



# Port of Everett Boundary Enlargement Ballot Measure

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## *Overview & History*



# **Port of Everett**

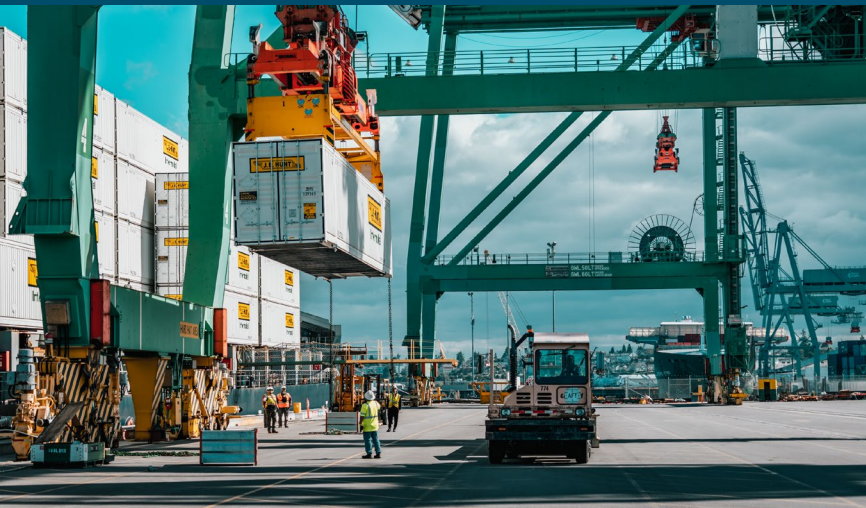
## **Overview + History**

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# 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 Snohomish County's two largest employers – Boeing & Naval Station Everett
- ✓ Supports ~40,000 jobs in the region & contributes \$433M in state/local taxes
- ✓ Operates three lines of business: Seaport, Marina, Real Estate
- ✓ Largest public marina on the West Coast
- ✓ Everett's customs district ranks 2<sup>nd</sup> in the state at \$21 BILLION in exports (including airplanes)
- ✓ 3<sup>rd</sup> largest container port in the state
- ✓ Designated MARAD Strategic Commercial Seaport – one of only 18 nationwide
- ✓ Homeport to Naval Station Everett







P

## PEOPLE

Ports create jobs & enhance the quality of life for the people of the communities they serve



O

## OPPORTUNITY

Ports deliver a strong economy & create opportunities for future generations to thrive through community investments



R

## RECREATION

The Port of Everett has invested \$100M+ in new public access amenities since the early 2000s



T

## TRANSPORTATION

Ports help move goods & people more efficiently with investment in trade & transportation projects



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## SUSTAINABILITY

The Port is a committed steward of our air, land & sea with clean up of 250+ acres, creation of habitat & more

