



**PORT COMMISSION OF THE PORT OF EDMONDS**  
**MINUTES OF REGULAR MEETING**

**April 8, 2019**

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**COMMISSIONERS PRESENT**

Steve Johnston, President (by phone)  
Jim Orvis, Vice President  
Angela Harris, Secretary  
Bruce Faires  
David Preston

**STAFF PRESENT**

Bob McChesney, Executive Director  
Marla Kempf, Deputy Director  
Brittany Williams, Properties and Marketing Manager  
Tina Drennan, Finance Manager

**OTHERS PRESENT**

Bradford Cattle, Port Attorney  
Karin Noyes, Recorder

**CALL TO ORDER**

Vice President Orvis called the meeting to order at 7:00 p.m.

**PLEDGE OF ALLEGIANCE**

All those in attendance participated in the Pledge of Allegiance to the American Flag.

**CONSENT AGENDA**

**COMMISSIONER FAIRES MOVED THAT THE CONSENT AGENDA BE APPROVED TO INCLUDE THE FOLLOWING ITEMS:**

- A. APPROVAL OF AGENDA**
- B. APPROVAL OF MARCH 25, 2019 MEETING MINUTES**
- C. APPROVAL OF PAYMENTS IN THE AMOUNT OF \$278,079.82**
- D. AUTHORIZATION FOR EXECUTIVE DIRECTOR TO WRITE OFF \$4,974.85 AND SEND ACCOUNT TO COLLECTIONS**
- E. AUTHORIZATION FOR EXECUTIVE DIRECTOR TO WRITE OFF \$5,658.84 AND SEND ACCOUNT TO COLLECTIONS**
- F. AUTHORIZATION FOR EXECUTIVE DIRECTOR TO WRITE OFF \$1,943.44 AND SEND ACCOUNT TO COLLECTIONS**

**COMMISSIONER PRESTON SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

**PUBLIC COMMENTS**

**Jack Bevan, Edmonds,** said he recently read an article in *THE SEATTLE TIMES* about salmon recovery and saving the orca whales. He said he does not believe that removing some of the dams will work unless all of them are taken

out. He suggested that the Port should be thinking further into the future about how to make Edmonds a destination City for going abroad. He shared his ideas for how Edmonds could become a port for cruise ships traveling to Canada, with stops in destinations along the way. People could then take the train from Vancouver back to Edmonds. He shared his thoughts on how these cruises could capitalize on the abundant history of the area. He commented that a project of this type would require the cooperative effort of tourism organizations in Edmonds, Snohomish County, Washington State, Victoria and Vancouver, B.C., as well as the Port of Edmonds and Burlington Northern, Santa Fe. He recalled that the Commission has already discussed the idea of developing a loading dock near the fishing pier, and there have also been a number of discussions relative to parking in the downtown and waterfront.

Commissioner Faires commented that he wished more people would think long-term about what is needed in the City. He said Edmonds could become an embarkment point for tours of Puget Sound, and they need to figure out a way to make it happen. Mr. McChesney agreed this opportunity makes sense and should be part of long-term vision and planning for both the Port and the City. However, he pointed out that the Port does not have the capacity to accommodate large vessels in its marina.

**Joe Scordino, Edmonds**, disagreed with the newspaper article referenced by Mr. Bevan. His hope is that they can bring salmon back to Puget Sound, and this will be a benefit to the Washington State economy. He said he has been working with students and local residents to get people to look at creeks in a different way. Instead of formal landscaping, property owners are starting to think about how to create better habitat for salmon by planting native plantings and removing invasive species. Just a few weeks ago, a group of students planted 160 native plants along Shellebarger Creek near Holy Rosary Church. In addition, Washington State Department of Fish and Wildlife agreed that juvenile coho from the Edmonds hatchery should go back into Willow Creek this year. Also, the City's plan is to daylight Willow Creek, restore the Edmonds Marsh and provide channels that will allow the fish to come back as adults in two years. If they can keep these and other programs going, he is hopeful that the situation will improve and fish will return and spawn.

