



## PORT COMMISSION OF THE PORT OF EDMONDS

### MINUTES OF SPECIAL MEETING

October 31, 2016

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#### **COMMISSIONERS PRESENT**

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

#### **STAFF PRESENT**

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

#### **OTHERS PRESENT**

Bradford Cattle, Port Attorney  
Karin Noyes, Recorder

#### **CALL TO ORDER**

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

#### **EXECUTIVE SESSION**

Upon commencement of the special meeting, Commissioner Faires immediately announced that the Commission would adjourn to an executive session pursuant to RCW 42.30.110(1)(i) to discuss with legal counsel representing the agency matters relating to agency enforcement actions or to discuss with legal counsel representing the agency litigation or potential litigation to which the agency, the governing body, or member acting in an official capacity is, or is likely to become, a party, and;

Commissioner Faires further announced that the executive session would last approximately 55 minutes. Following the executive session, the public portion of the meeting would resume. He indicated that no action would be taken following the executive session. The executive session ended at 6:45 p.m., and the public portion of the special meeting resumed 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 GOUGE MOVED THAT THE AGENDA BE AMENDED TO PLACE THE SEA JAZZ STIPEND (Item XIA) and 3<sup>rd</sup> QUARTER MARINA REPORT (Item XI.B) ON THE AGENDA BEFORE THE PUBLIC HEARING (Item VIII). COMMISSIONER PRESTON SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

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

- A. APPROVAL OF AGENDA AS AMENDED**
- B. APPROVAL OF OCTOBER 10, 2016 MEETING MINUTES**
- C. APPROVAL OF PAYMENTS IN THE AMOUNT OF \$784,952.37**

- D. APPROVAL OF EXECUTIVE DIRECTOR CONTRACT AMENDMENT**
- E. AUTHORIZATION FOR EXECUTIVE DIRECTOR TO WRITE OFF \$10,751.94 AND SEND ACCOUNT TO COLLECTIONS**
- F. AUTHORIZATION TO APPROVE EDMONDS YACHT CLUB TO CONDUCT HOLIDAY ON THE DOCKS IN GUEST MOORAGE STARTING DECEMBER 3, 2016 THROUGH JANUARY 3, 2017**

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

### **PUBLIC COMMENTS**

There were no public comments.

### **SEA JAZZ STIPEND**

Mr. McChesney reviewed that SEA JAZZ was created in the summer of 2012. Since that time, award-winning jazz musicians from local high schools have jammed down memorable performances to the delight of the wandering public and other marina visitors each Sunday afternoon and Wednesday evening during the summer months. The Port took on the role as the primary sponsor, providing the venue and promotional materials. The event was co-sponsored by the Edmonds Daybreakers Rotary Club and the Jazz Connection, who then connected with Seattle Teen Music to schedule and produce each performance. Anthony's Homeport provided complimentary fish 'n chips and chowder to each performer, as well.

Mr. McChesney advised that SEA JAZZ has become increasingly recognized by the public as another good reason to visit the Port of Edmonds Marina, and it is a great opportunity for talented student musicians to perform in an open plaza setting. On behalf of the Port, he thanked Scott Barnes, the Edmonds School District Music Director, for managing the program. He also thanked Jon Scherrer from Seattle Teen Music for managing the weekly lineup, organizing the performance logistics, and keeping things on track. The 5<sup>th</sup> season was terrific and the Port is looking forward to another good year in 2017.

Mr. McChesney reminded the Commission that on May 31, 2016, they approved a stipend of \$1,000.00 to be paid to the Edmonds School District Music Department for the 2016 SEA JAZZ performances. He advised that the stipend is consistent with the Port's strategic purpose of promoting economic development and being a leader in ensuring that the waterfront is a vibrant, active centerpiece for the Edmonds-Woodway communities.

Commissioner Faires asked what the Port could do to make the program even better next year.

**Scott Barnes, Music Director, Edmonds School District**, thanked the Port for the opportunity to get students involved. The program is a drawing card to the waterfront for residents of Edmonds, and he thanked Jon Scherrer for the work he has done to bring the events all together.