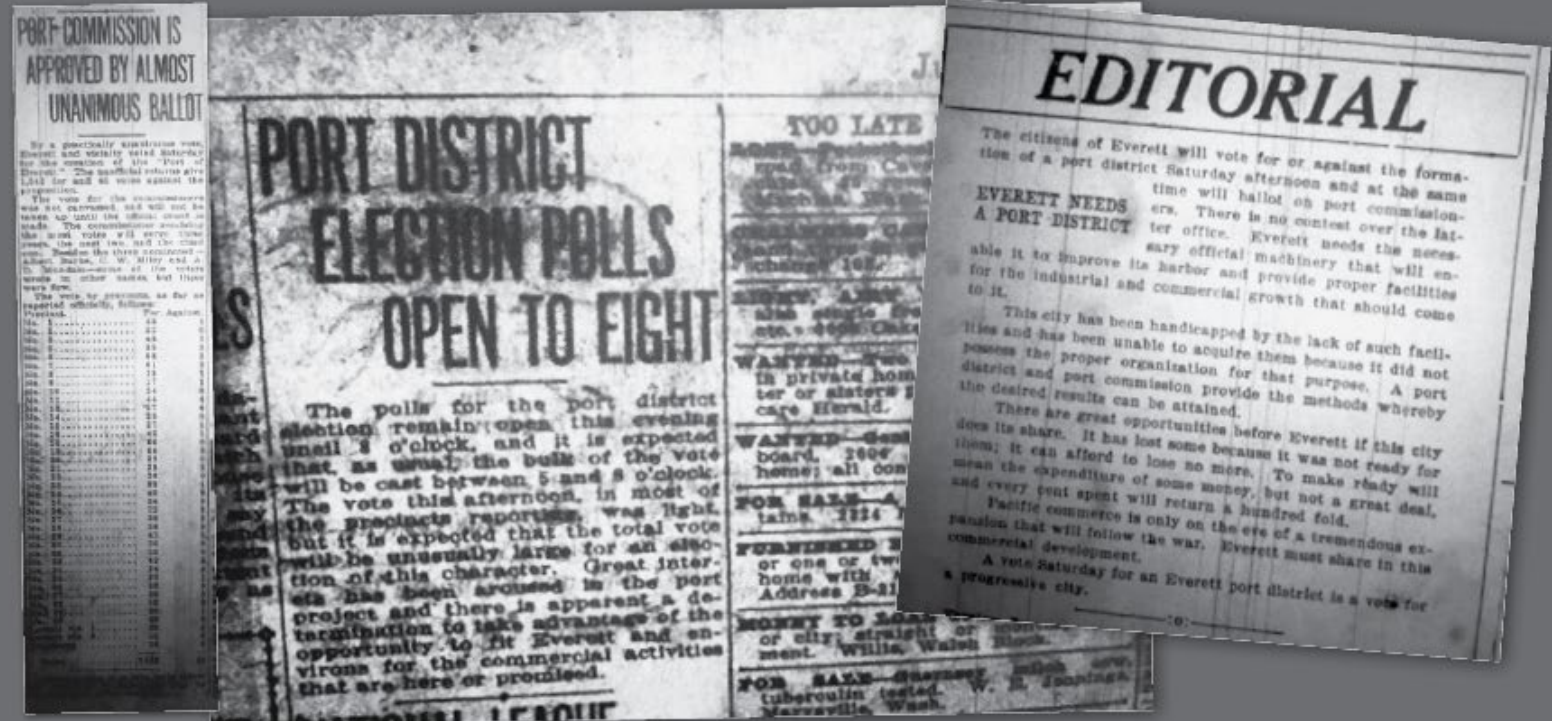


# Port of Everett Created in 1918

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

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

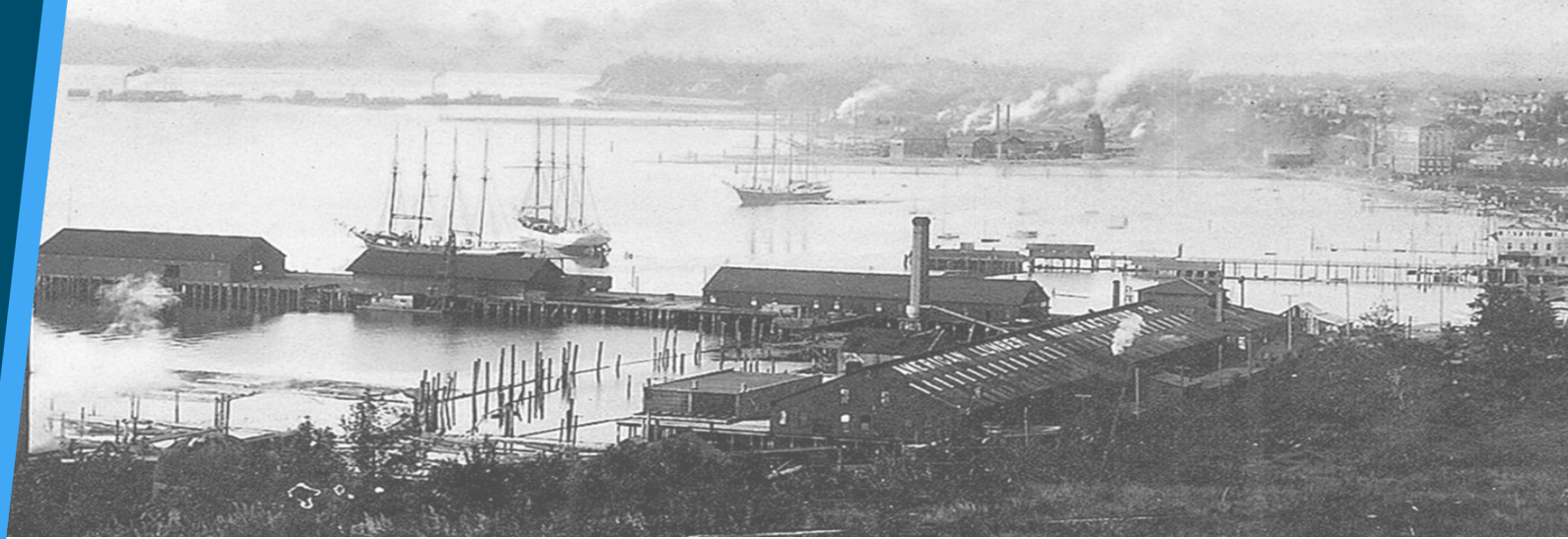
- ✓ Port District Act of 1911 allowed citizens of any Washington county to create a port district (encompassing all or part of the county); RCW 53
- ✓ Vote to create countywide port district on June 8, 1918 fell short by a few votes; about a month later, Port of Everett was created by special election 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*



# 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.



**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 seventh 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 14<sup>th</sup> 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 Continued

