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The USS Abraham Lincoln returned home after a 10-month deployment to the Iraqi war zone with tremendous fanfare and emotional outpouring from the community. Special arrangements were made with the Port of Everett to open its industrial pier to the public.

“I don’t know that it would have happened without the cooperation of the Port,” said Everett Mayor Frank Anderson. “The site was very important. People feel so good about the City because of that homecoming.”

Kate Reardon, the City’s spearhead behind the celebration, said the idea of using the pier for the celebration came from looking out the window of City Hall.

“In all the other homecomings, people gathered at the City Parks,” she said. “The Port has that beautiful, huge industrial pier that can hold tons and tons of weight. Several departments worked together with the Port to make that happen.” While Reardon played a huge role in the process, Dave Cavanaugh, the Port of Everett
Marine Terminals Manager, played a very important one as well. His job “was to make sure everything here worked,” he said. This was no easy task. Because of security restrictions, only people who had relationships with Navy personnel were allowed on the Everett Naval Station. As a consequence, the community wanted to make sure that the women and men of the USS Abraham Lincoln knew how much they were appreciated by the community, said Port of Everett Executive Director John Mohr. “We wanted to have a venue where the sailors could actually see all of these folks who were so happy to see them. We made special arrangements with the Port’s insurance carrier to be able to open up the pier on a one time basis.”

Because the industrial pier is a commercial area, it is “neither desirable nor is it safe to open this facility to the community on a regular basis,” said Mohr. “I don’t think we have ever done it before. There was special security, and special efforts made to relocate industrial activities and supplies, such as the Burlington Northern railcars and Boeing containers. We actually had to reschedule a Boeing delivery so that it wouldn’t interfere with the people out on the dock. These are all special efforts that were taken so that when the Lincoln came home we were able to have nearly 10,000 people cheering their return on the pier.”

Cavanaugh, along with his work crew, put in many extra hours to make sure that things ran as smoothly as possible. This meant working closely with other entities, such as the Everett Police Department, Everett Fire Department, Everett Parks Department, Everett Transit, and the media. Meetings were held between Cavanaugh and one of the many other supporters almost every other day for several weeks prior to the USS Abraham Lincoln’s return.

Many security precautions were also taken, such as putting up a four-foot fence around the pier. The Port coordinated with the Coast Guard to provide information to recreational boaters in the channel awaiting the homecoming, and to also be around the pier on the off chance that an observer might want to take a swim. Cavanaugh said he was at the site by 3 a.m. on the morning of the return to finalize last minute details, including setting up the upstairs Chill Facility Office as a media room.

“Many boaters representing several different yacht clubs came together to welcome the USS Abraham Lincoln’s return to show support and appreciation to the many women and men serving aboard the ship,” said Port of Everett Commissioner Don Hopkins. “The boating event was well organized and everybody adhered to the special boundaries that were established by the Navy and the Coast Guard.”

“I thought it was absolutely wonderful,” said Mohr, “a great celebration, a tremendous coming together and a huge outpouring of emotion and gratitude. It created a sense of place for the community to be able to express its feelings toward the personnel of the USS Abraham Lincoln.”

North Marina Redevelopment continues

The North Marina Redevelopment is still on track, with the predevelopment agreement signed between the Port of Everett and Maritime Trust.

The Port of Everett previously contracted for conceptual master planning of the redevelopment with Maritime Trust, known as Phase I. They have now essentially agreed to continue working together through the environmental review and permitting stage, which is considered Phase II. The pre-development agreement, signed this past March, covered the “big picture,” as far as major deal points were concerned.

“Probably the most significant thing we are undertaking at the moment is securing the comprehensive plan, zoning code, and Shoreline Master Program amendments from the City of Everett,” according to the Port’s Senior Planner Graham Anderson. The Port received a positive recommendation on the Maritime Trust application from the City of Everett Planning Commission on July 15. The Everett City Council ultimately has to approve these amendments in order for the full range of the contemplated land uses to occur,” Anderson said.

Three alternatives are currently under consideration for the redevelopment of the North Marina, all involving some mix of residential, hospitality, office, retail, marina support and public access uses. Maritime Trust is continuing to work with the existing marina support businesses to better understand their long-range growth plans in order to properly design the Craftsman district. The dialogue also continues between Maritime Trust and the various yacht club organizations for mutual use of a multi-purpose building.

A more detailed development agreement between the Port and Maritime Trust, expected in August or September, will provide a specific outline of roles and responsibilities, Anderson said. “We still anticipate that part of the Port’s responsibilities are going to be elements like the utility infrastructure, the esplanade, public access features, and the related project of the 12th Street Marina.”