**Jon Scherrer, Seattle Teen Music**, thanked the Port for providing an opportunity for kids to play. He specifically thanked Ms. Kempf for all her work over the years to support the program and said the awning the Port provided this past year was easy to set up and made the program even better. He expressed his belief that, in the very near future, it is likely that students who played at SEA JAZZ during their high school experience will want to come back and play as college students. The Port's continued support has been great, and the added visibility has been good. Anthony's also deserves thanks for providing food to the musicians. He concluded that he cannot think of anything the Port can do at this time to make the next season better. However, he felt he could do a better job of promoting the event at the Waterfront Festival. Typically, the students play in the early hours of the festival, and there are few people in attendance. Perhaps promoting the event would encourage more people to attend early. Commissioner Faires suggested they pursue an opportunity for the students to play at a different time, later in the program, when more people are present to hear them.

Commissioner Gouge suggested it would be wonderful to have a reunion event to gather the students who have played in previous years. He said it would be nice to hear the success stories about how the program helped them go to the next level or helped to enrich their lives. Mr. Scherrer agreed that would be a great idea and something that could be promoted as a SEA JAZZ Homecoming of sorts.

Commissioner Preston asked if the Port published posters to advertise the event. Mr. McChesney answered that the Port has used the same poster for the past three years. Commissioner Preston said he did not see many of them on display throughout the community. Mr. McChesney agreed that the Port could work on getting it out into more locations.

### **3<sup>RD</sup> QUARTER MARINA REPORT**

Ms. Kempf reviewed the 3<sup>rd</sup> Quarter Marina Report, specifically noting the following:

- When comparing 3<sup>rd</sup> quarter 2015 to 3<sup>rd</sup> quarter 2016, the number of round-trip launches was down by 50% (1,235), and one-way launches decreased by 5% (9). With no Coho fishing in August or September and a Chinook closure on August 15<sup>th</sup>, the public launch saw very little activity during the 3<sup>rd</sup> quarter.
- The number of boats visiting guest moorage decreased by 28% over the same period in 2015, and the number of nights decreased by 35%. In 2011, staff prepared a report that identified the spin-off revenues associated with the public launch. The report predicted that, on average, 28% of the people who use the public launch also purchase an average of 2.3 nights of guest moorage. The 2016 numbers show guest moorage's strong connection to launch activity.
- Prices at the fuel dock were up 16% for unleaded fuel and down 9% on diesel fuel at the end of 3<sup>rd</sup> quarter 2016 compared to 3<sup>rd</sup> quarter 2015. The total gallons pumped decreased by 2% or 4,129 gallons less. Gasoline decreased by 12,862 gallons and diesel increased by 8,733 gallons.
- Boatyard usage was up 63% (230 days) compared to 3<sup>rd</sup> quarter 2015, and sling-time pressure wash numbers were also up 6%. The number of vessels going to the boatyard increased by 38%. The significant numbers can be attributed to the fuel reward program that offered a day in the yard for every 150 gallons of fuel purchased. It can also be attributed to having a new vendor bring in boats from other marinas and Jacobsen's.
- In-water moorage terminations increased from 43 in 3<sup>rd</sup> quarter 2015 to 76 in 2016, and the turnover ratio increased from 6.5% to 11.48%. Dry storage terminations doubled from 20 in 3<sup>rd</sup> quarter 2016 to 40 at the end of 3<sup>rd</sup> quarter 2016. The waitlist increased from 99 names at the end of 3<sup>rd</sup> quarter 2016 to 122 names in 2016, and most are for the 50-foot open category. Of the 23 tenants that were placed on the waiting list for larger slips following the boat measurements in August of 2015, seven still await larger slips. Staff believes that terminations and assignments are very connected to the small boats and fishing. As of today, there were 69 vacant slips that are 30 feet or under, and 12 more will be vacant in the next 30 days. The vacancies at the end of 3<sup>rd</sup> quarter are similar to what the Port typically experiences during the 4<sup>th</sup> quarter. Staff believes they occurred earlier this year because there was no fishing.

Commissioner Faires said he considers the wait list to be a leading indicator of the health of the marina, and a few years ago, the wait list was declining. He suggested that the increases that have occurred over the past two years are a result of staff doing an outstanding job of making the Port a quality marina. Also, the Port's location is very desirable. He concluded that the Port's strategy of doing the best possible job of maintaining a quality marina seems to be working. Commissioner Gouge added that, according to Paul Sorenson from BST, the market trend is for smaller boats, and the Port needs to find a way to capture boaters with smaller vessels. Commissioner Faires suggested that the Commission invite Mr. Sorenson to provide an update on current market trends in boating at a meeting in early 2017. He felt his comments could become the basis for the Port's future planning. The remainder of the Commission concurred.