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*\*Not an exhaustive list*

**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 Tribes

**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



# 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.*

## 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**

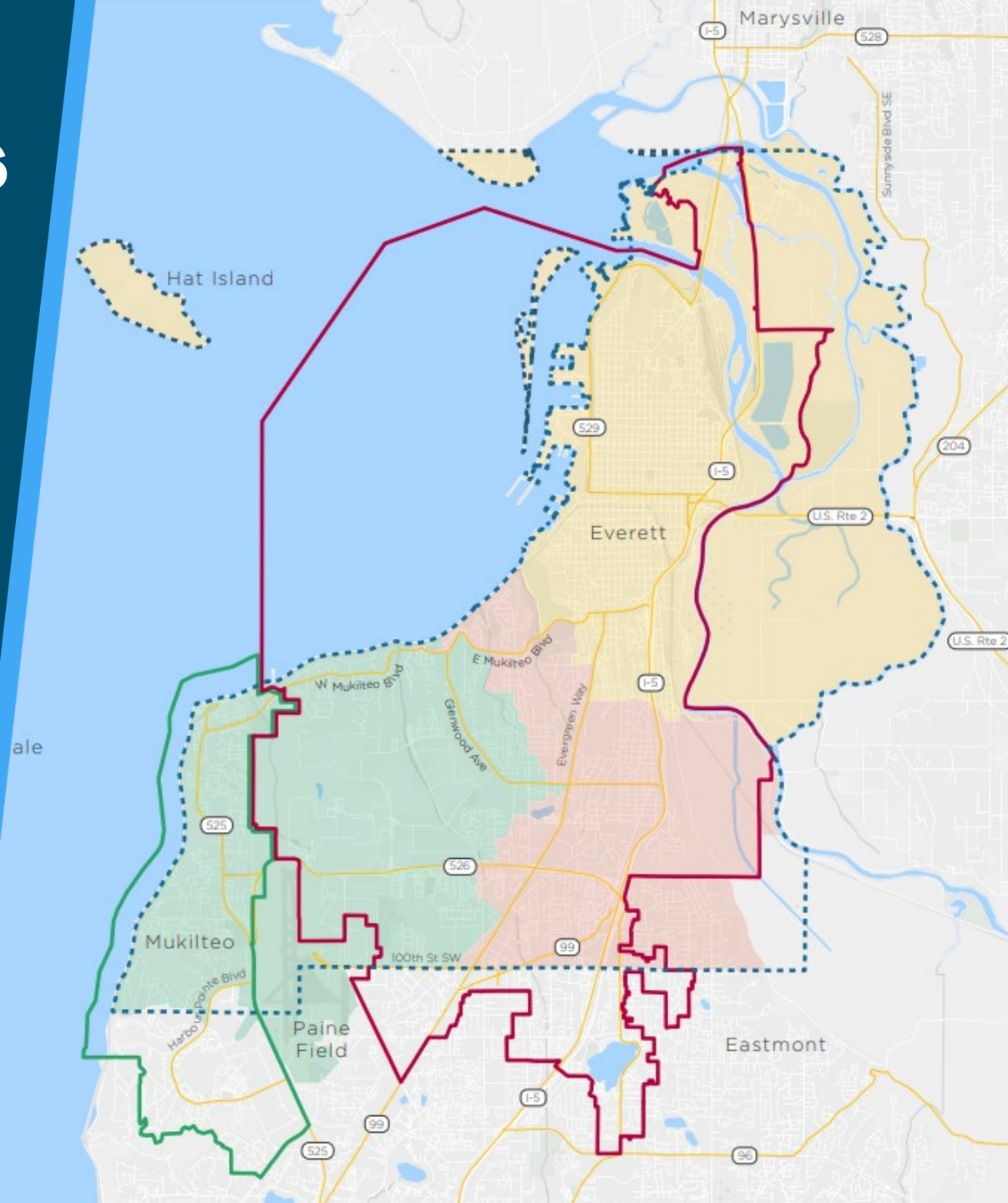


**Access to Grants & Project Funding**



# 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.*



## 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

# 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?

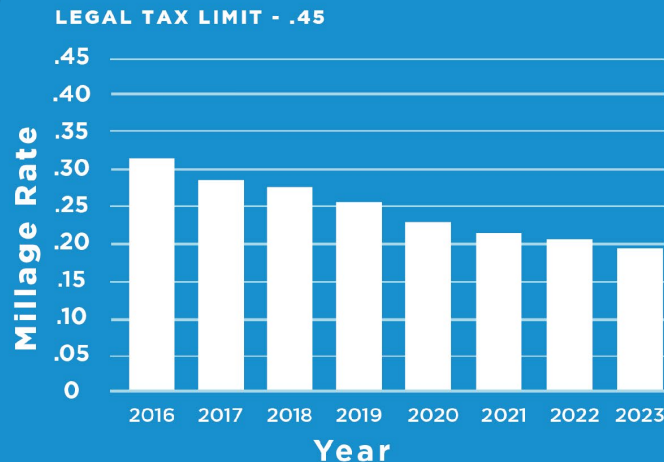
Capital projects, public access, and environmental remediation

## How are Port taxes are NOT used?

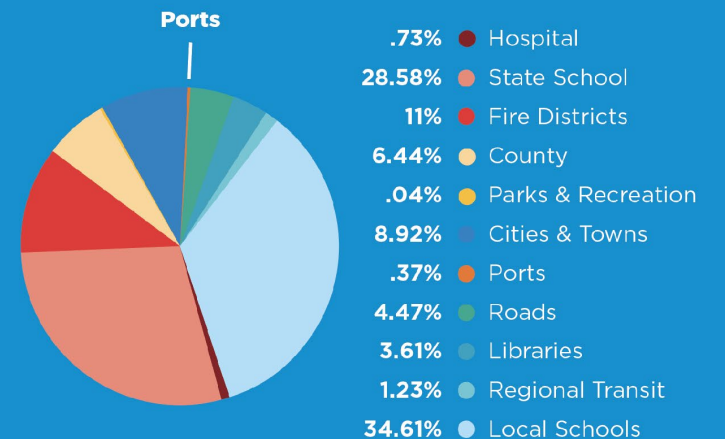
Any operating costs, including staff salaries and benefits

- ✓ 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





# Economic Value

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*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
- ✓ 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