Mr. Scordino suggested that the Port should take more credit for what it is doing to help salmon. For example, the Port has assisted with the net pen, and he suspects that the fish being caught in waters off Edmonds came from the net pen. He said it is important to let the public know, via the Port's newsletter, what is being done to bring back salmon and support sport fishing.

Mr. Scordino asked that the Port offer support to the City's efforts to restore the marsh. They are currently submitting grant applications to the National Oceanic and Atmospheric Administration and the Washington State Salmon Recovery Office. He suggested the Commission offer a letter of support to make it a true community effort.

Commissioner Orvis voiced concern that there seems to be some confusion about what exactly the City's project will do. He asked if there are other initiatives going on in addition to daylighting Willow Creek. He said it is confusing when the terms "daylighting Willow Creek" and "restoring the marsh" are used interchangeably. Mr. Scordino explained that daylighting Willow Creek will open the channel and allow salt water to come into the marsh without restriction, and this will change the marsh back into a marine estuary. Another project that needs to happen is opening the tide gates. Currently, they are closed all winter and this results in sediment build up and almost exclusive cattail habitat. There is currently insufficient space for fish to move through. Part of the restoration will include the creation of channels within the marsh itself, for better circulation and improved habitat. As people continue to replace landscaping with native habitat, he is hopeful that fish will return to Shellebarger Creek further uphill past 3<sup>rd</sup> Avenue. He summarized that creeks are for fish and they make the environment better.

Commissioner Faires commented that the entire community is currently undergoing a learning process about what the marsh is. His understanding is that the north side of the marsh doesn't have a lot to do with salmon, and most of the activity should be focused on improving the south and central portions. Mr. Scordino suggested that the marsh should be renamed the "Edmonds Marsh Estuary." Once saltwater is introduced into the lower portion of the marsh there won't be a lot of vegetation. Instead, it will become a tidal flat with perhaps some eel grass. Allowing the freshwater from the creeks to enter into the marsh and mix with the saltwater will make the estuary a more productive environment.

Commissioner Faires said his understanding is that most of the improvements will happen in the center and southwestern portions of the marsh and the northern portion will remain primarily fresh water. Mr. Scordino explained

that an estuary is designed as a saltwater base, with freshwater input. Getting rid of the sediment build up and putting in channels will allow the water to circulate better through the marsh so it can function as a unique ecosystem.

Commissioner Faires asked how much of what is planned for the Edmonds Marsh will pertain to the east side of SR-104. Mr. Scordino answered that the marsh area east of SR-104 affects fish passage and constrains fish from entering into the system. When the state highway was put in, it became an attractant for invasive species and sediment build up. Rather than flowing to the main body of the marsh, Shellebarger Creek flows to the north and causes flooding problems. They need to fix these mistakes of the past.

Commissioner Faires said it would be helpful to have a vision of what the Marsh might become if the improvements are done right. How do they know what the marsh needs to look like in order to be a productive estuary? How will they know if they are done? Mr. Scordino explained that this is difficult to pinpoint because they are working against nature. When one thing gets fixed, it often causes another problem that must be dealt with.

Mr. McChesney referred to Mr. Scordino's request that the Commission offer its support to the City's grant writing efforts for the marsh projects and said that he has already met with City staff to draft a letter of support on behalf of the Commission.

Commissioner Preston asked what affect opening the creek up for better water flow would have on the marsh's filtering ability. Mr. Scordino said it should improve circulation and filter better. The current cattails act as filters, but other native species would do a better job of filtering stormwater that flows into the system.

The Commissioners thanked Mr. Scordino for his work. Commissioner Preston added that Mr. Scordino is not afraid to get his hands and feet dirty working with the students and other residents to remove invasive species and plant native materials.

Council Member Teitzel commented that the Port's landscaping project at the corner of SR-104 and Dayton Street is coming along nicely and will be beautiful. He thanked the Port on behalf of the City.