Ms. Kempf reminded the Commission that it is characteristic for the marina to empty out during the winter months because 60% of the inventory accommodates boats that are 30 feet or under. The only thing different this year is people left earlier because there was no fishing. People with smaller boats tend to pull them out of the water during the winter and then bring them back in the spring. The Boat Show Special is intended to get people to come back to the marina earlier in order to close the shoulder season. In 2016, the number of boat show tenants who remained decreased quite a bit, and staff believes the decrease was directly related to no fishing.

## PUBLIC HEARING ON THE 2017 PRELIMINARY BUDGET

Ms. Drennan announced that this is the public hearing on the Port's 2016 Preliminary Budget. She reviewed that the Commission accepted public comments at the budget workshop on October 10<sup>th</sup>, and the budget packet has been available on the Port's website and at the front counter since Wednesday, October 26<sup>th</sup>. She explained that the public will have an opportunity to make comments on any elements of the 2017 preliminary budget packet, and the public's comments should be taken under consideration by the Commission. Following the public hearing, the Commission will have a workshop to discuss the comments that were offered during the public hearing.

Ms. Drennan advised that formal notification of the public hearing was made in the appropriate publications and notification was also posted in the appropriate locations. Staff will recommend that the Commission approve the final budget on November 14<sup>th</sup>. The Commission does not intend to have another public hearing before the final budget is approved, as the comments are not as relevant as they should be if received just prior to budget approval. Finally, she said the budget is to be delivered to the Snohomish County Treasurer by November 30, 2016.

Commissioner Faires opened the public hearing.

**Rebecca Wolfe, Port District Resident**, said that while her professional background has been in education, she became interested in environmental issues in 1990. In an effort to understand more about the environment, she went back to school to continue her education. She is currently a member of the Friends of Edmonds Marsh, a group that is very concerned about the Port's opposition to protecting the marsh with a 110-foot setback and a 15-foot buffer.

Commissioner Faires reminded Ms. Wolfe that the subject of the hearing is the 2017 Preliminary Budget. Ms. Wolfe said her comments were related to Note M-33, which talks about funding for professional services. Ms. Drennan clarified that Note M-33 speaks about funding for a survey for a Port Management Agreement, which is a GIS study the Port is required to do because it manages State aquatic lands. It also speaks about engineering work required for the Boatyard General Permit. Neither of these projects have anything to do with the Edmonds Marsh.

Ms. Wolfe advised that many people are concerned that the Port may be hiring a consultant or legal counsel to assist in its opposition to the Department of Ecology's (DOE) recommended setback and buffer. Friends of the Edmonds Marsh does not want taxpayer money to be spent to fight something that is good for the environment. Again, Commissioner Faires advised that issues related to the marsh are separate from the 2017 Preliminary Budget, which is the subject of the current hearing. He explained that the Port has two responsibilities with regard to the marsh: the environment, which it taken very seriously, and economic vitality. With regard to the present controversy relative to the City's Shoreline Master Program (SMP), 70% to 80% of the Port's interest is focused on the environment and not on economics. The biggest factor at the marsh is stormwater runoff, which has very little to do with setbacks and buffers. The DOE's recommendation is for a 65-foot buffer, and the Port is currently in discussions with both the City and the DOE regarding the issue.

Ms. Wolfe asked if Commissioners attended the Washington Public Port Association's (WPPA) Environmental Conference, and Commissioner Preston answered that he attended the conference along with Commissioners Johnston and Orvis. Ms. Wolfe said she was thrilled to see all of the environmental issues that the WPPA works on. Because some Port funding is set aside to send Commissioners to conferences, she would like to know what they consider to be the most important priorities or substantial initiatives. Commissioner Faires agreed that the question is important, but again reminded Ms. Wolfe that the 2017 Preliminary Budget is the subject of the current hearing. He invited her to bring her questions and comments relative to the environment and the Edmonds Marsh to a future meeting. Ms. Wolfe suggested it would be great if the Port were to sponsor a community meeting with Friends of the Edmonds Marsh so that people could ask very fundamental questions and learn more about the Port.

