

MINUTES OF EVERETT PORT COMMISSION REGULAR MEETING  
November 13, 2012

PRESENT:	Troy McClelland	President
	Michael Hoffmann	Vice President
	Tom Stiger	Secretary
	John Mohr	Executive Director
	Karen Clements	Chief Finance Officer
	Brad Cattle	Port Attorney

CALL TO ORDER: Commissioner Troy McClelland called the Commission meeting to order at 5:02 p.m.

CONSENT AGENDA:

- Approval of Work Session Minutes of October 2, 2012; and Approval of Regular Meeting Minutes of October 9, 2012
- Approval of Bills for October 2012

Commissioner Michael Hoffmann moved to approve the items of the Consent Agenda for November 13, 2012. Commissioner Tom Stiger seconded the motion. A vote was called for:

Vote:	3-0
Yes:	Hoffmann, Stiger, McClelland
No:	None
Abstained:	None

Motion carried.

1. EXECUTIVE DIRECTOR'S REPORT

**Special Commission Meeting – 11/27/2012**

Executive Director John Mohr reminded the Commission and the public that the Port will hold a Special Commission meeting on November 27, 2012 at 9:00 a.m. for the purpose of holding a public hearing on the Port's 2013 budget and tax levy, and consideration of the final 2013 budget and tax levy resolutions for adoption. Appropriate notice will be published for the meeting.

**December 4, 2012 Single Commission Meeting**

John Mohr also announced that the Port will hold a single Commission meeting on December 4, 2012 at 5:00 p.m. in the Blue Heron Room.

**Richard Andersen**

John Mohr read a letter from Jim Andersen, the son of former Port Director Richard Anderson, into the record indicating that his father had passed away in September 2012. Mr. Andersen served as the Port's Executive Director in the late 1960's and early 1970's. A copy of the letter is attached hereto as part of the record.

**Washington Public Ports Association**

The Washington Public Ports Association (WPPA) holds its annual meeting on November 28 – 30, 2012 in Seattle. On Friday morning, November 30, WPPA holds its business meeting, and John Mohr asked the Commission President to name a delegate from the Commission to WPPA. John Mohr said that he is the alternate but will be away on business and unable to represent the Port at Friday's meeting.

Commissioner McClelland said that he will be attending the meeting the first and second day, but he also has other business on Friday and will not be available to attend. Upon discussion, Commissioner McClelland announced that the primary delegate for the WPPA meeting will be Commissioner Tom Stiger.

**Executive Session**

Port counsel Brad Cattle reported that on October 9, 2012, the Commission recessed into Executive Session at 5:19 pm, to conclude by 7:00 pm. The purposes of the Executive Session were to discuss with legal counsel a litigation matter, to discuss the negotiations concerning real property which may be leased or sold when public discussions might

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disadvantage the Port, and to discuss with legal counsel two matters concerning the acquisition of real property, which public discussion might disadvantage the Port's negotiations.

At 7:00 pm, Commission President Troy McClelland requested Port counsel Brad Cattle to announce to the public in the public meeting area that the Executive Session would be extended to 7:30 pm. At that time, the Executive Session concluded, the Regular Session was resumed and the Commission meeting was adjourned.

## 2. CHIEF ADMINISTRATIVE OFFICER'S REPORT

### **Strategic Goals**

Chief Administrative Officer Les Reardanz reported that in 2011, the Commission adopted operational goals for 2011/2012 by business lines - the Terminals, Marina and Properties. In the Terminal section, the goals were to increase port calls, cargo tonnage and containers by 10 percent over 2010 by the end of 2012. The Terminal met those goals in 2011, and continued to raise it again by 10 percent in 2012. Through the first three quarters of 2012, the Terminals are at 81 percent of goal for port calls, 89 percent of goal for cargo tonnage, and 78 percent of goal for containers. Staff has evaluated these goals as a success.

For Properties, one of the goals that was adopted was to increase the lease of current, vacant space by 50 percent by the end of 2012. Currently, Properties is at 22 percent of goal. There are negotiations currently going on that could help staff meet the goal. Staff has evaluated this goal as in progress.

