



PORT COMMISSION OF THE PORT OF EDMONDS

MINUTES OF REGULAR MEETING

November 26, 2018

COMMISSIONERS PRESENT

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

STAFF PRESENT

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

OTHERS PRESENT

Bradford Cattle, Port Attorney
Karin Noyes, Recorder

CALL TO ORDER

President Preston 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 NOVEMBER 13, 2018 MEETING MINUTES**
- C. APPROVAL OF PAYMENTS IN THE AMOUNT OF \$139,169.53**

COMMISSIONER HARRIS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

PUBLIC COMMENTS

There were no public comments.

CITY OF EDMONDS REPORT – MAYOR EARLING

Mr. McChesney introduced Mayor Earling, Phil Williams, Public Works Director, and Patrick Doherty, Economic Development and Community Services Director, Carolyn Douglas, Communications Manager.

Mayor Earling reported that the City Council is currently working its way through the 2019 budget process and there are several items of interest to the Port:

- Crosswalk on Admiral Way. This project has been included in the 2019 budget, and he anticipates the City Council will approve it. The proposed location would be slightly south of where it was originally anticipated in an area that has better sight lines. The project will be done in partnership with the Port of Edmonds.
- Parking. Parking is a problem throughout the City, particularly in the downtown core. The Port will be pursuing a parking study in 2019, and he thanked the Commission for being amenable to including a representative from both the City of Edmonds and Sound Transit. Sound Trans has designs of eventually expanding the parking in the area so this is a great opportunity to explore partnerships.
- Wayside Horn. The City has been working with Burlington Northern Santa Fe (BNSF) for a very long time to have the horns installed, and the Public Works Director recently reported that the project will move forward during the 1st quarter of 2019.
- Waterfront Improvements. This project is being done in conjunction with the Senior/Community Center Project, and the City Council recently included an additional \$933,000 to complete the entire parking lot. Originally, the City had agreed to pay half. The additional expenditure will be on the Council's consent agenda for approval on November 27th and will significantly reduce the \$4 million that still needs to be raised to complete the \$16 million project. As part of the agreement with the Senior Center, the City will do park and walkway improvements along the waterfront.

Commissioner Orvis asked if the walkway improvements would result in a continuous walkway from Brackett's Landing North to the dog park. Mayor Earling advised that it is the City's goal to have a walkable community from the far end of Sunset Avenue all the way past the marina, and improving the link in front of the Senior/Community Center will improve the pedestrian experience dramatically.

- Waterfront Connector. The City has been working intently for the past two years to put this project together, including an extensive public outreach process that involved two task forces that were both co-chaired by Commissioner Orvis. They have been able to put together a significant partnership that included funding and cooperation from the Port of Edmonds, State of Washington, City of Edmonds, BNSF, Sound Transit and Community Transit. The City Council recently passed a resolution that allows the project to move forward and additional funding to be raised. The City will receive \$6 million from the State of Washington in the next biennium, but it will need a certain percentage for a local match so they can approach the Federal Government for additional funding. He is concerned about safety for the waterfront area and other properties on the west side of the tracks. At this time, about 40 trains come through Edmonds every day, and this results in total delay times in excess of 1.5 hours every 24-hour period. When the double track project is completed, there will be between 80 and 100 trains per day through Edmonds. Safety is a paramount concern and there must be a way to get emergency services to the west side of the tracks and the waterfront. This project will begin to address these safety concerns.

As the City works to put together a funding package, it is important that Mayor Earling carries as much information and support as possible when he goes back to Washington D.C. in a few weeks to request federal funding. To that end, he requested that the Port become a funding partner by committing \$1.5 million for the project. At the suggestion of local legislators, he will also approach the State for additional funding. The City has already applied for several federal different grants, but it has been difficult to pin down the Trump Administration as to the process for securing these funds. Transportation funding, in particular, has been a real challenge. Sound Transit has been trying for months to break lose grant funding for the Lynnwood link. Now that the Democrats have taken over the House, the funding has suddenly become available. He learned

from a local congressman's head of staff that the Trump administration has finally started answering the emails related to funding. This is a very positive change.

Commissioner Faires asked what the City anticipates contributing towards the project. In addition to actual City dollars, Mayor Earling suggested that they also consider the staff hours the City has contributed to the project already. He advised that, eventually, the City will need to consider additional contributions.

