



## PORT COMMISSION OF THE PORT OF EDMONDS

### MINUTES OF REGULAR MEETING

February 12, 2018

#### COMMISSIONERS PRESENT

David Preston, President  
Steve Johnston, Vice President  
Jim Orvis, Secretary  
Angela Harris

#### STAFF PRESENT

Bob McChesney, Executive Director  
Marla Kempf, Deputy Director  
Tina Drennan, Finance Manager

#### COMMISSIONERS PARTICIPATING BY PHONE

Bruce Faires (for executive session only)

#### OTHERS PRESENT

Bradford Cattle, Port Attorney  
Karin Noyes, Recorder

#### CALL TO ORDER

Commission President Preston called the special meeting to order at 6:00 p.m.

#### EXECUTIVE SESSION

Commissioner Preston announced that the Commission would recess into an Executive Session pursuant to RCW 42.30.110(1)(c) to consider the minimum price at which Port property will be offered for lease. However, final action leasing public property will be taken in a meeting open to the public. He advised that the Executive Session would last approximately 45 minutes, and the Commission would resume the public portion of the meeting after the Executive Session. He further advised that no action would be taken after the Executive Session. The Executive Session was adjourned at 6:45 p.m., and the business portion of the special meeting was reconvened at 7:00 p.m.

#### PLEDGE OF ALLEGIANCE

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

#### CONSENT AGENDA

Item B (Approval of Minutes) was pulled from the consent agenda.

**COMMISSIONER ORVIS MOVED THAT THE REMAINDER OF THE CONSENT AGENDA BE APPROVED TO INCLUDE THE FOLLOWING ITEMS:**

- A. APPROVAL OF AGENDA**
- C. APPROVAL OF PAYMENTS IN THE AMOUNT OF \$540,222.96**

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

## APPROVAL OF JANUARY 29, 2018 MINUTES (ITEM B ON THE CONSENT AGENDA)

**COMMISSIONER JOHNSTON MOVED THAT THE MINUTES OF JANUARY 29, 2018 BE APPROVED AS AMENDED. COMMISSIONER HARRIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

### PUBLIC COMMENTS

No one in the audience indicated a desire to comment during this portion of the meeting.

### ECONOMIC ALLIANCE OF SNOHOMISH COUNTY (EASC) INVESTOR REPORT – CHIEF EXECUTIVE OFFICER PATRICK PIERCE

Mr. McChesney introduced Patrick Pierce, CEO of the EASC, and shared information about his background and accomplishments.

**Patrick Pierce, President and CEO of the EASC**, explained that the mission of the EASC is to be a catalyst for economic vitality, resulting in stronger communities, increased job creation, expanded educational opportunities and improved infrastructure. Their focus is threefold:

- **Advocate.** Influence policy to ensure a world-class infrastructure and competitive business environment. The EASC focuses on local, regional and state policy issues, and its goal is to speak as one voice for both public and private entities in the County. Recent successes include passage of the State's Capital Budget, which includes about \$90 million for projects in Snohomish County not including schools. They are now working to get the supplemental budget approved. The EASC also sent a delegation to Washington D.C. to advocate for funding support for Sound Transit Phases 2 and 3, the Navy, and the Waterfront Connector. Having rail service to Everett will be key to the County's future. Interstate 5 is the West Coast arterial for the United States, and it is important to the entire nation that congestion is cleared as much as possible. Representatives from the EASC also participated in Advocacy Day in Olympia, and the EASC continues to advocate for Science, Technology, Engineering and Math (STEM) education and the P-20 System, which works to support education beyond the K-12 system and into and through postsecondary education and workforce participation.
- **Develop.** Build an economic engine that attracts new businesses and supports the growth of existing businesses. The EASC has 440 investors. 2017 successes include commercial air service at Paine Field, and recruitment of TAMADIC, Northwest Aerospace Technologies, and MTorres America Innovation Center. The EASC also sent representatives to the Paris Air Show and will continue to advocate for Boeing's New Mid-Market Airplane (NMA) to be built in Snohomish County. He currently serves on the NMA Council as a representative of the County. The EASC also contacted a total of 81 companies countywide in 2017 and put in a bid for Amazon's new headquarters. Although the bid was unsuccessful, the EASC has been able to use the presentation to recruit other large companies. They have engaged in a partnership with Lynnwood to create a plan for more activity around Edmonds Community College and the transit assets. They are also working on a China Foreign Direct Investment (FDI) Strategy. Plans for 2018 include participation in 24 local, domestic and international shows.
- **Connect.** Be seen, build connections and access resources. The goal is to have the right players at the table to address issues within Snohomish County. The EASC supports a variety of small business programs, including the Procurement Technical Assistance Center (PTAC), Small Business Transportation Resource Center, and Small Business Development Center. In addition, it co-sponsors the North Puget Sound Small Business Summit, which has been quite successful. The EASC also works with the PTAC to connect small businesses with government contracts at both the State and local levels. PTAC has 678 countywide clients, with a total contract value for Snohomish County of over \$20 million.