Another goal is the reopening of the Weyerhaeuser Building. This goal was pushed out to 2013 for budgetary reasons. The preparatory work has been completed and the ground work has been laid. Staff has evaluated this goal as in progress for 2013.

The third goal was to complete the Marina District Master Plan in 2012. The strategy was adopted in October. Staff has evaluated this goal as a success.

The fourth goal for Properties was to complete an operational plan for the Riverside Business Park by the conclusion of 2012. That plan has been adopted and steps have been taken to start implementing the plan, including the Intermodal Sale. There has been placement of fill at Riverside Business Park to make sure that the area is out of the FEMA Floodplain. Staff has been coordinating with the Department of Ecology and has soil management procedures in place. Staff is also continuing to work with the City of Everett on transferring the streets and utilities to the City in 2013. Overall, the plan is completed and staff evaluates this goal as a success.

For the Marina, the first goal was to maintain occupancy in 2011 and increase occupancy by three percent in 2012 with the ultimate goal of six percent by the end of 2013. In 2011, there was a two percent increase in occupancy and Staff is estimating that by the end of 2012, there will be about a .4 percent increase in 2012, putting the total at 2.4 percent over 2010. The Marina is pushing forward but is behind on the 3 percent. Marketing continues with occupancy and with events held over the summer. Staff has evaluated this goal as in progress.

Another Marina goal was to renew the Clean Marina Certification in 2011 and monitor performance in 2012. This goal has been achieved and performance continues to be monitored, in anticipation of laying the foundation for future Clean Marina Certifications. Staff has evaluated this goal as a success.

A third Marina goal was to begin expansion of the Craftsman District Boatyard in 2011 for completion in 2012. The project was completed in 2012, and under budget and on time. It is a state-of-the-art environmentally compliant boatyard and is up and running. Staff has evaluated this goal as a success.

Commissioner Stiger commented that the Port measures progress at the Terminals by port calls, tonnage, containers and dollar revenue, and the Marina is measured by revenue and vacancy charts and various operations. He suggested that Properties should be done

either on a square foot basis or vacancy number, or in some other way to measure the progress in Properties.

Les Reardanz said that staff can modify how it is tracked and keep that information flowing to the Commission in that manner.

### **2013 Operational Goals**

The Terminal Staff set the bar high again for 2013 and again believes they can achieve a 10 percent increase in port calls, tonnage and containers.

For Properties, the goals staff identified were to complete the transfer of the streets and utilities in the Riverside Business Park to the City of Everett; opening the Weyerhaeuser Building for public events or lease by the end of 2013; and complete entitlement for the Marina District Development Strategy by the end of 2013.

At the Marina, the goal is to maintain occupancy in 2011, and increase occupancy by 3 percent in 2012, with an overall three-year goal of 6 percent by the end of 2013.

Les Reardanz said that 2013 is going to be a year of developing the Strategic Plan, and additional goals will come out of that effort moving forward.

### **2013 State Legislative Agenda**

Les Reardanz reported that various entities throughout the greater Snohomish County area have been meeting to develop a joint State Legislative Agenda in response to Legislators' requests. An agenda has been developed representing the Snohomish County Cities group including Everett, Snohomish, Mukilteo, Bothell, Woodinville, Stanwood, Lake Stevens, Marysville, Arlington, Snohomish County, Economic Alliance Snohomish County, and Snohomish County Committee for Improved Transportation (SCCIT). Port Staff has been involved in this process and concurs with the priorities set forth in the Agenda.

A coordinated County-wide legislative agenda will allow Washington State Legislators to understand the issues of County-wide concern, where there is County-wide concurrence, and will allow Legislators to focus efforts on matters where there is agreement. The priorities set forth on the agenda are also responsive to Legislators' requests for a coordinated Legislative Agenda. It is Staff's recommendation that the Commission adopt the agenda as presented.