**Roberta Politas, Save the Marsh**, said she loves the marina and what the Port has done to improve it. She said Save the Marsh is currently working to adopt a platform. She asked who the group should send the platform to once it is done. Commissioner Faires asked her to send it to Mr. McChesney. He also suggested that she may want to schedule time on a future Commission agenda for the group to present its position to the Port.

Ms. Politas said that Save the Marsh is trying to make changes to local streams to the point where the salmon will come back. She questioned if it is wise to have smaller buffers at the marsh if the Port's goal is to bring back more

fish for sport fishing and to daylight Willow Creek. Commissioner Faires emphasized that this is a public hearing on the 2017 Preliminary Budget, and he invited Ms. Politas to come back at a future meeting to talk about the marsh, Willow Creek, etc.

**Dennis Michaelson, Save the Marsh**, voiced concern that there was no time on the agenda for the public to raise issues of concern. Commissioner Faires pointed out that members of the public are always invited to provide comments during the general public comment period of each meeting. Mr. Michaelson voiced concern that the Commission is holding a public hearing on the 2017 Preliminary Budget yet he has not even had an opportunity to review it. He asked if the budget includes any funding to hire people to do any kind of activity at the marsh. Commissioner Faires answered that it could. There are items in the budget that pertain to hiring consultants and experts. The Port Commission has taken a position relative to the SMP and the marsh, and they have the responsibility to protect that position. They believe strongly that their position is reflective of the overall needs of the Port District residents from both an environmental and economic standpoint. However, the Commission encourages people to come forward and share their opinions and ideas on the subject.

Mr. Michaelson said he is concerned that the public may not have ample opportunity to provide comments relative to the budget. Commissioner Faires explained that, for a number of years, the Commission conducted multiple public hearings on the budget, but people tended to wait to voice their concerns until the last meeting, just prior to final approval. The intent of this hearing is to entertain a discussion about items in the budget. The Commission and staff have done their best to publicize the meetings and make them open for public comment. The intent is to be as open and transparent as possible. Commissioner Preston added that citizens are also invited to submit written comments relative to the budget for the Commission's consideration. Mr. Michaelson said he is opposed to a budget that includes funding to hire a consulting firm to do economic research on the marsh. Ms. Drennan confirmed that there were no items in the budget for doing economic research on the marsh.

Ms. Politas asked what special items in the draft budget pertain to activities related to the marsh. Commissioner Orvis clarified that the draft budget includes funding for professional services, which includes consultants such as legal counsel, engineering, etc. The funding is all together in a lump sum, and has not been earmarked for any specific projects at this time. For example, the Port is currently working to obtain permits to develop a parcel of land on the west side of the railroad tracks, and consultant services will be needed to move the project forward. He emphasized that if members of the public would like to comment on where the money is spent, they can do so after the budget is approved. The focus of the current hearing is the budget, and the comments received will be considered at the workshop following the hearing and prior to adoption of the final budget at their next meeting. The Commission agreed to have the public hearing two weeks before approval of the budget so that staff has time to make changes, if directed by the Commission, based on public comments. He reiterated that people who are interested in commenting about the marsh and the Port's hiring of consultants can do so during the public comment period at a future meeting. Commissioner Faires added that separate Commission approval is required for any consultant contract, and the public will have an opportunity to share their thoughts and concern. He encouraged interested citizens to monitor the agenda and come to the meetings and make comments as appropriate.

Mr. Michaelson asked when the public hearing was scheduled. Ms. Drennan answered that it was published as part of the budget process schedule in June or July. It was also advertised as per State requirements. Commissioner Orvis emphasized that Port Commission Meeting Agendas are published on line, and the schedule for reviewing and approving the budget has been publicized since September.

**Kristiana Johnson, Port District Resident**, commented that over the course of the past year, she has become aware of two Port expenditures: hiring an environmental attorney to prepare a possible appeal regarding the SMP and hiring a public relations firm. While she is unclear about what role the public relations firm will play, as a taxpayer, she is opposed to including the two projects in the 2017 budget. She does not believe the projects are an appropriate use of taxpayer dollars.