### **MARSH BOARDWALK EASEMENT**

Mr. McChesney advised that the City of Edmonds owns the existing boardwalk that extends into the marsh, and its purpose is to provide public access and viewing opportunities for the general public. He recalled that a survey done several years ago of the Harbor Square southerly property boundary relative to the marsh confirmed the Port owns a portion of the marsh extending beyond the existing berm into the marsh along a continuous meander line variously 15 to 50 feet into the marsh. The survey also confirmed that the City has an easement in their favor for a paved public access path along the top of the berm on Port land but does not have an easement from the Port for the boardwalk, which is 99% on Port property. In order to clearly delineate ownership rights and attendant maintenance responsibilities, the City has asked the Port to formalize an easement that will connect directly to the existing asphalt pathway.

Mr. McChesney referred the Commission to the easement document that was attached to the Staff Report. He advised that since the document was written, the Port Attorney has identified an issue having to do with indemnity. In the agreement, the City and Port indemnify each other, but an indemnity against public use is also needed. He suggested that the Commission could approve the document conditioned upon this added language, or they could request that the document be updated and brought back to the next meeting for approval.

Commissioner Faires asked if there is a time constraint associated with the easement, and Mr. McChesney said that the Parks Director would like to take the agreement to the City Council for approval at their first meeting in May.

Commissioner Faires said he supports the easement, but he is not sure he wants to tie the Port's hands in perpetuity. Mr. McChesney explained that an easement is a conveyance of a property right so it is not practical to put a time limit on it. However, the Port could condemn the easement at some point if it becomes necessary for Port purposes. Commissioner Faires asked if it would be possible to approve the easement for a period of 20 years, and if the Port wants to terminate the easement after that point, it would need to give the City a 10-year warning. While he supports the easement, there may be some circumstance in the future in which the easement could become a problem.

Mr. Cattle said Mr. McChesney is right that easements are typically granted as property rights and do not usually have an end date. However, there are property rights that have termination dates subject to a renewal option. The City, however, would prefer the former where the easement has a continuation. At the direction of the Commission, he could contact the City Attorney to discuss an option where the Port would have the ability to reclaim the easement upon proper notice if it finds it has a need for the property.

Commissioner Preston asked what would happen to the easement if the Port were to sell the property, and Mr. Cattle answered that the easement would go with the property. Commissioner Preston asked if the Port would have the ability to get out of the easement agreement at some point in the future, and Mr. McChesney agreed that is possible, but not with the current draft agreement. However, he reminded the Commission that there are already a variety of easements on Port property and none of them have a time limitation. He felt it would be appropriate for the Port to convey the easement to the City in perpetuity. Commissioner Harris agreed that adding a time limit or a provision that allows the Port to void the easement agreement would be too complicated.

Commissioner Orvis emphasized that the goal of both the City and the Port is to restore the marsh in perpetuity, and part of this work will require the easement the City is currently requesting. Even if the boardwalk is removed at some point in the future, the City will still need the easement to provide access to the marsh for maintenance. Adding a time limitation would simply create an additional complication to address a situation that he does not believe will ever happen. Mr. McChesney agreed.

**COMMISSIONER HARRIS MOVED THAT THE COMMISSION AUTHORIZE THE EXECUTIVE DIRECTOR TO SIGN THE EASEMENT DOCUMENT SUBJECT TO MODIFICATION BY THE PORT ATTORNEY TO ADDRESS INDEMNITY. COMMISSIONER PRESTON SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

#### **ENVIRONMENTAL POLICY AND GREEN PORT INITIATIVE**

Ms. Kempf reviewed that the Commission discussed the Port's environmental policy at their February 25<sup>th</sup> retreat, and a lot of good ideas were brought forward at that time. For instance, the Commission and staff discussed the pilot project that staff will undertake in 2019 to use alternative products and concentrations for weed control. There was also some discussion about climate change. The Environmental Committee agreed to meet and discuss ways that the feedback provided at the retreat could be incorporated into the Port's existing Environmental Policy and Green Port Initiative that was adopted on September 10, 2018.