Following the city’s land use decisions on the zoning and important plan changes, the project-level environmental impact statement will be undertaken, which will again involve further public notice and participation.

“The Port is committed to doing a good job in this redevelopment process and in representing the interest of the taxpayers,” said Port of Everett Commission President Phil Bannan.
Journey Begins:
Rail barge seen as positive contribution to community and economy

moved from the Port of Everett Shipping Terminals to the Boeing Everett plant, Burlington Northern Railroad must shut down the main-line rail track to all other traffic for two hours or more.

The problem posed by Boeing to the Port is to move even larger rail cars, up to a maximum size of 35-feet wide by 35-feet high and 140-feet long.

Modifying the existing road bed around the current track was, from an engineering perspective, not possible to accommodate the maximum package size and still meet federal railroad administration requirements, said Mohr. “We also looked at filling in Port Gardner Bay, which we found had unacceptable environmental costs. We looked at cutting into the bluff, which, although possible, is undesirable from a cost standpoint and because it is destabilizing to the bluff.

“The dock seems to be the most feasible to construct and has the least environmental impact of any of the alternatives,” he said. Should the rail barge dock be built, it means the main rail line would be affected 15 minutes a day, rather than hours. It also gives Everett the opportunity to have a complete facility that would meet all the requirements of 7E7 production.

And if the 7E7 is not built here, it still allows Boeing to use new airplane construction methodologies by allowing the Port to bring in oversized parts for future models of 747, 767 and 777 airplanes for assembly at the Boeing Everett plant.

There are challenges, and concern. But Port officials believe it will be a positive contribution to the greater community, as well as to Mukilteo, the community in which it would be placed. “There is a healthy skepticism toward a new project,” agreed Mohr, adding, “I think the design will meet the public access needs of the people in Mukilteo.”

The conceptual pier is about half the size of the falling Government Pier already there. And because the new pier would be tucked up against the hillside, it would have minimal visual impact on the majority of residences along the bluff.

It would also be constructed in waters that are traditional treated fishing grounds and shellfish grounds for the Tulalip Tribes, with whom the Port is consulting. Mohr is confident that environmental mitigation is achievable.

“We will remove the Government Pier as part of the mitigation for the combined rail barge transfer facility and Washington State Ferries new ferry terminal, and replace it with facilities that are made of environmentally acceptable pilings of either steel or concrete,” he said. “We will use construction methods that are as minimally invasive as possible, and we have found a location in the subtidal terrain where eelgrass is virtually nonexistent. We think we will have little or no impact on existing eelgrass beds.”

Ultimately, the dock would have a positive economic impact as well. A very large number of people in Mukilteo and Everett work for The Boeing Company, he said, and the rail barge transfer facility would preserve job opportunities, and continue the positive economic effect of Boeing property tax dollars in support of Mukilteo schools and other local government services.

With the construction of a rail barge transfer facility, Mohr said Everett must be the prime location for Boeing to construct the 7E7. “I think it makes us the site to beat,” said Mohr. “Provided we have the necessary business climate in the state, the question will have to be ‘why not?’”

A new era in cooperation

From the Marina to the Arena, as it has been said, there is a lot going on in Everett. And the symbiotic, successful relationship between the City and Port is the cause of much of it, as well as the impetus behind future growth.

The majority of the Port’s property lies within the City of Everett, and Port management has, over many years, developed a good working relationship with the City staff. The common need and vision between them is propelling the two forward into the future.

“I think the relationship between the City and the Port gets better and better all the time,” agreed Paul Roberts, the City’s Director of Planning and Community Development, whose shoreline planning work impacts the Port and its development plans like no other department in the City.

Mayor Frank Anderson said the USS Abraham Lincoln Homecoming celebration would not have happened in the successful, community-building way it did had it not been for the cooperation of the Port. “I think we actually work very well together any way, the Port and City,” he said. At the dedication of the California Street Overcrossing, he noted the success was a result of “true community partnership.”

Port of Everett Executive Director John Mohr agrees. “These really have been great working experiences that actually have kind of culminated in the effort that we are putting forward for the location of the 7E7 program and the development of the rail barge

See New Era, Page 4
Passing of EHSB 1933 supports contention that shoreline environments are preserved and developed

In the passing of EHSB 1933 this past May, the State Legislature clarified its intent with the Shoreline Management Act, paving the way for continued work between the Port and the City of Everett to develop the waterfront and preserve its resources.

“We feel that Engrossed Substitute House Bill 1933 was a collaborative effort among the environmental community, the business community, and the public sector. It provided a very high-quality product that responded to the challenge and protected the environment,” said Port of Everett Commission President Phil Bannan.