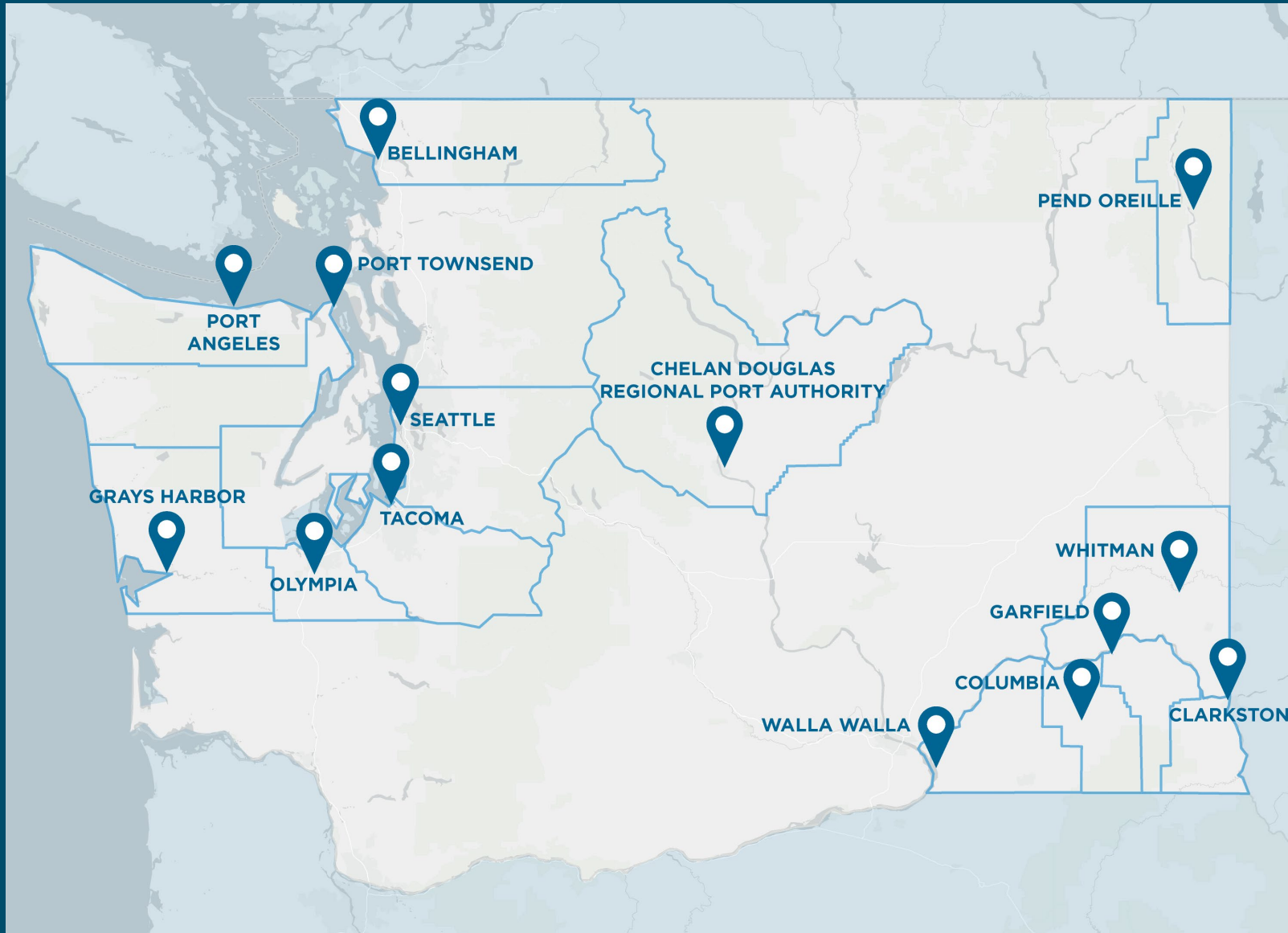
***Mission statement:*** *The Port strives to bring quality jobs, business, and tourism opportunities to its local and surrounding communities, and is committed to enhancing, restoring and preserving the overall environmental health of our waterfront.*

# **Port District Boundary Exploration**

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# Washington State County-wide Ports



# 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.



# Economic Value Study + Community Assessment

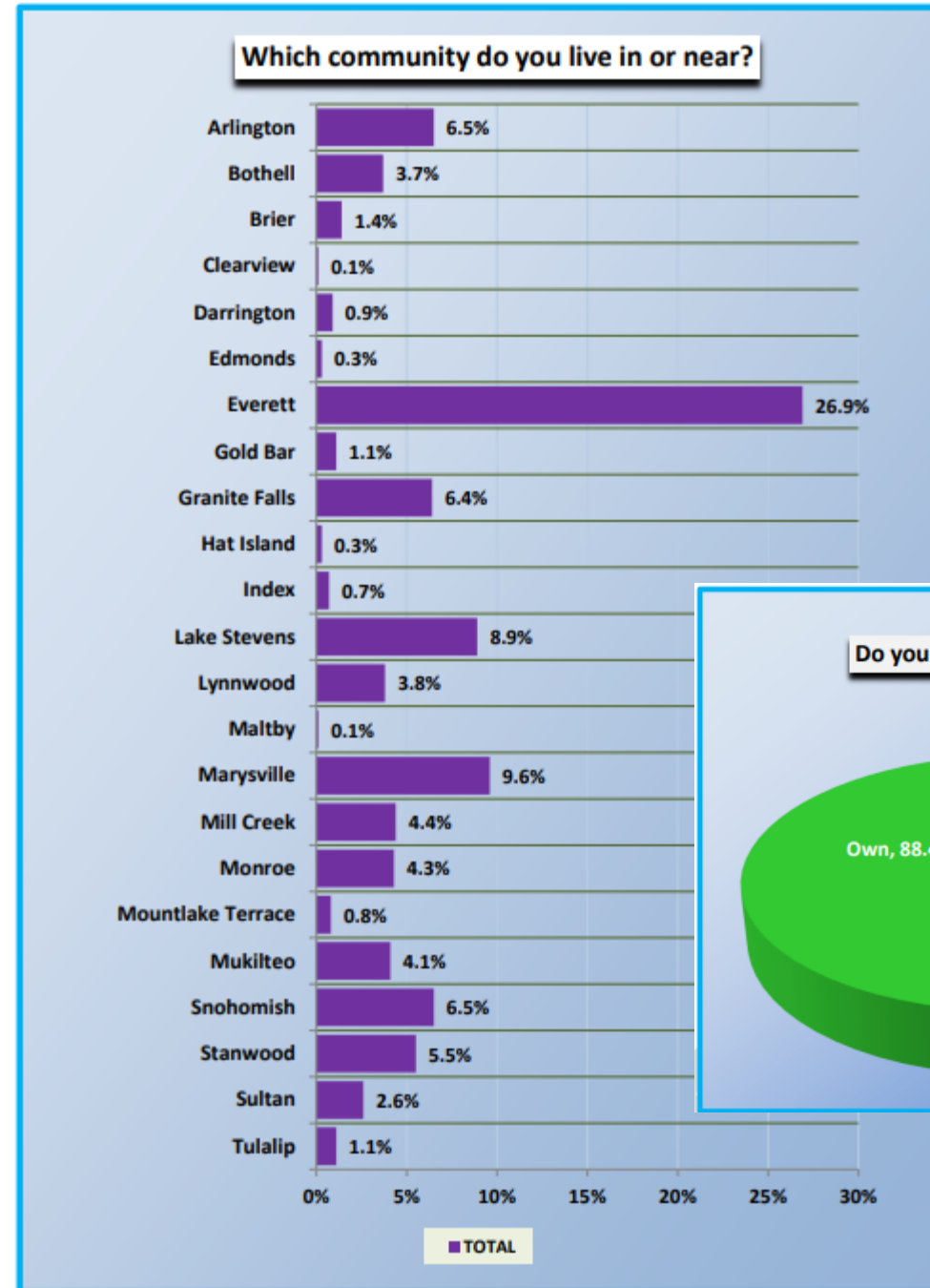
- ✓ *Assessment of existing Port assets/value*
- ✓ *Dozens of meetings & presentations providing information on boundary exploration*
- ✓ *Conversations with leaders and business community throughout County & month-long community survey opportunity*
- ✓ *Outreach, media efforts & materials to share information/encourage survey participation*