Ms. Kempf reported that the Environmental Committee (Commissioner Johnston, Commissioner Harris, Mr. McChesney, Ms. Williams, and Ms. Kempf) met to put together additional language that could be added to the Environmental Policy to specifically address climate change and the Port's pilot program. She reviewed the proposed changes as follows:

- The Port's Environmental Policy Statement would be updated to include two new paragraphs relative to climate change. Specifically, the paragraphs would read,

*"The Port of Edmonds recognizes that greenhouse gas (GHG) emissions have a negative impact on our climate with serious long-term environmental consequences. These consequences cause economic challenges relating to ecological sustainability, as well as human health concerns. We believe everyone shares the responsibility to improve energy efficiency and to reduce GHG emissions through awareness, education and action. The Port of Edmonds supports sustainability policies and long-range planning efforts by both private and public organizations to address climate change issues, and we encourage community involvement to mitigate and reverse the direct effects of GHG on our climate, locally and far beyond our immediate ability to influence. Climate change is a global problem that can only partially be addressed at the local municipal level.*

*The Port of Edmonds remains committed to a long-term policy of continuous improvement in operations, methods and facilities that are economically sustainable and environmentally responsible. We are dedicated to these and other emergent responses to climate change, including reduction of GHG where feasible and practical at the Port*

*through selection of higher efficiency motorized equipment, lighting, and heating, ventilation and air conditioning (HVAC) equipment, as well as reducing contaminants in surface runoff.”*

- The “Herbicide Alternatives” section under the Green Port Initiatives would be replaced with the following:

*“During 2018, the Port enlisted Landau Associates and Pacific Northwest Pollution Prevention Resource Center (PPRC) to complete a review of its landscape program and groundskeeping chemical use. The review revealed that:*

- *Use of pesticides in landscaped areas is preceded by manual weeding and mulching.*
- *Herbicides are applied infrequently and only by staff that possess a State Certified Applicator License.*
- *Usage is recorded on application forms in accordance with regulations.*
- *The Port has historically used herbicides that include Casoron 4G pellets, Roundup ProMax, and Crossbow Spot-Spray mix sparingly and at concentrations well below manufacturer recommendations.*

*As part of our environmental protocols for 2019, the Port will initiate a pilot study using alternative products and concentrations for weed control. The purpose of this study will be to evaluate effectiveness of each product and determine whether these products can be cost effective and successful substitutes for maintaining Port properties in the future.*

- *In 2019 Port staff will evaluate the use of groundskeeping chemical alternative including Rodeo, Horticulture Vinegar, Crossbow, Casoron (in reduced concentration) and Avenger.*
- *A pilot test area will be identified to assess effectiveness of each of the products.*
- *Since application of chemicals only happens once or twice a year, results/conclusions will be compiled and reviewed in 2020.*
- *Using continuing education requirements in Washington State Department of Agriculture (WSDA) pesticide licensing to advance environmentally conscious practices for Port landscaping staff.*
- *For staff educational and awareness purposes, add aquatic weed control endorsement to pesticide licensing.*
- *As upgrades are installed, include rain monitoring equipment in irrigation system to reduce potential for runoff.”*

Commissioner Faires commended the Environmental Committee for their contribution to the proposed changes. They did a good job capturing the retreat discussion on both subjects, particularly the discussion related to greenhouse gas emissions. As science evolves, he said it is the Port’s business to understand the impacts of climate change on the Port, specifically, and to plan for it.

**COMMISSIONER PRESTON MOVED THAT THE COMMISSION APPROVE THE CLIMATE CHANGE STATEMENT AS DRAFTED WITHIN THE PORT OF EDMONDS ENVIRONMENTAL POLICY STATEMENT AND CHANGES TO HERBICIDE ALTERNATIVE WITHIN THE GREEN PORT INITIATIVES AS RECOMMENDED BY THE ENVIRONMENTAL COMMITTEE. COMMISSIONER HARRIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

Commissioner Orvis emphasized that the Environmental Policy and Green Port Initiatives are living documents that can be updated appropriately as science and situations change.