Mayor Earling provided a presentation on the Edmonds Street Waterfront Connector Project, noting that the project's goals are to:

1. Provide safe, efficient and reliable access to the waterfront for police, fire and emergency medical service responders. He does not want people to die on his watch because emergency responders cannot reach them in a timely manner because the tracks are blocked. This has happened in the past.
2. Create a continuous pedestrian walkway along the waterfront. This would guarantee that pedestrians who want to access the waterfront and utilize the walkways would no longer have to wait for trains.
3. Help pedestrians, bicyclists and emergency responders avoid level conflicts with BNSF rail lines.
4. Provide the ability for emergency ferry off-loading during extended track shutdowns.

Mayor Earling reviewed that the Edmonds Waterfront Access Study considered 51 different alternatives. The City Council unanimously approved the project in November 2016 and authorized its placement in the Capital Improvement Plan. Two task forces were formed to review the alternatives and narrow them down to six and then two. The two alternatives (land bridge and promenade) were developed, evaluated and screened via an extensive public outreach program. They were then presented to the City Council and a public hearing was held on September 18th.

Again, Mayor Earling noted that trains block access to the waterfront 80 minutes or more each day, and this delays or isolates park visitors, beach and playground users, Port tenants and boaters, vehicles and freight on ferries, Senior Center users, restaurants and businesses and residents. Most importantly, it delays emergency response. The proposed connector would serve all of these individuals and businesses and provide a public amenity, as well.

Mayor Earling provided a picture of the original Land Bridge Alternative that was presented to the City Council and public for input. To address City Council concerns, the width was reduced from 49 feet to 31 feet, which is still sufficient for emergency vehicle access. The bridge will not be open for vehicular access, with the exception of emergency vehicles and the rare occasions when the ferry needs to unload and the tracks are blocked for an extended period of time. There will be bollards at both ends of the walkway so that only bicycles and pedestrians will have access most of the time.

Mayor Earling provided a rough drawing of the hybrid concept, which incorporates the reduced bridge width, as well as several other changes. The number of columns was reduced from three to two, the extended cantilever overlook was removed. The cross section west of the tracks was simplified, and a plaza was created at the landing with a more direct access between the restroom and beach. The project will also include 1% for the arts. He believes the finished project will be an attractive facility that the community will be very impressed with.

Mayor Earling advised that in August, the estimated cost of the project was at \$29,885,000, but the costs were later reduced to \$27,505,000 based on the changes made in the hybrid design. He explained that the majority of the funding will come from the State and Federal Governments, as well as supporting entities such as the Port of Edmonds. The project is currently at about 15% design, and they have funding to take it through the remainder of the design and permitting process.

Commissioner Faires acknowledged that the Port has a vested interest in the project, as does the Washington State Department of Transportation (WSDOT) and Washington State Ferries (WSF). He asked about the status of the City's current partnership with these other two entities. Mayor Earling responded that Washington State has already provided \$6 million towards the project and WSDOT is happy to follow through with this commitment. He has worked and

will continue to work with the Secretary of Transportation and the Secretary of Washington State Ferries, and both understand that the City will have additional funding requests.

Commissioner Preston requested clarification of the 40% design level contingency. Mr. Williams explained that, at this stage of the design, the contingency needs to be quite large to be realistic about what it will cost. As the design progresses, the contingency can get smaller. When the project goes out for bid, they generally do not put in a contingency. The intent is to start high to allow for any challenges that come up. He emphasized that the contingency is on the cost of construction and does not include the cost of mitigation for the portions of structure that are close enough to create some impact below the ordinary high-water mark. The City will be working with the resource agencies to identify the mitigation costs.

Commissioner Preston asked how much the project will cost the City in terms of staff time. Mayor Earling responded that the City has not identified a specific number yet. Eventually, there will be a funding gap, and that is when the City will have to step in with additional funding. Mr. Williams added that the City will apply for two State grants that can provide up to 60% of the project funding, but the odds of receiving both are not good. Collectively, the City could also apply for Federal grants for up to 80% of the project costs, but they are not expecting to be that fortunate, either. It would be exceptional if the City could obtain 60% to 70% of the funding from a combination of State and Federal Grants, with local partners, such as the Port of Edmonds, filling in the rest. For example, the City has also approached BNSF for funding. Although the project does not meet all of their criteria, they have had a number of meetings with a senior official from BNSF and it is clear they understand the project's importance.