Upon discussion, Commissioner Tom Stiger moved to adopt the 2013 State Legislative Agenda for Regional Priorities for Snohomish County as presented. Commissioner Troy McClelland seconded the motion. A vote was called for:

Vote:	2-1
Yes:	Stiger, McClelland
No:	Hoffmann
Abstained:	None

Motion carried.

### **Port's 2013 State Legislative Agenda**

Les Reardanz reported that the Port's legislative program includes adopting an annual Legislative Agenda for use in discussions with our State Legislative representatives. The agenda includes the following priorities:

- A capital budget request of \$2.6 million to invest in a roll-on/roll-off shipping berth;
- Preserving and stabilizing the Model Toxics Control Act (MTCA) funding for environmental cleanups so that brownfields can be put back into productive use; and
- Preserving the ASARCO Settlement Funds.

The agenda also includes a concern regarding potential increased dredging costs due to possible new dioxin guidelines and supporting a transparent, deliberate, and scientific study of fish consumption rates as those rates will drive cleanup levels and costs. It is Staff's recommendation that the Commission adopt the agenda as presented.

Commissioner Michael Hoffmann moved to adopt the Port's 2013 Legislative Agenda as presented. Commissioner Stiger seconded the motion. A vote was called for:

Vote: 3-0  
Yes: Hoffmann, Stiger, McClelland  
No: None  
Abstained: None

Motion carried.

3. 2013 PRELIMINARY BUDGET

Chief Finance Officer Karen Clements presented the 2013 Preliminary Budget to the Commission. The 2013 Preliminary Budget includes the total page for the 2013 Operating Budget and the total page for the 2013 Capital Budget, as well as the 2013 – 2017 Capital Improvement Plan. There have been a few changes since the presentation on November 6, 2012.

John Mohr reported that there are three items that he had discussed with the Commissioners individually but were inadvertently not incorporated into the budget in the November 6<sup>th</sup> presentation. The items include the addition of two personnel positions, and also an upgrade to the Marina Management System. The two positions proposed and that are incorporated into the current budget include the addition of a Marine Terminals Director of Planning to work under the Chief Operating Officer, and an additional Staff person for the Marina District Development Plan. The Terminal position will not replace the efforts of the Chief Operating Officer, but would augment them to provide for an opportunity to generate additional cargoes on top of what is being done currently. Success at the Terminals has increased activity, and the increased activity has taken some time away from the Chief Operating Officer's efforts, and Staff wants to augment the efforts in order to grow into other areas as well. As the Port moves forward with adding property to the Marine Terminals, Staff wants to make sure that the property is put to work as quickly as possible.

The second position is one that has actually been spoken of by David Leland in several presentations that he has made before the Commission regarding the Marina District Development Plan. Mr. Leland has been very outspoken about the fact that he felt the Port would need additional staffing to carry out the goals of the Marina District Development Plan, and so a position has been added in that capacity. Both of the positions carry with them additional costs that are incorporated into the budget line items in being able to carry out the responsibilities and duties of those positions.

The third item added is a Marina Management System upgrade. The Marina offices operate extremely well, but are way behind the curve technologically. The technology that is used is a combination of handwritten files along with a couple of applications of electronic programs. Staff would like to rationalize those programs to be able to eliminate the handwritten record keeping that is occurring, and John Mohr said he has asked the Finance Department to take the lead in this effort to electronically record all of the records and have them be much more efficiently available throughout the organization.

For those three items, the Port has increased the Marine Terminals Operating Budget by \$200,000; the Marina District Master Plan CIP by \$200,000, and then added \$100,000 to the Marina Management System CIP - M1. John Mohr said these are his recommendations and has asked that they be included in the budget for the Commission's consideration.

Karen Clements added that these items are reflected on both Exhibit A and Exhibit B. Exhibit A would be the Operating Budget, and Exhibit B is the Capital Budget. The first position for the Marine Terminals is in the Operating Budget - Exhibit A, but the second position – Marina District Development Plan is a CIP - so that position for 2013 is in that CIP. John Mohr said that this position would then roll up into the Operating Budget if it is continued into 2014. Commissioner McClelland reiterated that currently it is being reflected as a one-time cost in 2013 as a CIP, and then with the decision to move forward, it would be reflected as a regular Operating Budget item in the future. John Mohr indicated that was correct.

