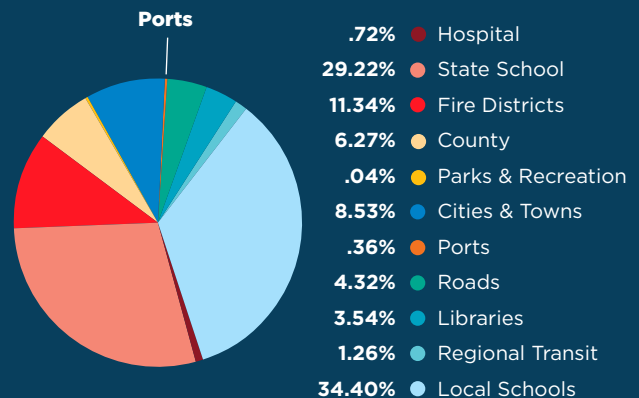
Under state statute, ports are special purpose districts tasked with economic development. While ports are a taxing authority, they are run and funded quite differently than a general purpose government (like a city or county) that is funded almost solely by tax revenue. The Port of Everett's tax assessment is the lowest in Snohomish County, and is dedicated exclusively to capital projects, public access, and environmental remediation.

- **Port portion of tax bill:** Total estimated annual Port tax for a \$590,000 home in 2023 is \$109.30. In 2024, it is projected to be \$110.87.
- **Millage rate:** 18.8 cents per assessed \$1,000 (up slightly from 18.5 cents per assessed \$1,000 in 2023)
- **Total tax collection:** \$5.9 million (6.5% of budget)
- **How are the taxes used?**
Capital projects, public access, and environmental remediation
- **How are the taxes not used?**
Any operating costs, including salaries and benefits
- **What do I get in return?**
Necessary infrastructure to support nearly 40,000 jobs (82% in Snohomish County); and \$433 million in state and local taxes that help fund schools, public safety and social services. This funding allows the Port to take an active role in restoring contaminated property and creating waterfront access.

Tax Rate Trends



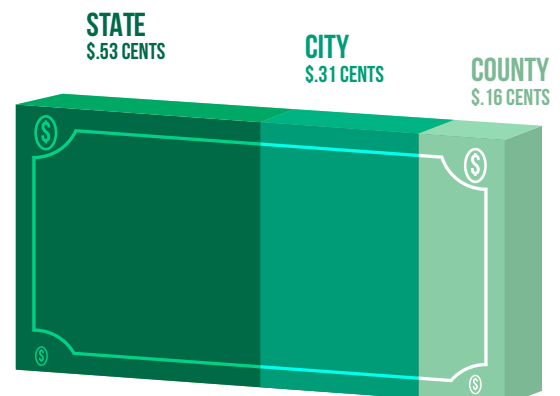
Snohomish County Distribution of Taxes 2023



About Leasehold Excise Tax

DID YOU KNOW?

- Port tenants pay a 12.84% Leasehold Excise Tax (LET) in lieu of property tax
- In 2022, the Port collected approximately \$1.7M in Leasehold Excise Tax
- The Port remits the tax collected to the state, who distributes to the correct jurisdictions
- For every \$1 of LET collected, the state receives 53 cents, the City of Everett receives 31 cents and Snohomish County receives 16 cents
- The Port's economic development activities generate high value for our city, county and state via jobs, revenues, income and taxes





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EVERETT

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