*Informal outreach started following adoption of 2020 Strategic Plan (2020 – 2022); formal outreach (above) started in 2023*

# Community Survey Overview

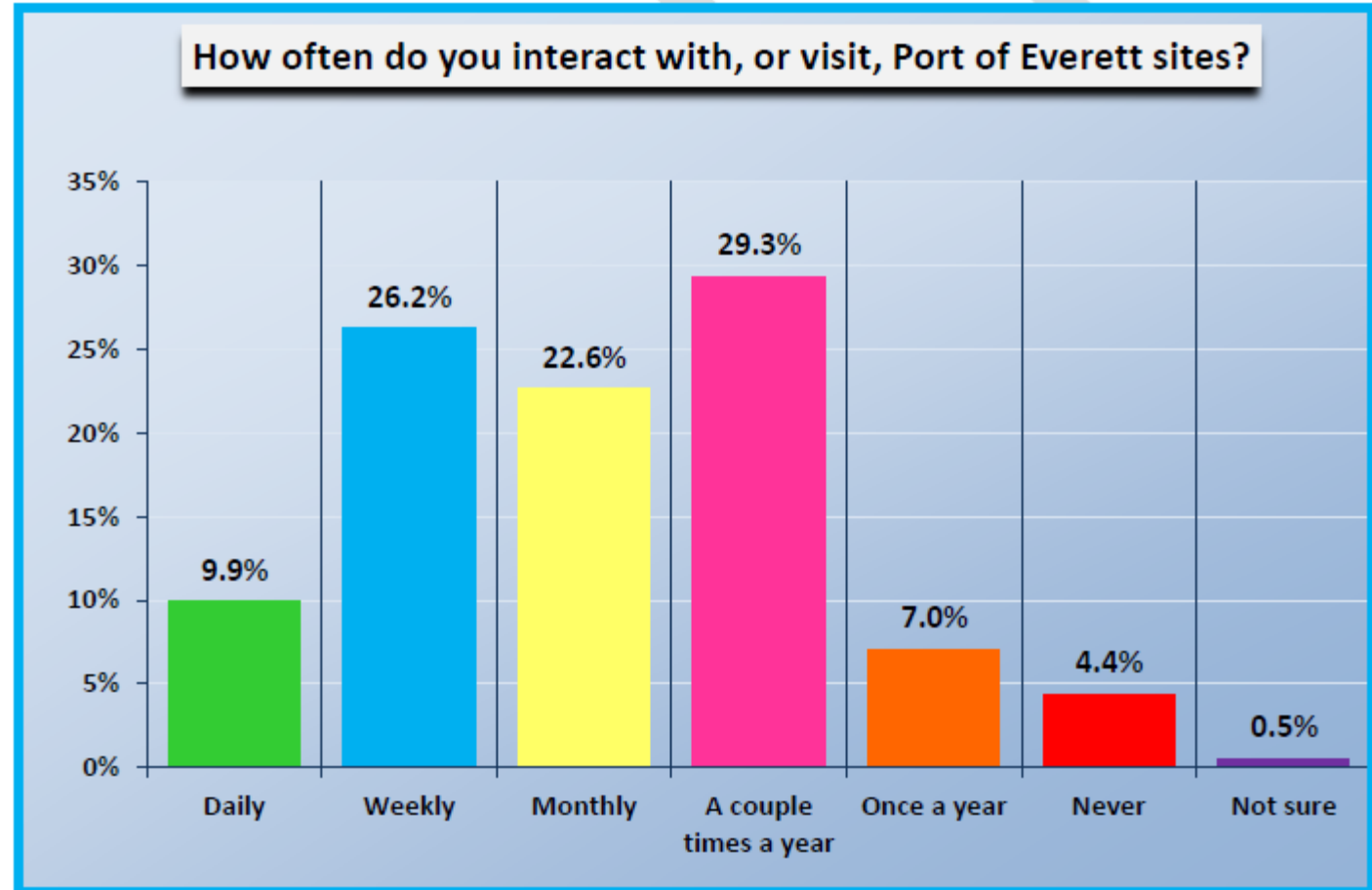
- ✓ Contracted third-party firm Critical Data
- ✓ Represents cross-section of residents & business owners throughout the County
- ✓ 1,514 responses from 23 communities
- ✓ 82.6% residents; 17.4% business owners
- ✓ Most responses from Everett, Marysville, Lake Stevens, Snohomish, Arlington, Granite Falls & Stanwood
- ✓ 88.4% own their home