There being no further discussion, Karen Clements reported that the Notice of Public Hearing for the 2013 Budget sets forth the Public Hearing on November 27, 2012 which will be a Special Commission Meeting. Additionally, Karen Clements introduced three draft resolutions on the 2013 Budget and Tax Levy for the November 27, 2012 Special Commission Meeting.

Commissioner McClelland inquired about the Notice of Public Hearing. Karen Clements said the Notice was published on November 10 and will be published again on November 17, 2012.

Commissioner Stiger said the first resolution is an enabling resolution. For the second resolution, Commissioner Stiger said he has some information that may have a budget and tax implication and indicated he would get that information to staff and the Commissioners for consideration prior to the Public Hearing.

Commissioner Hoffmann inquired if the Property Tax Levy is primarily oriented around debt service on bonds. Karen Clements responded that the Property Tax Levy has been for capital projects or for debt service on capital projects, and there has also been a policy of the Commission of setting aside 10 percent for environmental.

Commissioner McClelland said that for the budget, ultimately the Staff's recommendation to the Commission is to do the best to understand the current assessed value in as many specifics as possible, and the recommendation is that in so doing, the Port would end up with a very similar assessed levy as the Port had in 2012. Karen Clements said that was correct.

#### 4 2011 PUGET SOUND AIR EMISSIONS INVENTORY UPDATE

Brandon Whitaker, Engineering & Planning Staff, presented the 2011 Puget Sound Air Emissions Inventory update. The 2005 and 2011 Air Emissions Inventory are products that come from the Puget Sound Maritime Air Forum and it is a membership that includes public ports, government agencies, and businesses. The strategic goals of this Forum encompass recognition, implementation and exposure.

The 2005 Air Emissions Inventory was the first baseline report that the Forum created and was managed by the Port of Seattle. The report covered a suite of pollutants such as carbon monoxide, volatile organic compounds and greenhouse gases, and it measured those pollutants through a suite of operation sectors that ranged from cargo handling equipment, heavy duty vehicles and ocean going vessels. In the span from 2005 to 2011, all of the forum members implemented their own individual environmental initiatives to help lower their emissions levels. The Port of Everett implemented its own initiatives as well that included green equipment such as the electric rail mounted gantry crane that is in use at the Mt. Baker Terminal, and use of ultra low sulfur diesel in use for the cargo handling equipment, the maintenance vehicles and is also available at the Marina fuel dock for recreational use.

The 2011 Emissions Inventory process started in late 2010 when Starcrest Consulting was selected to help perform number crunching for the work. The report was completed last month and was managed by the Port of Tacoma. The goal of the report from the outset was to track the trends in air emission levels from 2011 back to 2005. When all the numbers were tabulated and crunched, the result was that the Air Forum members did reduce the Air Emission Levels from 2005. In some cases, it was quite significant such as 40 percent reduction in volatile organic compounds. The take home message with the most recent inventory is that in general, the total air shed emissions has been reduced by 15 percent from the forum members initiatives since 2005.

In comparing the percentages from 2011 to 2005, it should be noted that in general most of the ports actually had a lower amount of business in 2011. The Port of Everett and Port of Olympia were the only two ports that actually increased business in 2011. In order to accurately compare apples to apples between the two inventories, the forum created a standard metric that looks at a metric baseline of per 10,000 tons of cargo. The report shows for the Port of Everett reductions in the major pollutants such as a 28 percent reduction in nitrogen dioxide.

The positive results of this investment show that the Port's initiatives (EMS and Sustainability programs) and metrics (normalized emission levels) are consistent with helping achieve the Port's 2012 goals for the Marine Terminals and the Port of Everett – Strategic Goals No. 2 and No. 6. Brandon Whitaker thanked the Maritime Air Forum members as it was a collaborative approach, and also thanked Starcrest Consulting and the Port of Tacoma for their diligent management of the project.