Mayor Earling summarized that the intent is to cast the net as far as possible to solicit funding from a variety of sources. He recalled that the City was fortunate enough to receive the initial \$6 million state grant during an off-budget year because of well-developed relationships with the heads of the Senate and House Transportation Committees. Both are really excited about the project. In addition, Senator Liias currently holds the Number 2 position on the committee and is in the process of getting a very prominent position in the Senate. All of the local legislators are supportive of the project, which is another positive sign.

Commissioner Harris requested additional information regarding the park/environmental mitigation fee. Mayor Earling advised that the mitigation fee would be determined as the project progresses. However, he referred to an email from the Parks, Recreation and Cultural Services Director advising that the State Recreation and Conservation Office and the National Park Service have reviewed the plan for the connector as it relates to Brackets landing north and have determined that the project would not impact the park and actually add an amenity and pedestrian connection. Neither indicated compliance issues for that portion of the project.

Mr. Williams reviewed that the southern end is designated as a park and a portion of the marsh. The City is currently working on a major project to restore the environmental functions of the marsh, including daylighting Willow Creek, replacing stormwater pipes to Puget Sound, replacing the Beach Place Pump Station, redoing the culverts, and making channels that will allow fresh water to get in and out of the marsh. Not only will this project improve salmon habitat, it will also address flooding issues. He recalled that the State had previously proposed the Edmonds Crossing Project, which had a total price tag of about \$300,000 million. The plan was to relocate the ferry terminal over portions of the marsh, which would have had significant impacts. This project is no longer included in WSF's long-range plan. Therefore, WSF has indicated a strong interest in the waterfront connector project as a way to bridge to whatever the future ferry operation is. He summarized that the project represents a good compromise for the State, the City and the marsh.

Mayor Earling said he and Mr. Williams and Mr. Doherty will be going to Washington D.C. in less than two weeks, and it would add great power to their effort to have an affirmative action by the Port Commission in support of the project. An agreement from the Port Commission to contribute \$1.5 million toward the project would send a powerful message to those they speak with at the national level.

Commissioner Faires agreed that it is certainly the Port's responsibility to support projects that improve safety on the waterfront and the waterfront connector project appears to be an appropriate solution. The requested \$1.5 million appears to be a reasonable contribution, and the project would add great value to the community of Edmonds. However, he is uncomfortable making a commitment without knowing what the City and other local entities will contribute. While the Port will certainly benefit from the project, the greater Edmonds community will benefit a great

deal more, and this needs to be recognized by the City Council and City staff. He would like the Port's agreement to include contingencies that are appropriate with regard to where the rest of the funding will come from. Mayor Earling said there will like be some funding gap that has to be filled by either the City or another agency. He agreed that everyone in the community will benefit from the project, and the City Council is very aware of this fact. However, until they get the project moving forward, he cannot answer exactly how much the City will need to contribute.

Mr. McChesney asked if a letter of intent from the Commission indicating support for the project would be sufficient for their efforts in Washington D.C. Mayor Earling said a letter of intent, along with a commitment for \$1.5 million with certain provisos would be very valuable. He would like to have a talking point that the Port is very supportive of the project.

Commissioner Orvis agreed that the community may get the most value from the project, but it is less vitally important to the community than it is to the Port. There are 900 boats in the marina, along with 4 restaurants, and thousands of people visiting the waterfront every day during the summer months. He recognized that there is still some criticism relative to the preferred alternative, but it is the least costly of all of the acceptable solutions. Many people have suggested other options, but none were viable for getting emergency equipment across the tracks. The preferred alternative is a one-way structure that starts at the top of the cliff so you only pay for going down rather than up and over the tracks. While \$30 million is a lot of money, any of the other reasonable solutions were significantly more expensive. The preferred alternative offers the best solution to meet the requirements laid out at the start of the process.

Commissioner Orvis pointed out that Sound Transit, Community Transit, BNSF and the State have already contributed some funding. In addition, two senior officials from the WSF and WSDOT served on the task force, and WSDOT is producing a significant amount of money out of the State budget for the project. He proposed that the Commission make a \$1.5 million commitment as requested, recognizing that the details can be worked out at a later time. For example, the funding could be withheld until the project is underway. The Commission could decide to allocate the funding in \$500,000 increments per year so the budget would not be significantly impacted.

