



PORT COMMISSION OF THE PORT OF EDMONDS

MINUTES OF REGULAR MEETING

March 25, 2019

COMMISSIONERS PRESENT

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

STAFF PRESENT

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

COMMISSIONERS ABSENT

David Preston

OTHERS PRESENT

Karin Noyes, Recorder

CALL TO ORDER

President Johnston 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 11, 2019 MEETING MINUTES**
- C. APPROVAL OF PAYMENTS IN THE AMOUNT OF \$137,246.75**
- D. AUTHORIZATION FOR EXECUTIVE DIRECTOR TO WRITE OFF \$2,071.93 AND SEND ACCOUNT TO COLLECTIONS**

COMMISSIONER ORVIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC COMMENTS

There were no public comments.

WINTER PROJECTS REPORT

Mr. McChesney shared a list of winter projects that were accomplished by Marina Operations, Maintenance and Harbor Square crews. He specifically highlighted the following projects:

- The dock cleats were inspected and the rusty ones were replaced. While the cleats do not usually physically break, they get rusty and foul the customers' lines. Commissioner Johnston asked about the life span of the cleats, and Mr. McChesney said they can last for years and years, but their serviceability goes when the finish wears off and they start to rust. The replacement work is more for quality as opposed to functionality. He explained that the cleats are difficult to replace without damaging the walers or compromising the structure, and staff does an excellent job.
- Dock signs and slip numbers that were faded from weather were replaced. The intent is to ensure that the signs look good and are useful for customers.
- The gutters on the covered moorage roofs were cleared of debris and the roofs were scrubbed. Staff used the scissor lift to accomplish this task. Although it is a difficult to do during inclement weather, it must be done during the winter months when the marina is less busy. Commissioner Johnston asked if the Port has a problem with moss, and Mr. McChesney answered yes. He explained that moss affects the roofs, parking lots and walkways, and staff has to be conscientious about pressure washing and keeping things clear.
- The Marina Operations breakroom was remodeled by staff. Ms. Kempf described the previous condition of the breakroom and the modifications that were made. She advised that about 15 employees utilize the breakroom on any given day, and more during the summer when seasonal employees are on board. She advised that a team member prepared and presented a plan for the remodel, which was approved by Mr. McChesney. The project was completed in about two weeks, and staff did a great job. Mr. McChesney concluded that staff took the initiative to do the project themselves and brought it in on time and within budget, and this reflects on the quality of the Port's staff.
- The lighting system between the boardwalk and the plaza was replaced. This work required staff to go underneath the boardwalk, pull out the old conduit and rewire the entire lighting system. It was a big job and took a lot of grit and determination to get it done while working with the tides. Commissioner Faires asked if there were any personnel safety issues, and Mr. McChesney answered that safety is always a concern. The staff planned the project, wore the appropriate safety gear, and went about the job in a deliberate way to minimize exposure. The crews are very skillful and there were no injuries or damage. Commissioner Faires commented that this speaks to a safety conscientiousness on the part of the work crew. Mr. McChesney said they talk about safety every day as big concern, but these large jobs take a lot of skill.
- Eight concrete panels at Guest Moorage were replaced. The concrete has a tendency to crack and spall and needs to be replaced. Commissioner Faires asked if the concrete panels are located on the walkway, and Ms. Kempf advised that the panels run down the center of I Dock and cover fuel lines and conduit required to operate the Fuel Dock. The panels are frequently lifted up to check the lines and clean, and overtime, they end up cracking and being damaged. Staff created a new grate system over the top.
- A lot of maintenance work was done at the Dry Storage Facility, including I-Beam repairs, B Dock launch board adjustments, boat measuring and relocation, dock repair, and rack board replacement.
- The steps on A/B Dock were rebuilt.
- The metal roller guide rails on Launcher A were rebuilt. The roller guides allow the elevator on the launcher to go up and down, and they were failing on Launcher A. Because of the tide, the job had to be done at night, and staff did a masterful job.
- The breakwater lighting, which was damaged by a storm, was rebuilt/replaced. This was a tough job since the only access to the lighting was by boat. Commissioner Faires recalled that several years ago, the Port went through a rough time with the Mid Marina Breakwater. He asked how the structure is holding up. Mr. McChesney answered that the structure is just fine and inspected annually to measure how much, if any, corrosion has occurred. The paint job is not really relevant to prolonging the life of the structure. The paint is considered cosmetic and holds up as well as any paint in the marine environment.