Mr. McChesney read the following email that the Commission received from Lora Petso:

*"Please do not approve an expenditure for a PR consultant. It is my understanding that the expenditure would be from public tax revenue to pay a private consultant to promote an unpopular private construction project on Public property. This is not an allowed use of public funds for a government entity."*

Mr. McChesney clarified that Ms. Petso's comment is inaccurate. There is no private construction project being contemplated on Port property at this time and expenses for a PR consultant would be paid for with operating revenues rather than tax revenues.

Commissioner Faires closed the public portion of the hearing.

### **WORKSHOP ON THE 2017 PRELIMINARY BUDGET**

Commissioner Preston pointed out that, as per the Commission's earlier direction, the Economic Development/Tourism budget was increased by \$40,000, and this may have been construed as public relations. He commented that the Port operates differently than the City where 100% of the budget is taxpayer funded. Only about 5% of the Port's revenue comes from taxpayer money, and the rest is generated by operations. Commissioner Faires pointed out that even the funds that are generated via the marina and operations belong to the public. The Port is a public entity and the Commission does its best to respond to the future public good of the community.

Mr. Michaelson asked how the public can interact with the Commission before decisions are made. Also, he asked how important public input is to the Commission's decision-making process. Commissioner Faires answered that public input is very important. The Port's new emphasis on communications may include a public relations piece that is sent out to members of the community to inform them about what the Port does and what it has done in the past relative to the environment and the economic vitality of the community. For example, the Port spent \$3 million to clean up Harbor Square, and this is not generally known and/or recognized by the community. The intent is that the public relations piece will be objective and balanced and point out what the Port has done relative to the environment and economic vitality. Commissioner Preston said he supports the public relations piece, not only to inform the public about what the Port does and has done, but also to keep the marina as full as possible. That means reaching out to potential customers beyond the Port District.

Commissioner Gouge said he would be more concerned about the projected guest moorage and moorage and dry storage revenues if he didn't understand that the 2016 numbers were significantly impacted by the lack of fishing opportunities. He felt the numbers represent staff's best guess about what will happen in 2017, but it is important to keep in mind that the budget can be updated if necessary as the year goes forward.

Commissioner Gouge stressed the importance of providing funding to educate the staff on pertinent issues. Employee benefits are a significant portion of the budget, and the costs continue to go up. The Commission is charged with the responsibility of running the marina within the budget constraints, and he recognizes that moorage rates can only be raised so much before they exceed what the market will support. He commented that staff has done an excellent job with the draft budget.

Commissioner Preston asked what percentage of people using guest moorage actually stay on their boats at night. Ms. Kempf answered that about 41% of the users come from the Edmonds Lynnwood area, and they typically go home at night. The remaining 60% come from outside the local area and many stay on their boats.

Ms. Politas asked if Port Commissioners would be willing to attend a Save the Marsh meeting if invited, and Commissioner Faires answered affirmatively. He said the Commission has learned that it hasn't done a good job of communicating what the Port has done and they need to do better. One way to accomplish that goal is through outreach and discussion. It is important for the citizens to understand why the Port is doing what it is doing, and the Commissioners are certainly willing to listen to concerns and dissenting comments. Ms. Wolfe reiterated her request that the Commission put together a public meeting to allow citizens to learn more about the Port. She assumes the Commission's intent is good, but is very concerned about the need to protect the environment.

### **HARBOR SQUARE GROUNDS KEEPING SERVICES BID (Number 2016-248)**

Mr. McChesney reported that the Harbor Square Landscaping Services contract expired on October 23<sup>rd</sup>, and staff elected not to renew it. Instead, the contract was rebid with a revised scope of work and modified set of specifications, with a net reduction in services requested because some of the work is now done in house. A package was prepared and posted for competitive bidding on October 5<sup>th</sup>, with bids due on October 21<sup>st</sup>. Staff

received four qualified bids, and the low bidder was Superior Maintenance Solutions for \$9,776 plus tax. He referred the Commission to the bid tabulations that were attached to the Staff Report. He recalled that the Commission approved the previous landscaping contract for \$9,830 plus tax. He recommended the Commission authorize him to enter into a contract with Superior Maintenance Solutions in the amount of \$9,766 plus sales tax for the base bid for the Harbor Square Grounds keeping Services Contract (Contract Number 2016-248).