Commissioner Faires asked if it would impact the City's efforts in Washington D.C. if the Port's contribution were contingent upon the rest of the funding being available. Mayor Earling voiced concern about requiring the City to secure the total funding needed for the project before the Port's contribution would be available. However, he supports Commissioner Orvis's recommendation that the funding be allocated at \$500,000 per year for the next three years. It is the commitment he is looking for at this time.

Mr. Williams suggested that Commissioner Faires is concerned about the City having access to the Port's funds while the project is still speculative. He pointed out that the City already has enough funding to take the project through to detailed designs and work on securing grant funding. He suggested that the Port's contribution could kick in once the City has signed a contract to build.

Commissioner Faires suggested that the Port's commitment could offer \$250,000 immediately, with the remainder to become available when construction is contracted. Mayor Earling agreed that would be one possible approach, but he would prefer that the money be available at \$500,000 per year for the next three years. It would be helpful to have \$500,000 available for final design, recognizing that the project is on the path to construction. Commissioner Orvis recommended that the Port's commitment be made available when the project reaches the point where it is no longer speculative and the Port is assured that it will come to fruition.

Mr. McChesney suggested that he could work with the Port Attorney and Commissioner Preston to draft a letter of intent that demonstrates the Port's commitment to the project and the \$1.5 million contribution, but leaves open the details of how and when the Port would issue the funds. Mr. Cattle summarized that the Commission's intent is to commit \$1.5 million towards the project, with the caveat that it would be available when there is a commitment to engage in construction.

Commissioner Johnston commented that there has been a good public process for the waterfront connector project, and a \$1.5 million contribution from the Port seems reasonable. They can work out the specific details at a later time.

COMMISSIONER ORVIS MOVED THAT THE COMMISSION COMMIT \$1.5 MILLION TO THE CITY OF EDMONDS TO BE AVAILABLE WHEN THERE IS A CLEAR PATH TO CONSTRUCTION OF THE WATERFRONT CONNECTOR PROJECT. COMMISSIONER FAIRES SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

Mr. McChesney indicated he would work with City staff to prepare a joint press release relative to the Commission's decision to commit funding to the project.

SNOHOMISH COUNTY TOURISM BUREAU (SCTB) MARKETING PRESENTATION – AMY SPAIN

Mr. McChesney introduced Amy Spain, Executive Director of the Snohomish County Tourism Bureau, and Annique Bennett, Snohomish County Sustainable Tourism Development Specialist.

Amy Spain, Executive Director of the Snohomish County Tourism Bureau, advised that the SCTB and the Snohomish County Department of Parks, Recreation and Tourism (SCPRT) have worked collaboratively over the past year on a regional brand discovery process that identified the County's issues and opportunities relative to tourism. The process was led by Future iQ, an international sustainable tourism consultant firm, and the Milltown Creative Company, an Everett-based branding and marketing firm.

Ms. Spain pointed out that the beautiful outdoors is one of Snohomish County's greatest assets. As the city populations grow, more people will be interested in getting outdoors and experiencing nature. The County offers a wide variety of unmanufactured experiences and accessible luxuries, which results in a complete Pacific Northwest (PNW) experience. Seattle is a real draw for people visiting the PNW, and the intent is to encourage people to stay in Snohomish County and take day trips to Seattle.

Ms. Spain said one of Snohomish County's challenges is that it does not have a single iconic visitor draw. Instead, it offers a multitude of products. Because of its proximity to Seattle, it is not called out separately in any of the regional guidebooks and is often overlooked. The goal is to make sure the County's branding is distinct as being near but not part of Seattle. However, it is also important to acknowledge that people do not visit counties, they visit states, regions and cities.

Ms. Spain explained that the discovery process identified that the County's ideal visitor and target audience is the "Enlightened Explorer," which is defined as people who are looking for brands that align with their own personal values. They are looking for something different, they don't follow the herd, and they are not interested in perfectly manufactured experiences. They are seeking mental and physical wellness and awareness and are interested in PNW culture and values. They value the outdoors as an asset for recreation and as something to be preserved, and prefer to patronize small businesses over large chain stores. They also support brands that are responsible, inclusive and sustainable. She explained that sustainability means different things to different people, but generally includes integration with the local community, respectful of diverse heritages and cultures, creates lasting financial and social benefits, is supported locally and maintains and contributes to the health and vibrance of the natural environment.