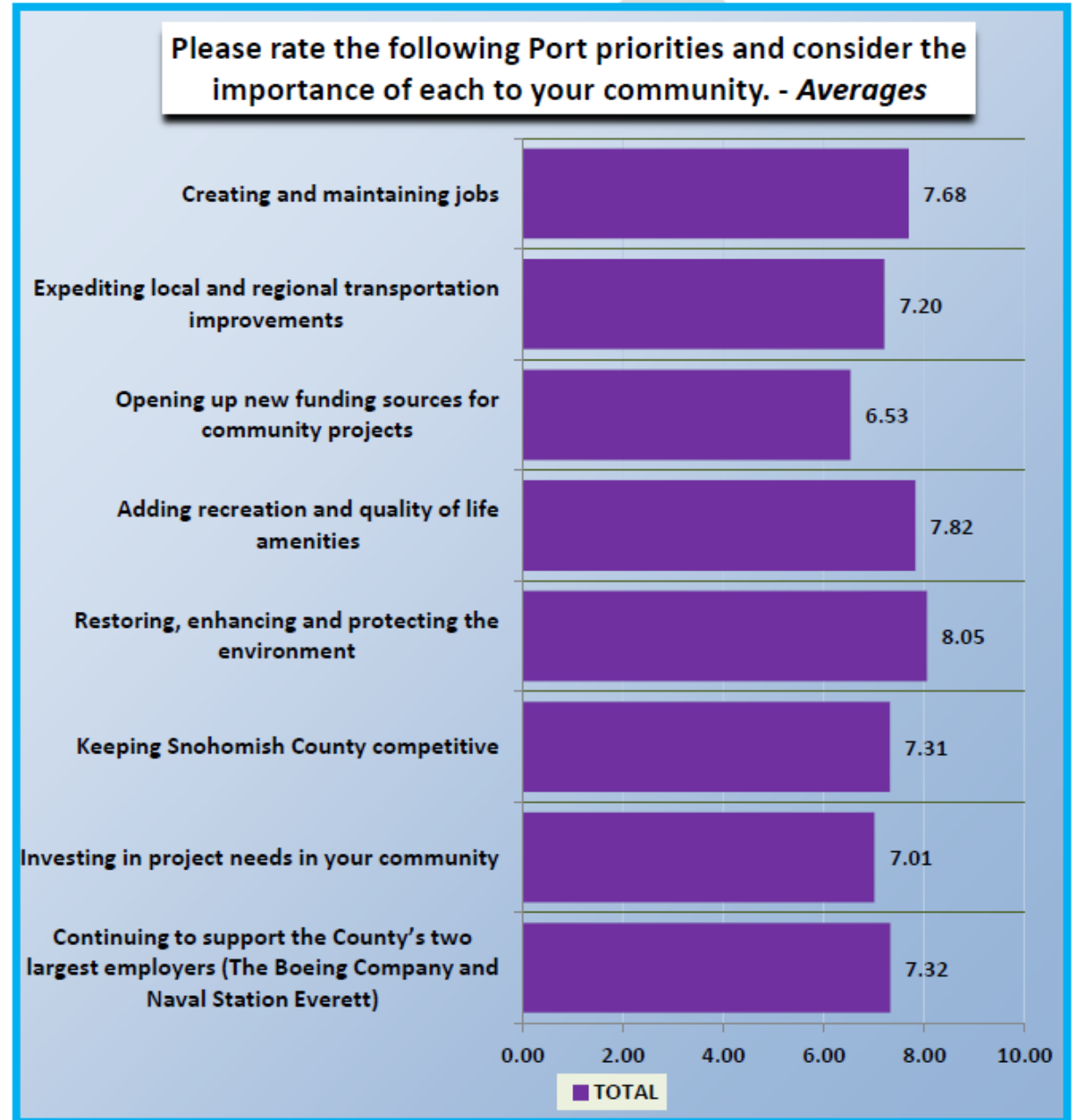
# How often do you interact with or visit the Port?

- ✓ Majority of survey respondents have a good to strong familiarization with the Port of Everett
- ✓ 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



# Ranking of Port Priorities

- ✓ Of the 8 priorities to be ranked, 7 of them were rated 7 or higher indicating that nearly all were considered important to respondents
- ✓ Top three were:
  - ✓ Restoring, enhancing and protecting the environment
  - ✓ Adding recreation and quality of life amenities
  - ✓ Creating and maintaining jobs