Commissioner Preston pointed out that the proposed contract represents an increase in cost even though the scope of work was reduced. He asked if the Port could have changed the contract without going out to bid. Mr. McChesney explained that there were some problems with the previous contractor as far as level of service. For example, it is better to do the grounds keeping on the weekend rather than Monday through Friday when the site is heavily used.

**COMMISSIONER ORVIS MOVED THAT THE COMMISSION AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO A CONTRACT WITH SUPERIOR MAINTENANCE SOLUTIONS IN THE AMOUNT OF \$9,776 PLUS SALES TAX FOR THE BASE BID FOR THE HARBOR SQUARE GROUNDS KEEPING SERVICES CONTRACT (Number 2016-248). COMMISSIONER GOUGE SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

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

Mr. McChesney invited members of Save the Marsh and Friends of the Edmonds Marsh to stop by his office to talk with him about issues related to the marsh.

Mr. McChesney reported that he met recently with the owner of Bud's Bait to discuss a transition plan. He is looking well, but he may not be receptive to having special recognition at a December Commission meeting. He will be done on December 31<sup>st</sup>, and staff's intent is to remove the barge and move forward with future plans for the area in early January. Commissioner Gouge commented that Bud has been at the Edmonds marina since 1962 and has worked his entire career supplying bait to fisherman. He really appreciates the service he has provided to the community. Mr. McChesney agreed and said staff is working on other ideas for recognizing his dedication and service to the marina.

Mr. McChesney reviewed that the Port is in the preliminary stages of getting an architect and planning consultant on board to work with staff on the vacant property on the west side of the tracks that is currently being used as a parking lot for Anthony's employees. The project is in the preliminary planning stages for a potential marine-related use. An architect has been lined up, but some additional consultants will be needed to complete the downstream stormwater analysis and traffic study that are both required as part of the permit application. Staff is working well with the City, and they have a good understanding about what is needed.

Mr. McChesney reported that all Port equipment is up and running at this time, and the Port is scheduled to overhaul the Travelift in early 2017. There have been problems with the launchers at the Dry Stack Facility, which were overhauled several months ago. One cylinder has a problem that makes it difficult to move heavy boats. Staff has been troubleshooting the issue for about six months, and now it is going back to the manufacturer for repair.

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

Commissioner Gouge reported on his attendance at the 42<sup>nd</sup> Annual Pacific Coast Congress (PCC) Conference in Bremerton on October 11<sup>th</sup> through 14<sup>th</sup>. Ian Todd and Marla Kempf attended the conference, as well. He recommended it would also be beneficial for the Maintenance Manager to attend a future conference. At the conference he learned that:

- The State does not have funding to take care of derelict vessels, and a new regulation would make them the responsibility of marinas. In addition, a survey will be required before a vessel can be sold, and the survey will likely cost more than the boat is worth. He suggested that Port staff keep apprised of this new regulation and how it might impact the Port of Edmonds.
- Oil will continue to be moved by rail and shipments to Asia, but there is no grant money from the Department of Ecology for spill responses.

- The Port needs to make sure that Hazwoper/Hazmat training is up to date for all staff members. Ms. Kempf said it is done every year.
- Paul Sorenson, from BST Associates, provided a report on the current trends in boating. He noted that there has been a 5% growth in boat sales, but most have been 20-feet and under in length. There was an 82% increase in outboard sales, and there are 5,000 new boats. He expressed his belief that the economy is not as good as the media makes it out to be.

Commissioner Gouge said he also attended the Northwest Marine Trade Association (NMTA) Conference and learned that:

- The Association of Marina Industries offers an economic impact calculator for its members to use. Membership dues are \$470 per year, but the calculator can be used free of charge.
- There were vendors displaying stainless steel fittings for dock guards, plastic pilings, and grated fiberglass docks. The staff should research these alternative materials.
- The issue related to on-call contracts came up and it was recommended that Ports come up with a policy to address or it will come up as a finding in the next audit. Ms. Drennan said the direction she received from the State Auditors was that adopting policies will not address the problem. The WPPA is working on potential legislation, instead. Commissioner Gouge said there was a lot of support for proposed legislation at the PCC Conference, as well.
- Ports should have technology policies and procedures in place.
- He participated on a panel for hiring consultants for public outreach. The focus of discussion was how to get information out to the public about what ports do and how to address misinformation. The consensus of the small ports was not to get involved with online sites, but to meet with people in person so they can get both sides of the story.
- It is the responsibility of ports to create jobs and infrastructure, and they need to work with cities to make sure this happens.