### **FAMILY DAY AT THE MARINA**

Ms. Kempf advised that planning is underway by Port staff for Family Day at the Marina to be held June 1<sup>st</sup> from 11 a.m. to 3 p.m. in the Port’s public plaza. She recalled that, since 2005, the Classic Yacht Association has been invited to bring vessels to the Port’s guest moorage areas on the weekend following Memorial Day. This year, the association has agreed to participate in the Port’s Family Day at the Marina event. Their beautifully restored and preserved vessels have rich histories and vessel owners will provide free tours for the community during the event.

Ms. Kempf said staff has also invited Washington State Park’s to bring their aluminum boat, WALTER, which stands for Washington’s All-equipped Law Enforcement Training and Education Resource boat, to be part of the event to

teach about boating and water safety to youth and adults and to promote Washington State Marine Parks. In addition, The Freedom Boat Club will have one or two of its power boats in the guest moorage area and offer free boat rides to the public.

Ms. Kempf said staff is recommending that guest moorage fees not be assessed to these participants during this time period in exchange for their free contributions to the community. She asked that the Commission authorize staff to waive guest moorage fees for all these vessels from May 31<sup>st</sup> to June 2<sup>nd</sup>.

Ms. Williams shared the draft event poster and explained that the idea is to provide the community with a great event where they can learn more about marine-related activities. The Port is partnering with a number of organizations that will all come together to promote and teach people. The big attractions will be located in the water, but there will also be a variety of booths set up in the public plaza. Both the City of Edmonds and Washington Parks have been invited to have a table, as have Sunset Bay Beach Camp and various other organizations. The idea is not to sell anything, but to share information with the public. Other children's activities are anticipated in addition to the Port's craft table.

Ms. Williams said size and capacity are major issues to consider, as the Port does not have a large event space. Safety and parking must also be considered as they plan and promote the event. The tenants and the community will be invited to attend, and posters will be placed throughout the City. The event will also be advertised via Facebook and the local newspapers.

Ms. Kempf announced that Annie Crawley would conduct another cleanup dive earlier in the day when the tide is low. As they did at the Port's 70<sup>th</sup> Anniversary Celebration, the divers will display the items they retrieve on an educational table in a central location. Ms. Crawley is still working with staff to determine where the dive will take place.

Commissioner Preston asked if WALTER would be displayed on a trailer or in the water, and Ms. Kempf said she hopes it will be in the water since space in the public plaza is limited. Commissioner Preston asked if the Public Launcher would remain open, and Ms. Kempf answered affirmatively.

Commissioner Preston suggested that there be a touch tank for the children who attend the event, and Ms. Williams said someone has already been invited to provide a touch tank and she is waiting for confirmation.

Commissioner Harris asked if there would be a table set up to provide information about the Edmonds Marsh and/or salmon restoration. Ms. Williams said invitations have been extended and she is waiting for confirmation. Commissioner Orvis asked if the City has a presentation on the marsh and daylighting Willow Creek that could be displayed at the event. He suggested the event would provide a great opportunity to make the general public aware of what is intended with the marsh. Mr. McChesney said he doesn't think the City has any presentation materials, but the Save our Salmon Group may have something they would be willing to share. He recalled that the Port had invited them to provide information for the weather station video, and he agreed to contact Mr. Scordino to move this project forward, too. Commissioner Faires concluded that this is an outstanding opportunity to communicate with the public in a very straightforward way about the importance of and how they can help with marsh restoration and salmon recovery. He suggested that perhaps the Save Our Salmon student group would want to participate in some way, too.

Council Member Teitzel said the Council has seen several PDF presentations about marsh restoration, and perhaps they could be made into a slide show to display at the event.

Jack Bevan, Edmonds, suggested the Port also invite a biologist from the Washington State Department of Fish and Wildlife to participate and answer questions. Mr. Scordino said the Save Our Salmon students have put together a booth that is designed for kids to "fish" for answers about salmon.