# Future Projects + Improvements

## Combined Summary

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*

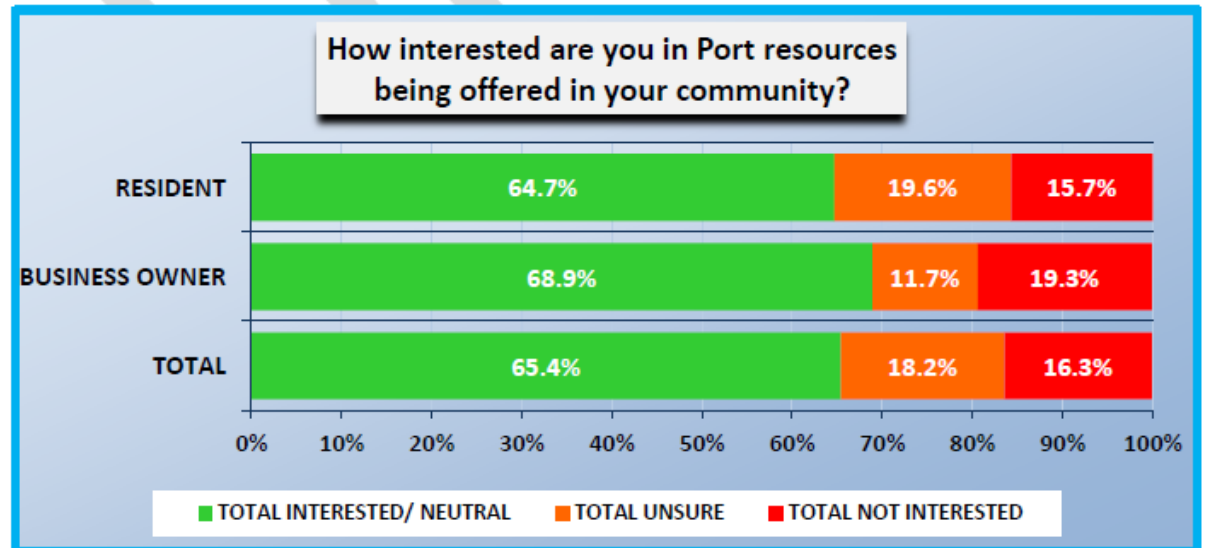
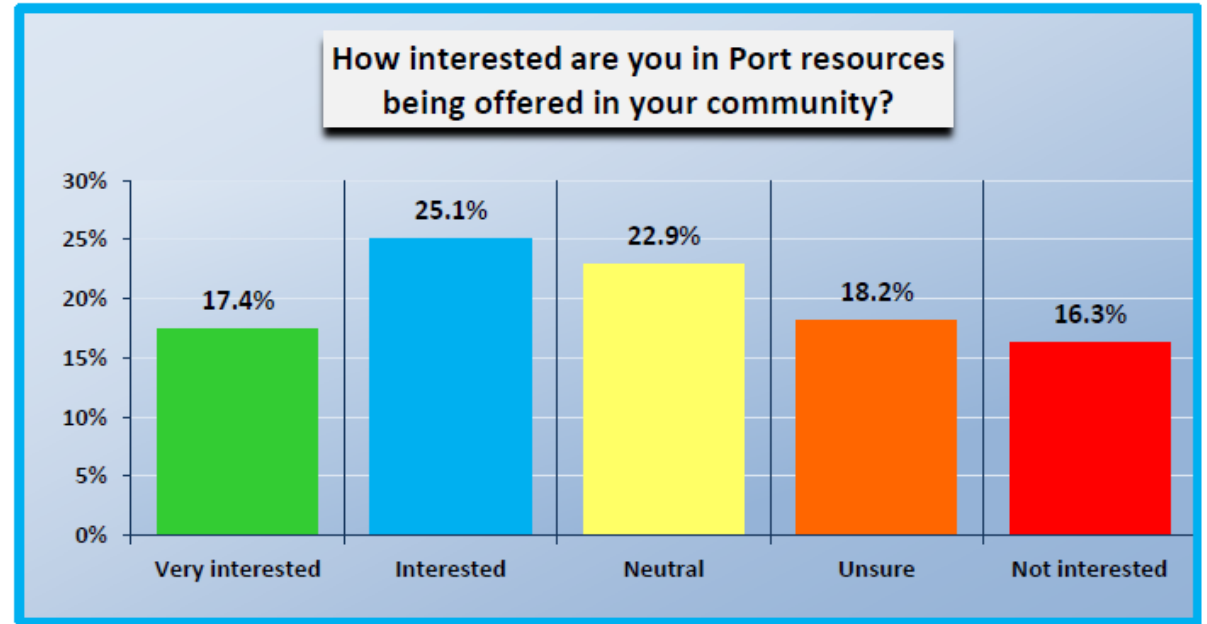
*Question allowed for more than one response*

*Percentages based on number of respondents*



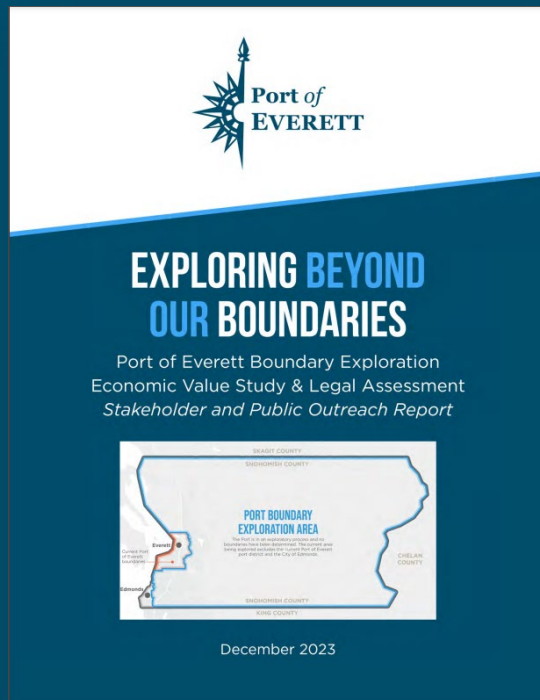
# Gauging Interest in Port Resources

- ✓ 40.7% of resident respondents and 51.1% of business owner respondents are interested to very interested in Port resources
- ✓ 65.4% are interested (overall) to neutral
- ✓ 18.2% were unsure; likely indicating a need for more information on the topic
- ✓ Only 16.3% of respondents expressed they were not interested in Port resources





# Key Takeaways



- ✓ We heard a clear understanding of the value that the Port could bring to other parts of Snohomish County – beyond the Port’s existing boundary lines.
- ✓ We heard interest in various ways the Port could partner with other communities to support key economic & community priorities.
- ✓ Priorities that rose to the top included transportation improvements, job creation, and waterfront development and access, among others.
- ✓ Residents also highlighted environmental cleanup and sustainability initiatives a top priority; while residents and businesses highlighted habitat restoration and recreational amenities, among others.
- ✓ In stakeholder briefings, 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 FTZ.