Commissioner Johnston announced that he would attend the Annual WPPA Conference in November. He also said he would like to meet with Mr. McChesney, as well as the Facilities Maintenance Manager and Deputy Director, to talk about environmental compliance issues. The goal is to make sure the Port is doing exactly what it is supposed to be doing. Commissioner Orvis referred to an article written by Frank Smelik on behalf of the WPPA that provides a list of things that ports should look at each year. While the Port already does most of the things on the list, it can be useful to make sure that everything is covered.

Commissioner Orvis recalled that the WPPA was involved in the derelict boat issue a number of years ago. The state is currently responsible for taking care of derelict boats, but the money that was set aside for the task has been diverted to other programs by the legislature. That is why the legislature is trying to put the responsibility on marinas. The same is true for the Model Toxic Control Act (MTCA) funding.

Commissioner Orvis announced his plan to attend the WPPA Legislative Committee Meeting next week. The meeting is being held the day after the election so that the committee will have an idea of what the makeup of the legislature will be going forward.

Commissioner Preston advised that he learned from the NMTA Conference that grant funding is available for Bilge Sock kits to collect oil. He asked staff to check into this opportunity. Also at the meeting, a representative from the Coast Guard talked about water-related deaths and personal flotation devices (PFD). He noted that deaths are down and awareness is up. There are more PFD loaner programs now, and boaters are becoming more responsible in how they operate their boats.

Commissioner Preston referred to Revised Code of Washington (RCW) 53.08.295, which allows port districts to acquire, lease, construct, purchase, maintain and operate passenger-carrying vessels on Puget Sound, interstate navigable rivers of the state, and intrastate waters of adjoining states. He reported that there has been some discussion with representatives from the Port of Kingston, Port of Everett, South Whidbey Island, and Mukilteo about a potential boat that will travel between the various locations.

Commissioner Preston announced that he would meet with the Sea Scouts on November 2<sup>nd</sup> to talk about re-chartering. Ms. Drennan asked that he remind the Sea Scouts to submit their 2<sup>nd</sup> and 3<sup>rd</sup> quarter reports.

Commissioner Preston reported on his attendance at the WPPA Small Ports Conference, which was well attended with 52 of the 75 ports represented. There was discussion about the different projects ports are doing and the fact that cities and counties do not seem to have a sense of urgency when ideas are brought forward. It was also discussed that commissioners should be out in the community, speaking and communicating with local groups.

Commissioner Faires announced that he would attend the WPPA Fall Meeting. He also reported that he and Ms. Kempf attended a Salish Sea Strategic Review Session. Ms. Kempf explained that Salish Sea is in the process of creating a 5-year Strategic Plan. Their current vessel has come to the Port on occasions to take 10 to 15 kids out on 5-day educational trips. They have now purchased a new vessel that will be used to take up to 60 kids out on 1-day educational excursions. They have put together a lengthy strategic plan and invited a group of 40 professionals from diverse fields to review it and provide comments. The group broke into small tables and spent time identifying the strengths and opportunities of the strategic plan, as well as the weaknesses and threats. The day was successful, and concluded with a tour of the new vessel. The event was held at the new Seattle Maritime Academy Building, which is fabulous. It was good to see an investment being made in training people in the maritime industry.

Commissioner Faires explained that Salish Sea is one of several different privately-held, publicly-funded enterprises whose goal it is to provide marine-related educational opportunities for youth. This effort fits nicely with the Port's goal of working with the local educational establishments to provide marine-related educational opportunities to kids. There are a number of reasons why this type of training is important, and the Port is trying to figure out how best to incorporate a working relationship between the Port, Salish Sea, and the Edmonds School District. Commissioner Gouge added that the Port is working with local legislators to support changes in the Revised Code of Washington to allow ports more latitude to participate in educational opportunities.

#### **ADJOURNMENT**

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

Respectfully submitted,



James Orvis  
Port Commission Secretary