Mr. Pierce concluded his presentation by reporting that the EASC's Legislative Kick-off Breakfast, the State of Everett Event, and the STEM Summit were all held in January. The EASC's economic forecast is scheduled for February 21<sup>st</sup>, presented by Banner Bank. He noted that there are other signature events throughout the year, as

well. He noted that more than 5,000 people attended the various 2017 events. Lastly, he recognized Commissioner Orvis, who serves as a trustee on the EASC Board, as well as a member of the Military Affairs Committee.

Commissioner Preston asked if the EASC is also working to improve opportunities for trade school training. Mr. Pierce answered affirmatively and explained that trade school training is all part of the STEM Program. The intent is to provide training and education to meet the current and future workforce demands.

Mr. McChesney asked if support for the waterfront connector refers to the City of Edmonds' plan for crossing the railroad tracks. Mr. Pierce answered affirmatively. He explained that not only is it important to keep communities safe with projects such as the waterfront connector, the connector will also provide better access to the ferry, which can have regional and statewide benefits.

Commissioner Johnston commented that one of the densest traffic corridors is between Everett and Bellevue. He asked if any work is being done to improve this situation. Mr. Pierce answered that the EASC is participating in a letter of support with Connect Snohomish County Committee and Snohomish County Committee for Improved Transportation (SCCIT). The City of Bothell is leading the charge on the last mile connector on Interstate 405. Recent improvements have helped some, but a longer-term commitment is needed.

Commissioner Orvis noted that some were critical of the EASC putting together the Amazon package. Mr. Pierce agreed that the proposal was considered a practice run. They already have another company looking for a second large campus, and the EASC was able to use the presentation for that proposal. The intent is to develop a well-honed package that can be used when these types of opportunities come up. He explained that it is important to acknowledge the County's connection to Seattle, but then talk about why it is special, as well. Snohomish County has a different quality of life and business climate than what can be found in King County. The presentation that was prepared for Amazon is a great package that has good marketing. It also created some free public relations opportunities to market the county.

Commissioner Orvis asked if it is correct that Snohomish County is expected to grow by 20,000 people a year. Mr. Pierce confirmed that Snohomish County is expected to grow to near 1 million people by 2040. Commissioner Orvis emphasized that this significant population growth will impact housing, utilities, transportation, etc. Mr. Pierce agreed and said it is important to address these issues as early as possible.

#### **PUGET SOUND RECREATIONAL FISHING POLICY UPDATE – NORTHWEST MARINE TRADE ASSOCIATION (NMTA) PRESIDENT AND CHIEF EXECUTIVE OFFICER GEORGE HARRIS**

Mr. McChesney introduced George Harris, NMTA President and CEO, and shared information about his background and accomplishments.

**George Harris, NMTA President and CEO**, advised that the NMTA has more than 700 members who build, repair, sell, store and maintain boats. The NMTA offers a number of services to its members, including health insurance for member businesses, support for fishing policies, and the annual Marina Boatyard Conference. They also worked with the Manufacturing and Industrial Council to launch the Core Plus Program, which helps students across Washington State find skilled trade training programs with hands-on learning to build airplanes, boats, buildings, etc. About 34 school districts participated in the recent training program because they are interested in incorporating these technical programs into their high school curriculum.