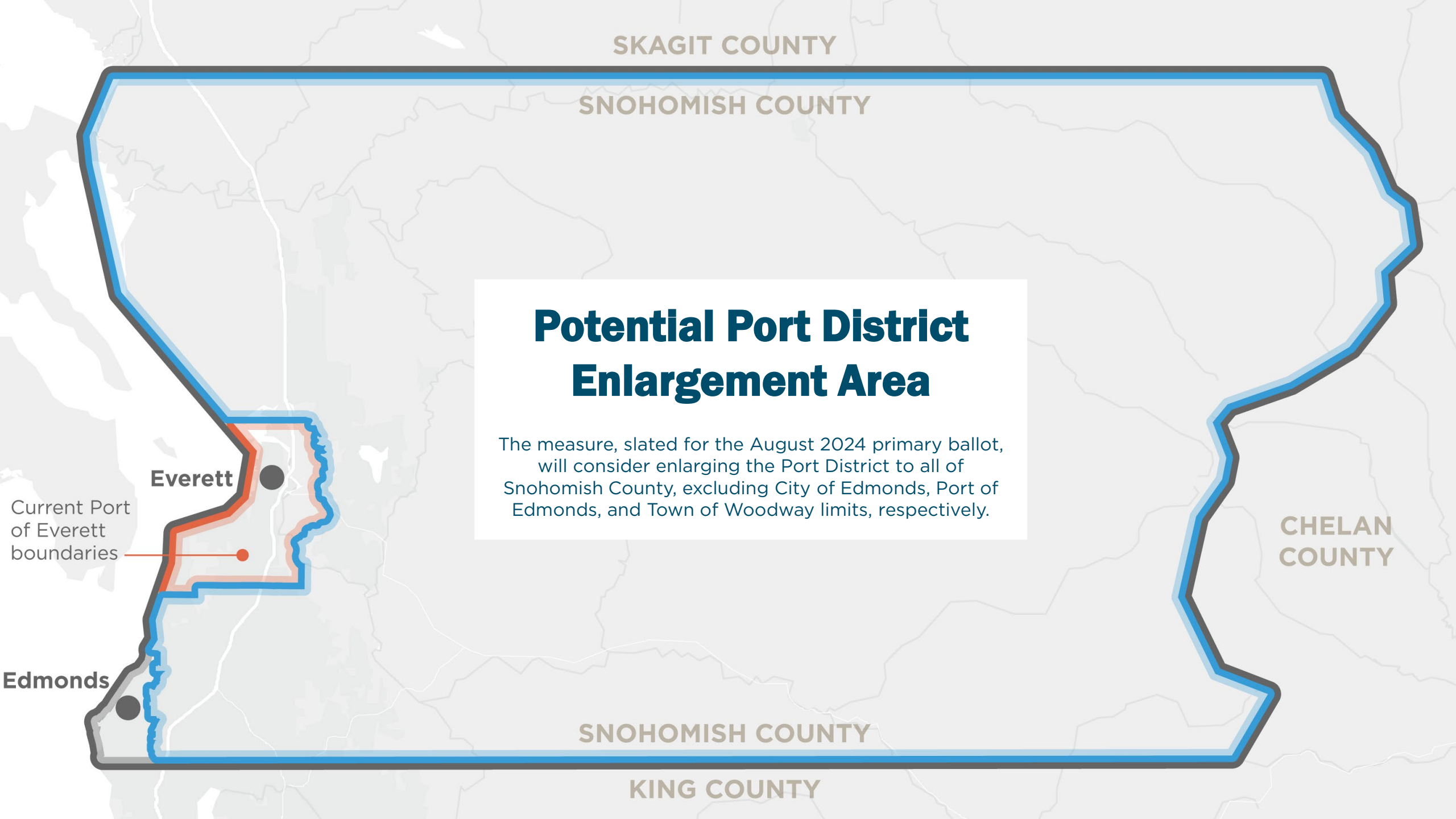
# **Port District Boundary Enlargement Measure**

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# Port of Everett Commission Action

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*Based on the feedback from leaders, residents and businesses across Snohomish County, the Port of Everett Commission took historic action on Dec. 20, 2023, unanimously passing Resolution No. 1220, directing Port staff to submit a proposition of enlarging the limits of the existing Port District to the Snohomish County Council for voter consideration – a first since the citizens voted to create the Port 105 years ago in 1918.*



SKAGIT COUNTY

SNOHOMISH COUNTY

## Potential Port District Enlargement Area

The measure, slated for the August 2024 primary ballot, will consider enlarging the Port District to all of Snohomish County, excluding City of Edmonds, Port of Edmonds, and Town of Woodway limits, respectively.

Everett



Current Port of Everett boundaries



Edmonds



CHELAN COUNTY

SNOHOMISH COUNTY

KING COUNTY

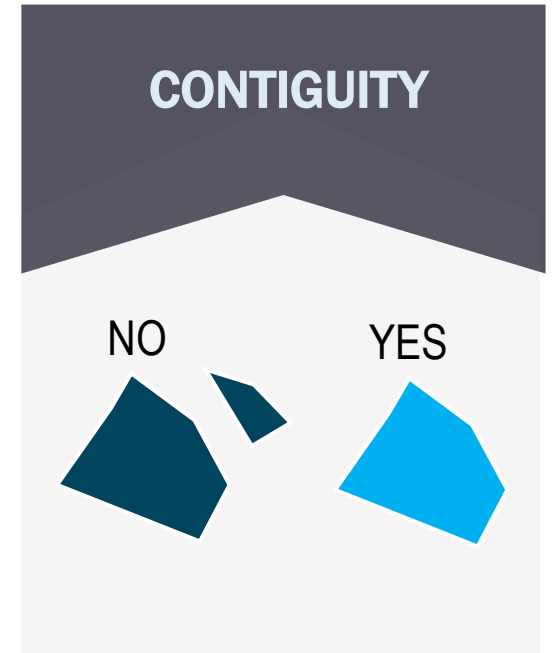


# Legal Assessment

*Electoral process that must be followed if the Port were to enact new boundaries.*

## ***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 re-districting would occur later if a port expansion was approved by the voters*



# Governance Structure + Redistricting

*The legal assessment.*

## ***Governance Structure***

- ✓ 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 at the latest to ask the voters if they want three or five commissioners.
- ✓ The Port could include the option on that ballot to have the two additional commissioners be at-large positions; 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.
  - ✓ 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.

# Governance Structure + Redistricting

*The legal assessment.*

## ***Redistricting***

- ✓ After a vote on whether 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.