Ms. Spain advised that the ultimate goal was to create a brand that will attract the "ideal visitor" and define the region in a way that attracts sustainable travelers and educates them about how to recreate in the area. The process resulted in a new visitor-facing tourism brand: Seattle NorthCountry, True PNW. She said research shows that people who visit Seattle want to explore more than just downtown Seattle and the north country beckons them to come. The new brand recognizes the County's close proximity to Seattle, and gives visitors an immediate sense of location. It allows the County to build on Seattle's popularity as a tourism destination, attracting visitors who are interested in Seattle but would prefer to stay outside of the city and enjoy the open spaces that the PNW has to offer. The intent is to highlight the region's outdoor adventure opportunities, arts and culture, aviation attractions, dining options, etc. Currently, Seattle is the 14th most recognized region in the United States by international visitors. Snohomish County is part of the greater Seattle area, and they want to utilize this to their best advantage. Many businesses in Snohomish County already use "Seattle" in their names and advertising.

Ms. Spain explained that the brand is a foundational brand for the County as a whole, but Snohomish County is large and has diverse visitor experiences, depending on the location within the County. To address this, they have defined the County like a state and identified specific visitor regions that align themselves with the natural geography. The

four regions have been vetted by stakeholders within the community for the past three years: Coastal Communities, Base Camp Communities, Skykomish/Snohomish River Valleys, and Stillaguamish/Sauk River Valleys. The type of visitor each region seeks to attract is defined and the regional attributes and points of differentiation have been identified. The intent is to highlight the regional points above the countywide brand using Seattle NorthCountry as its base.

Ms. Spain reported that the fastest growth is in Asia Pacific tourism, and Snohomish County is in a great position to take advantage of that in conjunction with the State tourism initiative. The County is working with a number of partners to launch the first Wee Chat platform, which is the Chinese version of a social media platform. The platform has three tabs that provide information about Washington State and the PNW, identify development opportunities for Chinese investors, and emphasize the areas' quality of life and opportunities for tourism. The platform provides both inspiration and authentic, place-based imagery and is proving to be a great success.

Annie Bennett, Snohomish County Sustainable Tourism Development Specialist, advised that the SCTB's new brand is based on the concept of destination management. Destination management is the model for the future and is all about leading through collaboration and strategic networking. It is the product of a study that was done by Destination International with 433 participants in 52 different countries, including some cities in Washington State. The concept is a shift from forecasting to engagement and placing a greater emphasis on partnerships and collaborations. She reviewed the following five goals for moving forward:

- Become curators of destination content.
- Become adapters of business intelligence and data science to capture data in a new way.
- Become catalysts of economic development, working more robustly with other economic development groups in the County.
- Become activists in community place making by engaging and creating network opportunities throughout the community.
- Become collaborators to build within the strategic networks and other agencies that are not traditional partners in tourism.

Ms. Bennett said a specific goal for 2019 is to better track visitor information, including daily arrivals, origin market (resident vs. visitor) and points of interest visited. This data will help grant applicants and communities who are working to attract visitors. She said she appreciates representatives from the City of Edmonds and Port of Edmonds who have participated in the process.

Mr. McChesney asked for a report on the status of Paine Field. Ms. Bennett reported that United Airlines just announced they are selling tickets for flights starting on March 31st, and Alaska Airlines has been selling tickets for flights that will start the second week of February.

Commissioner Faires said he likes the Seattle NorthCountry concept, which hinges on Seattle and the attractiveness of the urban Seattle area but highlights the outdoor opportunities available in Snohomish County. It fits perfectly with the whale watching opportunity that is currently available from the Port of Edmonds. He asked if SCTB has noticed or anticipates any impacts to the whale watching industry relative to a potential decision to preclude viewing of Orca whales as part of whale watching. Ms. Spain answered that the Whale Watching Association's position is that whale watching activities would not impact the Orca population. At this time, the report from the Orca Task Force is a recommendation. What, when and how the recommendation will be implemented has not yet been detailed. However, reading through the summary, the report primarily addresses the need to protect salmon habitat since salmon is the orca's primary source of food. Ms. Bennett added that the marketing team is very mindful about the need to share these concerns in order to raise awareness and provide educational opportunities. They understand the power of marketing and they can disseminate broader information to people who might respond and help.