Mr. Harris pointed out that 1 in 9 people in Washington State have a fishing or crabbing license, and boating and fishing is the largest contributor to the State's \$21.6 billion outdoor economy. It is estimated that boating and fishing have a \$3.2 million impact on the State's economy. There are currently about 255,000 registered boats in the State, and between 50% and 60% of them are used for fishing. The mission of the NMTA is to grow boating. If it does its job, boat owners will want to use their boats, and people who don't own boats will want to purchase them. He provided sales data from 2003 through 2017, which makes the case for how important fishing is to boat sales. He explained that when fishing is good and seasons are predictable, boat sales increase. When fishing is not good, boat sales are significantly lower. When fishing was good and predictable, boat sales increased 12% in 2012, 13% in 2013 and 25% in 2014. Boat sales in the rest of the country experienced only single-digit increases. However,

when fishing became less predictable, boat sales remained stagnant in 2016 and only increased by 2.9% in 2017 compared to a national average of 5%.

Mr. Harris explained that people are fishing today because of a concept called Marked Selective Fishing (MSF), and the idea was to allow hatchery fish to mitigate for the lost habitat. Mass marking hatchery salmon became law in 1995. Puget Sound Chinook were listed on the Endangered Species Act in March of 1999 and fishing for them was no longer allowed. The first MSF fishery was in 2001, and people were only allowed to harvest hatchery salmon that were marked by removing their adipose fins. Wild salmon had to be released back into the water.

Mr. Harris further explained that the Washington Department of Fish and Wildlife (WDFW) manages fisheries with the Treaty Tribes based on the framework provided in the Puget Sound Chinook Harvest Management Plan, and the previous 5-year management plan expired in 2014. The salmon harvest is negotiated annually (March/April) at “North of Falcon” meetings, but having no management plan for 2015-2017 has made the process more difficult. In 2016 it resulted in an unprecedented “no agreement,” and the WDFW and Treaty Tribes entered into a formal “meet and confer” process to resolve disputes in October of 2016. A new 10-year management plan was released on December 1, 2017.

Mr. Harris said the NMTA and others are concerned that the new 10-year management plan will effectively put an end to recreational fishing in north Puget Sound. The NMTA hired a senior biologist and scientists from Northwest Marine Technology to run the numbers. They agreed that the plan would effectively close north Puget Sound, and possibly all of Puget Sound, for at least 10 years.

Mr. Harris recalled that Director Unsworth from the WDFW previously stated that MSF is the future of fishing in Washington State. However, the new management plan would turn this program on its head for a variety of reasons. Director Unsworth has since resigned, and the good news is that the WDFW Commission took action in mid-January, directing the WDFW to renegotiate with the Treaty Tribes. They recognized the importance of recreational fishing and boating and timed the announcement to coincide with the Seattle Boat Show. They voiced concern that the management plan did not address its impact to recreational fishing, even though a large portion of the WDFW’s budget comes from fishing licenses. Several Commissioners have become very engaged in the discussions and are asking very good questions that lead him to be optimistic.

Mr. Harris reported that the WDFW is now considering an increased hatchery production to make “whale food.” The resident J Pod of Orcas is in trouble because they do not have enough salmon to feed on. Increasing the hatchery production may help address this situation.

Mr. Harris pointed out that new boat sales were very good at the 2018 Seattle Boat Show, and there did not seem to be a lot of concern by boat buyers about this issue. It is likely they either read the press release that the plan was being renegotiated or they do not know and take it for granted that there will always be fishing in north Puget Sound.

Mr. Harris pointed out that 96% of all boats are on trailers, which can make things more difficult for marinas. Mr. McChesney pointed out that the Port also has two slings that launch trailered boats year-round.

Mr. Harris concluded that the current management plan is perfectly designed to end MSF/recreational fishing in northern Puget Sound, and the WDFW has a poor track record advocating as co-manager for recreational fishing. The WDFW needs a license fee increase, but there is little support or trust from license holders. A \$40 increase may be the difference between having a good fishing season or not. However, many people advocate withholding the increase until they get better fishing opportunities. It is difficult to win in the “court of public opinion” because the subject is so complicated.

Mr. Harris pointed out that, in addition to the NMTA, a lot of other organizations are also working hard on behalf of the recreational fishing industry, including Fish Northwest, Puget Sound Anglers, Coastal Conservation Association, and Northwest Sport Fishing Industry Association. All of these organizations are actively working with legislators and the WDFW. More information about the management plan can be found on the WDFW’s website. In addition, a helpful article was published by Tidal Exchange (<https://tidalexchange.com/2018/01/04/wdfw-gives-up-puget-sound-fishing-for-nothing/.com>). He provided copies of the article for the Commission’s information.