**COMMISSIONER PRESTON MOVED THAT THE COMMISSION WAIVE GUEST MOORAGE FEES FOR CLASSIC YACHT ASSOCIATION VESSELS, WASHINGTON STATE PARKS AND FREEDOM BOAT CLUB FROM MAY 31, 2019 THROUGH JUNE 2, 2019. COMMISSIONER HARRIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

## **EXECUTIVE DIRECTOR'S REPORT**

Mr. McChesney reported that he met with the team for Sea Jazz, and it appears they will have a good program going forward into the 7<sup>th</sup> year.

Mr. McChesney said that work is continuing on the improvements at the intersection of SR-104 and Dayton Street, but the project is taking longer than anticipated and will likely overrun the budget. The tree roots have been difficult to remove and equipment had to be brought in to get the grade set. Maintenance staff has done an excellent job laying the project out, and he is confident the Commissioners will be pleased with the project when it is finished. It will likely be finished by the end of next week and will be a compliment to the City's westerly gateway. The project will include modifications to the existing monument sign to add "Port of Edmonds" to make it clear that Harbor Square is part of the Port of Edmonds. When the project is completed, there may be a modest dedication ceremony.

Mr. McChesney advised that the Travelift Pad Project is moving forward and should be done by the end of the week. The project involves peeling back the existing asphalt, resetting the subgrade and replacing some of the vault grates that have worn out. The grates must be set properly because the Marina Operations Staff must access them regularly to remove the debris that gets caught in the traps. They are also doing some concrete repair work.

Mr. McChesney reported that the alarm system replacement in Harbor Square Building 2 is nearing completion. One change order was driven by the Fire Marshall, but the project is now 95% complete.

Mr. McChesney suggested that the Finance Committee needs to meet soon, and staff will contact Commissioners Orvis and Faires to schedule a meeting for sometime next week. It is important to make sure the Cash Flow Model is working properly so they can move forward with the budget session later in the summer.

## **COMMISSIONER'S COMMENTS AND COMMITTEE REPORTS**

Commissioner Faires referred to Mr. Bevan's comments about potential tourism and cruise ship embarkation opportunities in Edmonds. He said the concept has been discussed by the Economic Development Commission and other economic development organizations for a few years. Currently, cruise ships going to and from the San Juan Islands stop in Kingston but not Edmonds. The Edmonds community can be a product in this market but they are currently being bypassed. They need to figure out a way to remove the impediments. He applauded Mr. Bevan's idea, which fits right in with discussions currently taking place in and outside of Edmonds.

Commissioner Faires referred to the Environmental Policy changes the Commission approved earlier in the meeting. He emphasized that the Environmental Policy Statement has been endorsed by the Commission to address a variety of community concerns, and they need to pay attention and use the statement as a leading document as projects and programs move forward in the future.

Commissioner Preston announced that the Sea Scouts have changed their meeting times to Thursday nights at 6:30 p.m., so staff needs to let Port Security know. They are talking about getting rid of the Dilworth. It will either be replaced with another vessel or they will just use one boat. They are working on a potential partnership with the Edmonds Yacht Club to get Sea Scouts on power boats, and the scouts worked at the yacht club's annual crab feed event.

Commissioner Preston said he met with Joe McIalwain, Executive Director, Edmonds Center for the Arts, to talk about tourism ideas. He was surprised at the Port's vision and all of its tourism-related activities.

Commissioner Preston said he had a conversation with Port Engine Real Estate at the Washington Public Port Association's (WPPA) Fall Conference. The company is tech driven and may be a good fit for the Port of Edmonds. They have a marine management program the Port may want to consider at some point in the future. Mr. McChesney advised that staff has been working towards having a discussion with representatives from the company.