Mr. McChesney commented that the SCTB has done a good job of building the brand and the Port has enjoyed working with them on this effort.

HOLIDAY ON THE DOCKS UPDATE

Ms. Williams reported that 16 boats from the Edmonds Yacht Club will participate in the event this year, and most are return participants. The boats will be located in guest moorage, starting on the north side of H Dock and spanning across to the north side of L Dock. She provided a map with the slip assignments. She advised that the event will start on December 1st and continue through December 31st, and the Yacht Club's major events will take place on December 14th and 16th. They are having a special holiday-themed dinner and a Santa brunch. As was mentioned at a previous meeting, Port staff will be serving hot apple cider and treats to the public on December 12th from 6:30 to 8:00 p.m. in the public plaza as people gather for the Argosy Christmas Ship. One Love Bridge, a Port tenant's band, will play music when the choir on the Christmas Ship is not performing. The event has garnered an incredible amount of interest on Facebook already, and she anticipates a nice crowd that night. In addition to Holiday on the Docks, Port staff will decorate the boardwalk railing, lamp posts and public plaza trellis with LED Christmas lights. So far, plans have been going smoothly and she does not foresee any major issues.

Commissioner Orvis asked if the event would be well-advertised. Ms. Williams explained that because the event has already received a significant amount of interest on Facebook, staff plans to pull back advertising the event and focus on the food drive and Holiday on the Docks.

2019 SLATE OF OFFICERS – PRELIMINARY

Mr. McChesney reminded the Commission that election of officers (president, vice president, and secretary) for 2019 will take place at the December 10th Commission meeting. A discussion about 2019 Committee Assignments will also take place on December 10th.

EXECUTIVE DIRECTOR'S REPORT

Mr. McChesney said he continues to work with Puget Sound Express (PSE) on operations for next year, and there are several moving parts that have to come together. First is the Facilities and Service Agreement, which the port has tendered to them. The current proposal is a 5-year agreement, but PSE has not yet decided if they want to do a 5-year agreement or go year-to-year. They are also in the feasibility stage of creating a gangway that will land right on the deck of the vessel to avoid the long circuitous route to load and unload. In addition, they are working on an option agreement for PSE to take the vacant parcel on the other side of Admiral Way.

Commissioner Faires asked about the timing for addressing the issues described above. Mr. McChesney said he expects to execute the option agreement before the end of the year, but the gangway issue will take more planning and engineering work. While the Port thought the proposed agreement included additional inducements, PSE is a bit concerned about a 5-year agreement in light of the new Orca Task Force recommendations. The Port is relatively indifferent as to the length of the agreement, and it will be a business decision made by PSE. While there are some things to do from a facilities standpoint, PSE has indicated they want to continue to operate out of Edmonds and staff will do everything they can to make that happen.

Commissioner Orvis asked if PSE has issued a final count for 2018 customers. Ms. Drennan said she has the number through October, which projects between 15,000 to 18,000 customers.

Mr. McChesney announced that staff and Commissioner Harris will meet with Makers on November 30th to put together the scope of work to move the public access planning process forward. He would like to have enough progress on the plan to bring it to the Commission's retreat in February. He anticipates the plan will be implemented using a phased approach.

Commissioner Orvis requested an update on the landscape project at the intersection of Dayton Street and SR-104. Mr. McChesney reported that the project was postponed because of manpower issues, but it is a high-priority item that will start in March of 2019 and be completed by May or June.

COMMISSIONER'S COMMENTS AND COMMITTEE REPORTS

Commissioner Faires advised that he would attend the Edmonds Economic Development Commission meeting on November 28th.

Commissioner Johnston announced his plan to attend the Washington Public Port Association meeting on December 5th through 7th in Bellevue. He also commented that Makers is an excellent choice to move the public access plan forward. In his professional career, they have been very good and will be a big help to the Port.

Commissioner Preston announced that he would attend the Edmonds Yacht Club's general membership meeting on November 28th. He also plans to attend the November 28th Edmonds Economic Development Commission meeting.

Commissioner Preston advised the he and Commissioner Harris would like to convene a Communications Committee meeting the week of December 10th.

ADJOURNMENT

The Commission meeting was adjourned at 8:50 p.m.

Respectfully submitted,



Jim Orvis
Port Commission Secretary