Ms. Kempf said she heard that once there is agreement on the management plan, it will take up to 18 months for the Federal Government to approve it before it can be enacted. That means the “no fishing” policy would not be enacted this year. Mr. Harris agreed that some people believe the review will take 18 months and it will be at least two years before the management plan will be enacted. However, others believe that the management plan will be used to inform the conservation management decisions that are made in the next 60 days as part of the North of Falcon meetings that start in two weeks. The ideal situation would be to postpone implementation of the plan for two years and continue with the status quo, but there is a chance that the plan will be used this year.

Ms. Kempf asked who would replace Mr. Unsworth as Director of the WDFW. Mr. Harris answered that the Deputy Director is currently acting as the Interim Director until a new Director is hired, and the WDFW’s Senior Salmon Biologist will be responsible for renegotiating with the Treaty Tribes. This issue is of particular importance to one WDFW Commissioner, and he will sit in on the mediation discussions with the Treaty Tribes.

Commissioner Orvis asked how the new management plan would impact the Treaty Tribes, and Mr. Harris answered that it would not. The Treaty Tribes will continue to get the same percentage with no change. Because they do not fish selectively, they are harvesting endangered salmon. If the tribes could figure out a way to fish selectively, they could increase the number of fish they harvest because there are so many hatchery fish, but most have refused to do so up to this point.

**Jack Bevan, Edmonds**, asked why the Federal Government has protected sea lions and seals, who are natural predators that impact the salmon population. Mr. Harris explained that the harvesting of wild fish has been decreasing for quite some time, and it is now next to nothing. Allowing people to harvest hatchery fish has not impacted the ability to recover wild salmon. On the other hand, the sea lion and seal populations have been allowed to triple, and they are feasting on the hatchery fish. Mr. Bevan suggested that Washington State should follow Canada’s program for protecting rock fish.

**CLEAN BOATING FOUNDATION – NORTHWEST MARINE TRADE ASSOCIATION (NMTA)**  
**EXECUTIVE DIRECTOR PETER SCHRAPPEN**

Mr. McChesney introduced Peter Schrappen, NMTA Executive Director, and briefly shared information about his background and accomplishments.

**Peter Schrappen, NMTA Executive Director**, said he was present to showcase the efforts of the Clean Boating Foundation. He explained that the Clean Boating Foundation started in 2011 as a working organization of the NMTA to create a voluntary approach to address clean boating. The foundation works in partnership with boaters, boatyards, environmental groups, the State Department of Ecology (DOE) and scientific experts. Its focus is to encourage boaters to choose environmentally-friendly preferable products and practices and to use certified Clean Boatyards. It also works with boatyards in the state to go above and beyond their legal requirements. He announced that the Port of Edmonds is one of 10 Leadership Clean Boatyards that have gone above and beyond to become true stewards of the environment. Only a small fraction of the 69 boatyards in the state have gone through this rigorous process.

Mr. Schrappen commented that boaters are typically environmentalists, as well, and clean water matters to them. It is not true that boaters are out there making the water dirty, and the numbers from sample water quality tests that boatyards are required to do five times per year are proving that boatyards are getting cleaner and cleaner. Samples taken in 2002 showed 410 parts per billion for copper, and this has been reduced to just 25 parts per billion in 2015 through 2017. He explained that science has linked copper in stormwater runoff to baby salmonids because it impacts their sense of smell. However, it is important to understand that boatyards only contribute .011% of the copper in Puget Sound. Most of the copper comes from non-paint pollution such as brake pads, etc.

Mr. Schrappen reminded the Commission that copper-bottom paint was supposed to be phased out by January 1, 2018 for all new boats. They were hoping that other states would follow and that there would be alternative paints on the market, but that has not happened. Alternative materials have been found to be just as bad or worse than copper. Both the DOE and the NMTA continue to support the concept, but recognize that change is needed given the current situation. Recently, the legislature voted unanimously (28-0) to amend the legislation, and extend the

phase out of copper-bottom paint to 2021. The NMTA will testify before the senate committee next week regarding the proposed legislation (House Bill 2364), which is intended to be an installment approach towards looking for better solutions.

Mr. McChesney asked if the DOE is in favor of the extension, and Mr. Schrapen answered affirmatively. The DOE actually requested the extension that moves the phase out deadline to 2021. In the meantime, the NMTA will continue to work with the DOE to create an even better law. He noted that the new legislation also includes an exemption for wooden boats.