- All of the docks, dumpster enclosures, promenade and parking lots were pressure washed to remove moss and improve their general appearance.
- Rub boards were replaced throughout the marina as needed.
- A lot of training occurred throughout the winter months. Ms. Kempf explained that Wednesdays are “all staff” days, and this is when a lot of the training and recertification work occurs. Over the past year, the Port has focused on cross training staff in a variety of areas so there is adequate backup during the busy season. The goal is to create depth in the experience of the equipment operators. She advised that all staff has received fuel dock training by the Fire Department. They are now certified to train tenants on how to use the Dock-n-Pay System. Two new forklift operators were trained over the winter, and current operators were recertified. They are working to get everyone trained at the public launch before the seasonal team comes on board so they can shadow the seasonal staff. She advised that the Operations Supervisor is doing a good job getting staff trained in the various areas. Staff members are at different levels of workboat training, and the goal is to get everyone to the highest level possible so they have the right mix of people available in the event of an emergency. In addition, staff has hazardous waste training every year, and new staff members go through a 24-hour training. Commissioner Orvis said he recently visited the marina and noticed that visitors like to watch the Travelift and public launch operators move the boats. This requires that staff be vigilant while operating the machinery to make sure the public stays safe. He said he was very impressed with the great job the crew did last weekend. Ms. Kempf agreed that they do a great job.
- Routine work was done at Harbor Square, including upgrading the mailboxes and removing major stumps and roots and refinishing the walkways.

Mr. McChesney summarized that the list of completed projects reflects well on staff. They have employees on staff who know what they are doing and are willing to get the jobs that are needed done.

EXECUTIVE DIRECTOR’S REPORT

Mr. McChesney reported that he met last week with the Bertrand Haus, the City’s Transportation Engineer, to talk about crosswalks on Admiral Way. They discussed some alternative locations, and he reminded him that another crosswalk will be needed when the vacant parcel is developed. If Puget Sound Express takes over that building, there will be a lot of people crossing the street in that location to get to the whale watching vessels. There is also a need for a crosswalk somewhere close to Jacobsen’s Marine and the Edmonds Yacht Club. He summarized that crosswalks are on the Port’s radar, and the City has done a good job helping the Port understand the issues. There are specific engineering guidelines and regulations that need to be followed when placing crosswalks.

Council Member Teitzel asked if the new crosswalks would have flashing warning lights. Mr. McChesney said he is not sure if the one further down Admiral Way will have a flashing light, but the one closer to Dayton Street will. He commented that Mr. Haus has been responsive and believes that the crosswalks will be installed sometime this year. Commissioner Faires said he hopes no one gets hurt before the crosswalk issues have been resolved.

Mr. McChesney reminded the Commission of the Port’s commitment to fund the crosswalk closer to Dayton Street up to \$40,000. This amount was a general estimate based on a concept of putting the crosswalk at the bend where Dayton Street turns into Admiral Way. It has since been decided that the crosswalk would be more useful if it was located further down Admiral Way, and Mr. Haus has indicated that the new configuration will cost significantly less.

Commissioner Orvis pointed out that more people are visiting the marsh now, which requires crossing Admiral Way at some point. The entire intersection from the railroad tracks and across the corner is getting busier. He noted there is already a crossing with Americans with Disabilities Act (ADA) ramps at the corner of Railroad Avenue and Dayton. Commissioner Johnston said the City also has plans to add a crosswalk at mid Harbor Square as part of their grant-funded sidewalk improvement project. Commissioner Orvis observed that the additional sidewalks should serve to slow down vehicular traffic.

Mr. McChesney reported that he and Ms. Kempf met today with representatives from the Freedom Boat Club, and they are ready to go. Two new boats were delivered today, and they will be launched tomorrow. They continue to build their membership. Port staff is glad to have them at the marina and will help them be successful. Commissioner Faires requested information about their membership, and Mr. McChesney answered that the intent is to restrict membership to about 10 members per vessel. Their initial launch will include 4 boats, so the total membership will be 40. However, they would like to eventually have 8 boats operating out of the marina. Ms. Kempf advised that their grand opening is planned for May 4th, and they will be offering free boat rides at the Port's Family Day on June 1st. In addition to the four boats that will be launched for their Edmonds operation, they are planning to maintain their other boats in the Port's workyard. They currently have 20 boats in the area, and Port staff is working with them to use the public launch to service them.

Mr. McChesney advised that staff is currently working on the improvements at the corner of Dayton Street and SR-104, which is currently being called "People's Park." They were able to make good progress during last week's warm weather, but pulling out the roots was difficult and the project is not quite finished. They are currently working to set the base and install some pavers, and the plan is to add another casting to the existing Harbor Square monument sign to identify the Port of Edmonds. He anticipates the project will turn out nice and be a great asset for the community. Not only will it improve the appearance at the intersection, but the pathway running through the site will provide better access to the Edmonds Marsh. He concluded that the work is all being done in house, and should be finished within the next week or two.

COMMISSIONER'S COMMENTS AND COMMITTEE REPORTS

Commissioner Faires reported on his attendance at the March 20th Edmonds Economic Development Commission (EDC) meeting where he talked about thinking more broadly about opportunities to capitalize on the beautiful waterfront to bring visitors into the City. He particularly suggested they focus on opportunities to bring people to Edmonds from the east and west. He mentioned the idea of building a facility, perhaps in conjunction with the fishing pier, to accommodate smaller cruise ships that are too big to fit into the marina. The EDC members appeared enthusiastic about the idea and the EDC Chair indicated that perhaps the subject could be taken up by the entire commission or handled by the Tourism Committee. He summarized that this may turn out to be a real opportunity for the community now that the Port has demonstrated through whale watching that the waterfront has tourism value.