Commissioner Preston reported that he met with commissioners from the Ports of South Whidbey and Kingston to talk about how to positively impact tourism and economic opportunities. Ideas included a local brewery festival, with stops at South Whidbey, Kingston, Everett and Edmonds. He emphasized that the Ports would participate but not be

the main catalyst for the event. The breweries would be in charge. He suggested, for example, that the Edmonds event could take place at the Edmonds Yacht Club. Mr. McChesney agreed that a smaller event could be accommodated as long as it stays inside the Yacht Club and doesn't encumber Port property, because there would be serious issues associated with a large event. Commissioner Preston said the idea of developing a freestanding floating dock to accommodate the mosquito fleet was also discussed, and South Whidbey commissioners advised about the problems they have encountered with Kitsap Transit regarding their floating dock. Lastly, he said they discussed ideas for promoting youth in boating. It was reported that both Edmonds and Everett have Sea Scout Programs, and Kingston and South Whidbey have sailing programs for youth. They discussed how ports could be catalysts to get kids down to the waterfront to learn about boats.

Commissioner Preston advised that he would attend the WPPA Spring Meeting, as well as the annual Economic Alliance of Snohomish County meeting.

Commissioner Johnston said most of his recent activities pertain to the Orca Recovery Task Force. The task force members were invited to share comments to guide future discussions, and most were related to climate change factors that impact salmon recovery and what can be done to counter the impacts. Of the task force's 36 recommendations, 11 are moving forward successfully as house or senate bills. The WPPA believes the task force's most important priority is to facilitate legislation and a budget for implementation. The house and senate bills currently moving forward include provisions to protect orcas and improve salmon recovery. For example, the stand-off distance for whale watching and private vessels would be established to reduce noise and disturbance, enforcement of hydraulic approvals as they affect the shoreline and habitat would increase, and legislation would protect the orcas from drones. A number of educational programs are also being advanced and public information regarding orcas is being improved to try and reduce the number of times that private vessels encroach too close to orcas. Most members of the task force are pleasantly surprised at the outcome of this legislative session.

Commissioner Harris announced that she would attend the Economic Alliance of Snohomish County's (EASC) State of the State event on April 11<sup>th</sup>, and the Edmonds Yacht Club general meeting, too. Commissioner Orvis advised that he would also attend the EASC's State of the State event. Commissioner Orvis complimented Ms. Ebel for doing a wonderful job keeping track of what meetings the Commissioners will be attending to make sure that public meeting laws are adhered to.

Commissioner Orvis provided the following legislative report:

- The senate budget has a proviso to study the effects of breaching the lower Snake River dams, but the house budget does not. People are starting to determine that it is really a federal issue.
- The worker training bill is likely to pass.
- There is zero money in the transportation budget, but they are still talking about restarting the office for the I-5 pass over the Columbia River.
- There are two proposals for low carbon fuel standards, and a recent article was published in *THE EVERETT HERALD* that suggested that the cost of implementing one of the proposals would be just pennies on each gallon of fuel. However, the actual difference would be \$.15 to \$.20 cents per gallon now and even more in the future. The other proposal, the Forward Washington Bill, would cost an estimated \$17 billion to implement and is not going anywhere this year. The WPPA has expressed concern that the additional cost per gallon of fuel would not be used to fund projects to fix the existing transportation problems.
- There is a budget proposal to establish a work group to recommend a framework for evaluating greenhouse gas (GHG) emissions. Currently, there are State Environmental Policy Act (SEPA) requirements for fossil fuels, but there are no rules or process in place for the Department of Ecology to measure data and evaluate projects.
- A bill is going forward that would establish a 7-knot limit within half a mile of an orca. The law would primarily impact recreational boaters who cause the most harm.
- Money has been included in the budget for the Washington State Department of Fish and Wildlife to convene an independent science panel to analyze the most current and best available science regarding impacts to orcas by whale watching vessels.



- The McLeary Decision will once again be an issue, and will include a proposal to remove the limit on local levies again. The only real holdback is the concern that the change will reestablish the inequitable funding that existed previously.
- It is anticipated that taxes will go up for stormwater, schools and transportation.

**ADJOURNMENT**

The Commission meeting was adjourned at 8:30 p.m.

Respectfully submitted,  
 *DAVID PRESTON*  
Angela Harris *FOR ANGELA HARRIS*  
Port Commission Secretary