**Jim Brown, Chair of the CBF**, commented on how far boatyards have come from a cleanliness standpoint and dealing with stormwater runoff. He referred to a recent article in the Seattle Times about the significant amount of runoff that comes from the Aurora Bridge without any bio-retention to filter it before it goes into the Sound. Cities are just now starting to deal with stormwater runoff that goes directly into the sound, but boatyards have been at the forefront of dealing with the issue for years now.

Commissioner Orvis agreed that boatyards have worked hard over the past 20 years to address environmental issues. He suggested one of the DOE's weak points is education. Most people do not even know about the contamination that comes from chain-link fences around their homes and the materials used on their roofs. Although the laws have been written so that cities have not had to address these issues yet, water quality will eventually become a requirement for city governments to address, as well. The majority of the contamination does not come from boatyards or industry. It comes primarily from streets, backyard fences, roofs and other impervious surfaces.

Mr. Schrapen encouraged the Commissioners to talk with their local legislators, encouraging them to address recreational boating issues. He suggested they use the sport fishing crisis to educate the local representatives. For those who want to learn more, ESPN 710 has a great podcast that provides insight into the current policies and the politics surrounding sport fishing.

#### **NEW SECURITY TRUCK**

Mr. McChesney advised that the Port is scheduled to replace the 2010 Ford F150 truck used by Security and Dry Storage staff in 2018. He explained that security operations are hard on vehicles, with a lot of starts and stops. As a result, major parts of the vehicle are beginning to fail. Already in 2018, repairs to the truck have cost the Port about \$1,600, and now the transmission is failing. Staff is requesting approval to replace the truck with a Chevrolet Silverado ½ ton truck.

Mr. McChesney referred the Commission to the bid tabulation, which was attached to the Staff Report, He explained that the Port received three quotes for a new truck. Staff also contacted Chuck Olson Chevrolet, but they didn't have any vehicles meeting the Port's specifications on the lot. The low bidder, Chevrolet of Everett, has agreed to hold the truck until after the February 12<sup>th</sup> Commission meeting. He summarized that the 2018 Capital Budget includes the purchase of a truck in the amount of \$26,500, and the 2010 Ford F150 truck will be declared surplus and sent to auction. He recommended the Commission authorize staff to move forward with the purchase in an amount not to exceed \$30,000 including accessories.

Commissioner Orvis pointed out that Chevrolet now makes a smaller truck. Ms. Drennan responded that staff found that the smaller vehicles were actually more expensive.

**COMMISSIONER JOHNSTON MOVED THAT THE COMMISSION AUTHORIZE THE EXECUTIVE DIRECTOR OR HIS DESIGNEE TO PURCHASE A NEW CHEVROLET SILVERADO ½ TON TRUCK IN AN AMOUNT NOT TO EXCEED \$30,000, INCLUDING ACCESSORIES. COMMISSIONER ORVIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

#### **EXECUTIVE DIRECTOR'S REPORT**

Mr. McChesney reported that two legislative items of particular interest to the Port are currently working their way through the legislature. One would establish authorization to allow for unit pricing (on-call contracts) and the other would modify the public works contracting laws to establish a bid threshold of \$40,000 under which ports would not

have to follow the normal bidding process. Both the senate and house have combined the two bills into one. Senate Bill 6329 was passed 47-1, and the house bill will be heard on Thursday. He is cautiously hopeful that the bills will be passed. He acknowledged the work done by Ms. Drennan to get the two bills moving forward. The Washington Public Port Association (WPPA) was instrumental, as well.

Mr. McChesney advised that staff continues to work on stormwater issues, which have been a particular problem at Harbor Square. Just today, staff finished clearing root wads from inside the pipes, and the process is cumbersome and time consuming. He noted that there have been areas of flooding, and investigation found that the root cause was blockages inside the stormwater system. In addition, some of the City's main lines are higher than the catch basins so there is not good flow. The Harbor Square Inn has agreed to share in the cost of the maintenance work.

Commissioner Johnson asked about the condition of the pipes. Mr. McChesney responded that, in general, their condition is good. However, the pipes are corrugated steel, and there are no catch basins on the lines going into the main line. While the existing pipes do not meet current engineering standards, he does not anticipate replacing them at this time. He anticipates that staff will have to perform this same work ever year to keep the lines clear. Once roots find a way in, the problem continues to happen. However, doing regular maintenance is a lot less costly than replacing the pipes.