5. DEPARTMENT REPORTS

**Acquisition of Motors and Generators – Hitachi Cranes RFP Award**

Chief Operating Officer Carl Wollebek reported that on May 1, 2012 the Commission authorized Port staff to issue a public solicitation in the form of a Request for Proposals (RFP) for new Hitachi Gantry Crane Motors and Generators, and rebuild of existing motors and generators.

The Port received three responses to the purchase of Crane Motors and Generators RFP. As authorized under the RFP process, the Port structured the contract award to allow the Port to award a contract by line item, groups of line items or all line items to a single proposer or to multiple proposers, whichever is deemed in the best interest of the Port.

Following an internal evaluation and determination of the Port's best interests, Port staff recommends award of two (2) Hoist Motors to Dykman Electrical in the amount of \$307,170.00; one (1) Boom Motor and four (4) Gantry Motors to DMH Industrial Electric in the amount of \$65,378.00; and Crane Tuning and WISHA certification to Avtron Industrial Automation in the amount of \$21,600.00.

Commissioner McClelland said he was very supportive of this request and the equipment necessary to keep the Terminals growing and do the good work, and clearly this is very important.

Commissioner Hoffmann moved that the Commission authorize the Executive Director to execute any documents necessary to procure two (2) Hoist Motors from Dykman Electrical in the amount of \$307,170.00; one (1) Boom Motor and four (4) Gantry Motors from DMH Industrial Electric in the amount of \$65,378.00; and Crane Tuning and WISHA certification from Avtron Industrial Automation in the amount of \$21,600.00. Commissioner Stiger seconded the motion. A vote was called for:

Vote:	3-0
Yes:	Hoffmann, Stiger, McClelland
No:	None
Abstained:	None

Motion carried.

**Bay Wood Interim Action Cleanup Contract Award**

Erik Gerking, Engineering & Planning Staff, reported that on September 18, 2012, the Port Commission authorized Port Staff to call for public works bids for the Bay Wood Site Interim Action Cleanup project. The Port is under an agreed order with the Department of Ecology (DOE) for the cleanup of that site. The interim action expedites the cleanup of the upland portion of the Bay Wood property.

The project generally includes the excavation, loading, hauling, and disposal of contaminated soil and debris located in the eastern third of the Bay Wood property. The contract also includes site preparations, traffic control, environmental controls, and site restoration (backfill, grading, and hydro-seeding).

The work is scheduled to begin in late 2012 and expected to extend into early 2013, and will utilize planned budget from 2012 and 2013. Further, this work is reimbursable at a rate of 50 percent through the Port's Remedial Action Grant with the DOE.

Port Staff is seeking Commission approval to award the Bay Wood Site Interim Action cleanup construction contract to Clear Creek Contractors, Inc., who was identified as the lowest responsive/responsible bidder through competitive public works bids received on November 6, 2012 in the amount of \$802,883.72, including Washington State Sales Tax.

Upon discussion, Commissioner Michael Hoffmann moved that the Commission award the Bay Wood Site Interim Action Cleanup contract to Clear Creek Contractors in the amount of \$802,883.72, including Washington State Sales Tax. Commissioner Stiger seconded the motion. A vote was called for:

Vote:	3-0
Yes:	Hoffmann, Stiger, McClelland
No:	None
Abstained:	None

Motion carried.

### **COMMISSION PRESIDENT'S REPORT**

There was no Commission President's report.

### **COMMISSION DISCUSSION**

Commissioner Hoffmann said he asked Port staff to provide the Commissioners with some research that he conducted and asked to have a discussion with regard to the Delegation of Authority not just for the Port, but for the State of Washington, as it pertains to a substantive or interpretive and regulatory law making process. The Commission is charged with overseeing the Port as an asset, and Commissioner Hoffmann said he viewed that as a public trust. The Port is an asset that the Commission oversees on behalf of the public under the RCWs. His discussion points would be around the Delegation of Authority and the nature of those codes and how that authority is delegated to the Port and the Commission.