Commissioner Orvis reported on his attendance at the State of the County address where the County Executive reported on what the County is doing and where it is going in the future. Over 300 people attended the sold-out event. A major topic of discussion was the budget, and the County is working to lay money aside in anticipation of leaner times in the future. The County has a good budget and seems to have a very good handle on what needs to be done from a housing standpoint, too. They are also working to address the opiate crisis. The County Executive commented that, "if you are not realistically planning ahead, you will be overrun." Growth is coming and cities and counties in the State cannot opt out. They need to plan realistically for what is coming. It was pointed out that the path chosen for the courthouse ended up saving the county \$80 million. The County Executive talked about Paine Field and reemphasized that there is no intention or feasibility for Paine Field to become a second SeaTac. It was reported that Paine field is going very well, there is still a lot of enthusiasm, and the opposition seems to have diminished. Commissioner Johnston recalled that five years ago the Economic Alliance of Snohomish County (EASC) reported that the County was losing out on potential economic opportunities because prospective businesses were concerned that SeaTac was the closest airport. The EASC is now having discussions with significant employers who are delighted with the development of Paine Field.

Commissioner Faires advised that Mike Schindler, who has served on the EDC for a number of years, announced his resignation at the last meeting. In addition, Phil Lovell, indicated that he has resigned from the Planning Board and will no longer serve as the Planning Board's liaison to the EDC. These are great losses for the City.

Commissioner Orvis reported on his attendance at the Washington Public Port Association's (WPPA) Legislative Committee meeting where the following items were discussed:

- The state revenue and case lot forecast was released, and overall, tax revenues are expected to be \$860 million higher than last year's biannual revenues, but the majority of the democratic lawmakers are indicating that

more tax revenue is needed to fund education and other needs. Ideas include raising Business and Occupation and/or Capital Gains Taxes.

- Unions helped the legislature write a law that prevailing wages should be the highest contracting wage for any skilled labor within the jurisdiction. This meant that the person driving the lawnmower in Anacortes was being paid \$56 per hour. This problem was solved by the Department of Labor and Industries giving an exemption, but the legislature still hasn't dealt with the problem statewide. Instead, they are attempting to fix the problem one skill at a time.
- The State Environmental Policy Act (SEPA) requires that carbon costs be projected from when you start mining in Wyoming until the ash is disposed of in China. However, it has been revealed the Department of Ecology (DOE) has no way to do that. It was also revealed that the information going into the SEPA calculation was found to be invalid, but the DOE still denied permits based on the information. The bill that would have required the DOE to come up with a format and framework for evaluating SEPA costs was not passed, but a proviso was added to the original legislation to establish a committee to try and come up with a framework that allows the DOE to calculate what the SEPA costs will be.
- The Southern Resident Killer Whale Task Force managed to get the stand-off distance reduced from 400 to 300 yards. There was also a proposal to have a tug for every tanker in the San Juan Region, but it failed because Canada was not willing to share in the cost.
- The clean fuels carbon tax and other green platform legislation were put forward, but a lobbyist for the Washington Environmental Council suggested that the legislature was overreaching and trying to do too much. The clean fuels bill is expected to add \$.10 to \$.15 cents to each gallon of gas, and none of the revenue would be used to fund transportation projects. The carbon tax is expected to add significant cost to all fuels. If passed, these two pieces of legislation would be frightfully expensive.
- It appears that the legislation that would raise the small works contract limit from \$300,000 to \$500,000 will pass.
- Forward Washington, which is a comprehensive \$17 billion transportation package funded by fuel, carbon and other taxes, did not go anywhere this year.
- The House budget is \$8 million over the last biennium, the Governor's budget is even higher, and the Senate budget is less. It is expected that the legislature will consider increases to the capital gains tax, the business and occupation tax, fuel tax, real estate excise tax and property tax.

Commissioner Johnston reported that there is pending legislation related to improving salmon recovery and orca survivability. He advised that he attended a Southern Resident Killer Whale Task Force meeting on March 18th where it was discussed that 11 of the task force's recommendations are moving forward to the house and senate. The legislation includes establishing viewing distances, reducing noise impacts, oil transportation safety, more rigorous application and enforcement of hydraulic permit regulations, and climate change impacts that affect salmon recovery. He advised that the meeting was not well attended and the task force appears to be losing momentum. It is anticipated to sunset in October of this year. He announced that the resident pod had a calf last fall that is doing well and the ailing male is doing much better, too. The number is now at 75.

From a whale watching standpoint, Commissioner Johnston advised that there will be more opportunities to view the non-resident orcas that are spending more time in the Salish Sea of Puget Sound, but the vessels will be required to stay back further to give them more room. The United States Department of Fish and Wildlife has found that when private boaters get close to the orca, they behave differently. They stay on the surface more and do not fish as deep. When vessels stay back at least 300 yards, the orca's behavior is much more normal. The plan is to have greater enforcement of the distance regulations.

Commissioner Johnston reported that he also attended the State of the County address where it was reported that Snohomish County is one of the fastest growing counties in the country. If they do not get ahead of the planning curve, it will get ahead of them.

ADJOURNMENT

The Commission meeting was adjourned at 7:50 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Angela Harris", written in a cursive style.

Angela Harris
Port Commission Secretary