Mr. McChesney advised that, in exchange for allowing the City to use the storm drain pipes on Port property, the City grants the Port credit from the stormwater fees. The baseline that is used to determine what the credit should be has become distorted over time, and he is currently working with City staff to address the issue.

Mr. McChesney reported that he and Ms. Kempf and Commissioner Preston met with dry storage customers and have compiled notes on the feedback that was received. Suggestions were made on how to improve the program, and it seemed that all those in attendance came with the best intentions. He expressed his belief that they should be able to make some refinements to the initial proposal that will meet the concerns of both the Port and the customers. Ms. Kempf agreed that they received good feedback from the tenants, not just on the rule changes that were presented at the last Commission meeting, but things the Port could do better. They will meet again later in the week to talk through the ideas.

Ms. Kempf reported that attendance at the three locations of the Seattle Boat Show was about 53,000, which is a 2.1% increase over 2017 attendance. Indoor attendance at Century Link Field was about 47,000, which is an increase of about 0.8%. The Port will not have complete information about the results of the boat show until March 1<sup>st</sup> when the special that was offered expires. They went into the event with 51 available spaces, and they currently have 29 spaces available. They anticipate that more people will take advantage of the special and sign up before March 1<sup>st</sup>.

Ms. Kempf recalled comments from Peter Schrappen and George Harris about the Core P-20 Program, and she has a list that identifies the participating high schools, as well as the technology programs they each are offering.

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

Commissioner Orvis reported on his attendance at the first meeting of the Mayor's Advisory Committee for the Waterfront Connector, which is a group is made up of stakeholders, 3 citizens, and representatives from the City Council, Burlington Northern Santa Fe, Sound Transit, Community Transit, Washington State Ferries, Washington State Department of Transportation, City staff and the Port. Because the group is a Mayor's Advisory Committee, the Mayor will report its findings to the City Council rather than the committee reporting directly to the City Council. At the first meeting, participants received an educational briefing on the various types of structures that could be used, as well as feedback on what might be acceptable in Edmonds. One major consideration is where the actual footprint will go. If it is placed before the public restrooms, then an Americans with Disabilities Act (ADA) system will be required to get to the proper grade. They also discussed that they do not want to lose any more parking in downtown Edmonds. It is anticipated that the committee will meet together three or four times, and there will likely be three public open houses, as well.

Commissioner Orvis also provided a brief legislative report, noting that legislation relative to allowing ports the authority to build broadband infrastructure was approved, but it will have no impact on the Port of Edmonds. The

legislature allocated \$5 million to the Community Economic Revitalization Board (CERB) to fund broadband infrastructure. Legislation related to workforce training was unanimously approved, as well. The fourth substitute bill related to tourism promotion is now going around, and the legislature is also considering a carbon tax. In addition, legislation was approved to set campaign finance limits for port commissioners at \$800 per individual and \$2,000 for political parties. Lastly, as reported previously by Mr. McChesney, the unit pricing and bid threshold legislation was combined. He recalled that the WPPA tried to keep the two pieces of legislation separate to provide clarity and help move them forward. However, combining them does not seem to have hurt. It appears that the combined legislation will pass.

Commissioner Johnston reported that he spent a few days responding to emails he received regarding the proposed changes at dry storage. He commended those who participated in the meeting with staff where some good ideas were presented. He announced that he would meet with Commissioner Harris on February 13<sup>th</sup> to talk about environmental and other issues.

Commissioner Harris reported that she also spent time responding to emails she received from concerned dry storage tenants. She advised that she has a number of meetings scheduled over the next few weeks and would provide a report at the next Commission meeting.

Commissioner Preston thanked the dry storage tenants who participated in the meeting last week. He noted that Gary and Kevin were invited to participate in the meeting to provide a somewhat different chemistry, and they both provided good feedback. Both Kevin Danberg and Gary Richardson are Port forklift operators, and having them present seemed to cause the tenants to be more guarded in their comments.

Commissioner Preston announced that six people have filled out Sea Scout applications to participate in the program. Five are seeking to become leaders, and one wants to become a scout. It looks like the program will get going again very soon, and it is likely that the two boats will be removed shortly.

Commissioner Preston advised that he would attend the Economic Alliance of Snohomish County's Economic Forecast event next week.

### **ADJOURNMENT**

The Commission meeting was adjourned at 8:45 p.m.

Respectfully submitted,



Jim Orvis  
Port Commission Secretary