Commissioner McClelland said he reviewed the documentation but did not see specific action or thoughts as to discussion. Commissioner Hoffmann said it was just the beginning and he would like to do some further research and establish the Delegation of Authority from the constitution to the Port Authority with regards to obligation of the constituents. Commissioner Hoffmann asked the Commission to review the documentation that was distributed as a lot of the information pertains to a broader scope with regards to some of the national legislation.

Commissioner Hoffmann said he was interested in making a determination as to the Commission's authority to draw a legal conclusion that is construed as a licensed activity for which is private to those parties who are members of the BAR. Port attorney Brad Cattle cautioned about reading historic cases and historic laws, or taking them out of a particular context and not knowing if they have been superseded or updated in the case of laws. If Commissioner Hoffmann is trying to answer a particular question and arrive at a legal answer to that question, the question needs to be properly framed and reviewed by legal counsel.

Commissioner Hoffmann said he is primarily interested with the lawful Delegation of Authority from the people to the Port of Everett, and then as it pertains to the Constitution of the United States and the Washington State Constitution. Brad Cattle said that if he can help facilitate the discussion or help the Commission with the issue, he would be happy to do so.

Commissioner McClelland reiterated that Commissioner Hoffmann is asking the Commission to review the documents that he asked Staff to put together. Commissioner Hoffmann said he was in question of the lawful authority of some of the statutes that governs the Port and also what the true nature of the system is, and to fully understand the laws that the Port is acting under and how all of that authority has been delegated to the Commission.

Commissioner McClelland said he would read the documentation and suggested that the next step would be to understand what the Commission is being asked to discuss, and when an appropriate time to do that would be. Commissioner McClelland said he has read the RCWs and he understands them and that there might be a disagreement in terms of the interpretation, but he is happy to read the documents; and then if there are specific things Commissioner Hoffmann wants the Commission to think about, the matter can be discussed further in a public meeting.



John Mohr said there are limitations on Staff time and also on legal budget and asked for the appropriate authority from the Commission to be able to engage Mr. Cattle and any further associated costs. Commissioner Hoffmann said he would be happy to do the research and assembling of the documentation. At that point, it would be something he would bring up for discussion and the other Commissioners could do their own research. Commissioner Hoffmann said he would hope that the Commission could draw a conclusion on its own as to the Delegation of Authority.

Commissioner McClelland said he personally feels he is working within the context of delegated authority from the State of Washington. Commissioner McClelland said he would read the documentation, but he doesn't need to read the documentation to personally believe that he is working within the context of delegated authority based on his own legal review.

Commissioner Hoffmann said he would do the research and provide the research for further reading. Commissioner McClelland said he wants to understand how it relates to any impacts on budget before moving forward.

**Other Discussion**

Commissioner Stiger said he would be happy to represent the Port, along with any other Staff members, at the Richard Andersen memorial service.

Commissioner Stiger announced that the annual Holiday on the Bay event is Saturday, December 1, 2012. There is a lot of activity going on starting with a pancake breakfast at 9 a.m., and numerous children's activities are planned throughout the day. He also inquired about the Employee Recognition Event. John Mohr said the event is scheduled for December 13 in the Blue Heron Room beginning at 5:30 p.m. There are a number of employees who have reached some significant milestones at the Port - 30 year and 20 year employment histories - and the Port wants to take the opportunity to recognize them for their service.

**CITIZEN COMMENTS**

Chris Lamb, 16302 34<sup>th</sup> St., Snohomish, announced his displeasure with the Marina upland area. John Mohr responded that the cleanups are being done as a result of the requirements that have been placed on the Port by the State of Washington through the Puget Sound Initiative process.

THE MEETING WAS RECESSED into Executive Session at 7:08 p.m. - to conclude by 7:45 p.m. The purposes of the Executive Session were to consider the acquisition of real property for which public discussion could disadvantage the Port's negotiations, and to review the performance of a public employee. At the conclusion of the Executive Session there was no action taken by the Commission, and there were not any announcements. The Commission meeting was adjourned at the conclusion of the Executive Session.

THE REGULAR COMMISSION MEETING WAS ADJOURNED at 7:45 p.m.

APPROVED this 4<sup>th</sup> day of December, 2012.

EVERETT PORT COMMISSION

By:   
Troy McClelland, President

  
Michael Hoffmann, Vice President

  
Tom Stiger, Secretary



PORT OF EVERETT  
NOV 13 2012  
EXECUTIVE OFFICES

6 November 2012

John Mohr  
Executive Director  
Port of Everett  
PO Box 538  
Everett, Washington

Dear Mr. Mohr,

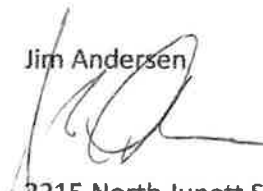
In September, my father Richard Andersen passed away quietly at his home in Gig Harbor. He was a long time resident of Snohomish County and served as the Port's Executive Director in the late 1960s and early 1970's. I've enclosed his obituary to provide you with a greater overview of his life and work.

I wanted to bring his passing to your attention because he was passionate about the Port and passionate about the welfare of Snohomish County. I recall many conversations during which he waxed eloquently on the challenges of creating jobs at the port while developing the Marina to provide greater public access to Everett's waterfront. As the originator of Salty Sea Days, his ambition was to create an annual event to re-kindle Everett's natural association with its maritime history. Perhaps when the economy begins to pick up strength in the next recovery, a similar maritime festival may reappear.

In the meantime I know he would be thrilled to see how well the Port has grown under your leadership, knowing his role in laying some of the foundations.

Sincerely,

Jim Andersen



2215 North Junett St  
Tacoma, Washington

# Richard Alden Andersen

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November 17, 1923 - September 25, 2012

Richard Alden Andersen passed away quietly in Gig Harbor, Washington on September 25, 2012 at the age of 88. Dick, as he was known to his family and friends was born in San Diego, and was the youngest of four children. His parents, Olaf and Cordelia moved the family to a variety of places up and down the West Coast during his early years. The family eventually settled in Palo Alto, California where Dick attended Palo Alto High. A talented self-taught pianist, he often joined his older brother Jim (an excellent trumpet player much sought after by traveling bands) and played music for local clubs and dances. Dick was also a star running back for his high school team and earned an athletic scholarship to football for Stanford University in 1941. An injury cut short his playing days at Stanford and he completed his education at Menlo Junior College in Sunnyvale in 1944.

Dick took a job with a coffee importer in San Francisco in 1945 and was posted to Maracaibo, Venezuela to learn the buying side of the business. Unfortunately during the rainy season he contracted elephantiasis and was forced to return to the Bay Area to complete his convalescence. He married Helen Ann Van Keppel in 1947 and they had three children: Elizabeth (Libby), Martha) and James (Jim). Dick worked for a time for his brother in law Pete Anderson in the ready mix and concrete business (Anderson Concrete) until he found a job back in the import/export and maritime industries. After working for several years in the import/export business in San Francisco, Dick bought a part interest in Nichols Tow Boat Company where he helped build the business during the 1960's. In 1967, he sold his interest and took a position as Sales Manager at the Port of San Diego which allowed him to travel widely throughout Asia creating relationships for the Port and various key trading partners in Japan, Taiwan, Korea, Singapore, and the Philippines.

He left the Port of San Diego to become Port Director for the Port of Everett, (Washington) in 1969. As a community leader, he helped architect the five year economic growth plan for Snohomish County. As Port Director oversaw the expansion and modernization of the Port of Everett which included building a facility to handle the export of bulk alumina. He was also the originator of the popular Salty Sea Days on the Everett waterfront which attracted well over 100,000 visitors each year during its run of 35 years (1975 – 2005).

After a brief stint as the Port Director for the Port of Stockton (California) Dick returned to the northwest and worked for a period as a consultant for transportation projects in the Columbia Basin and in Skagit County. He became the Port Director for the Port of Skagit County in 1977 and oversaw the development of Port lands into industrial parks which currently hosts companies like PACCAR, Inc., and Eddyline Kayaks.

Throughout his life Dick was a joyful playmate, compassionate father, and sage advisor to his children. Our weekends were filled with family focused events. One weekend it could be a trip to the beach to explore tide pools and beachcomb and on another an adventure in the mountains complete with an archery contest and hot dogs barbequed over an open campfire. Crisp fall weekends found our family attending Stanford Indian football games, where Dick, a passionate Stanford fan, enthusiastically maligned USC and Cal. On winter weekends he and Helen rose at 4:00 AM to take the family skiing at Dodge Ridge in the Sierras. These outings were always followed by his famous Saturday night dinners during which he would take over the kitchen and regale us with improbable tales. We could never be sure if they were fact or fiction. Our Sunday mornings found Dick back in the kitchen acting as short order cook, creating our favorite breakfasts. His love of food and entertaining are special gifts to his children.

Dick's extended family enjoyed his infectious enthusiasm and love of life as well. Family reunions found him spending time nurturing his nieces and nephews, counseling grandchildren, organizing pseudo Olympic sporting events - rock skipping, softball, swimming races. A reunion was never complete without his no rules croquet and his famous spaghetti (a secret recipe he wouldn't share).

Dick retired in 1986 and spent his retirement with his wife Helen traveling through Asia, Europe, Mexico and the American Southwest and hiking the North Cascades with a succession of silky terriers all called Frankie. He was a confident outdoorsman who preferred to spend his hot summer days knee deep in any river building dams from river rock to create a pool in which to cool off and relax. He became an accomplished wood carver and writer and devoted a good deal of his free time to assisting the Skagit Valley Symphony as its volunteer stage manager.

He remained active in the community until Parkinson's reduced his mobility. In 2009, Dick and Helen moved to Gig Harbor to be closer to family. Helen passed away in 2011.

A memorial service will be held in La Connor in November when the skies are grey and the boats are making their way out of the Sound. Contact the family at [justlibby@cox.net](mailto:justlibby@cox.net), [Jim.Andersen1955@hotmail.com](mailto:Jim.Andersen1955@hotmail.com) or [marthaandersen@sbcglobal.net](mailto:marthaandersen@sbcglobal.net) for further information.

Remembrances can be made in Dick's name to the Skagit Symphony (P.O. Box 1302 Mount Vernon, WA 98273) and to the Northwest Parkinson's Foundation, (400 Mercer Street, #504 Seattle, WA 98109.)





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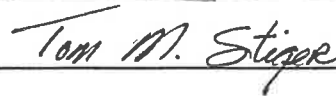
**Port of Everett  
Voucher Approval List  
for the month of  
OCTOBER  
2012**


We, the undersigned Commissioners of the Port of Everett, Snohomish County, Washington, do hereby certify the following vouchers/warrants have been certified and approved for payment this the 13th day of November, 2012:

		<b>Total</b>
Claims Voucher Nos	63999-64334	\$2,224,894.05
Claims Wire Transfers:		
10/1, 10/16	Wire Transfer - IRS	\$ 141,288.84
10/1, 10/17	Wire Transfer - Union Bk	\$ 21,127.43
10/24	Wire Transfer - Wa St Dept of Rev	\$ 44,709.22
10/31	Wire Transfer - Hirofumi Oshio	\$ 6,356.83
	<b>Total Claims</b>	<b>\$2,438,376.37</b>
Payroll Voucher Nos.	39239 - 39426	\$ 368,746.07
Payroll Wire Transfers:		
10/2, 10/9, 10/16, 10/23, 10/30	PMA Payroll (Longshore Labor)	\$ 220,640.18
	<b>Total Payroll</b>	<b>\$ 589,386.25</b>
<b>Total Expenditures</b>		<b>\$ 3,027,762.62</b>

  
\_\_\_\_\_  
President

  
\_\_\_\_\_  
Vice President

  
\_\_\_\_\_  
Secretary

Attest:   
\_\_\_\_\_  
Port Auditor