The Shoreline Master Program sets the planned use for all shorelines in Washington State. It affects the Port of Everett’s shoreline properties, including the North Marina redevelopment, and the contemplated rail barge facility.

The Shoreline Management Act, which governs development within 200 feet of state waters, was implemented in 1971. Most jurisdictions have not updated their plans first drafted in response to the original act. Everett was the first to draft a new Shoreline Management Plan in response to a 1995 state law asking cities and counties to update their plans using the Growth Management Act. The Growth Management Act regulates urban and rural growth.

The state legislature gave them equal billing through EHSB 1933, saying, in essence, that the state does not give priority to one over the other.

“That passage and signing of this bill is critical to the Port of Everett in its shoreline endeavors involving public access, recreation, restoration and economic development, including such projects as the proposed rail barge transfer facility to add needed flexibility to the Boeing Everett Plant,” said Port of Everett Commissioner Don Hopkins.

A clear understanding of the state’s intent to allow for mixed use development on shorelines while protecting environmental resources is crucial to both the redevelopment of the North Marina and the building of a rail barge transfer facility, considered necessary to lure the construction of the Boeing 7E7 in Everett.

“It has been a very, very long and difficult challenge to get some kind of an agreement,” said Roberts. “My role has been to lead that effort,” said Roberts. “We are the first jurisdiction in the state of Washington to have completed a new Shoreline Master Plan under new guidelines as they existed.

“We started doing a lot of science-based inventory work in 1993. We knew it would lead us here. We have done science-based inventories for the entire industrial river area. Those inventories have met the test of best available science and are not being challenged. This plan provides greater protection than any other shoreline plan in the state.”

Continued from Page 3

New Era: ‘Symbiotic relationship provides opportunity’

“Those are all areas where we really have a symbiotic relationship,” said Mohr. “The economic opportunity that the Port is able to create provides a tax base and business opportunities within the City of Everett. At the same time, without the permitting authority provided by the City, we wouldn’t be able to redevelop these properties. And we mutually support each other through our individual marketing efforts.”

In the case of the rail barge transfer facility, the Port was able to use the legislative expertise of the City working in Olympia, as well as its own connections. The experience of the City planning department, along with the Snohomish County government and the Snohomish County Airport, allowed a professional response creating the kind of business environment needed to attract future generations of Boeing aircraft production.

“It is so very much a collaborative process,” said Mohr. “Whatever the next permutations are, it will be amazing.”
Kim Buike, former Naval Station Everett CO and now the new Marina Director, has retired. His successor, Bob Burdett, is determined to create a “kick back” atmosphere for his work environment.

Burdett was the Port of Everett’s new Marina Director. The job is just what he was looking for, he said—a leadership position within an organization with vision.

**New Marina Director brings leadership, vision to job**

Kim Buike is not what he or anyone else would call a “kick back kind of guy.” He is high energy, and he’s going to need it. As the new Marina Director for the Port of Everett, he replaces the unstoppable Connie Bennett, a force at the Port for 30 years until her recent retirement.

Connie came back as interim director for a short period until Kim began July 7.

“I do have really big shoes to fill,” said Kim. “Connie Bennett has done her job very, very well, and is highly thought of and very well respected. I know that my approach, my style, will be different. No better, nor worse, necessarily, than Connie—just different.”

And he knows that can cause some anxiety, which he will do his best to ease through management and leadership.

“Management and leadership are two different things, he said. Management is about resources. Leadership is about people. “As a manager, I will apply whatever experiences I have and abilities I have to make the most of the resources over which I have influence. In the management business, I am kind of meticulous. I am a detail person. I find out how things are happening, and I ask a lot of questions. I do that just to learn. And then later on I ask questions to get people to think out of the box.”

The job of a leader is to facilitate the success of the people you lead. It is an aspect of leadership which the Port has right, he said. A leader, he added, is a person with vision, and who is trusted to make that vision happen.

“I also think a leader looks for opportunities to partner with other organizations, with other leaders. That’s something I hope to take advantage of and find ways to do—in order to facilitate success and facilitate progress.”

The Port offers a leadership and management role that Kim was looking for in a new career—without going far from his old one.

He just retired (though he hates the word), from the U.S. Navy, most recently as a Captain for the University of Washington ROTC, and previously as the Commanding Officer at Naval Station Everett.

The Port of Everett Marina offers a leadership challenge the former Navy base CO feels up to. “When I made this transition out of the Navy, I was looking to join an organization which is moving forward. I am not keen on stagnation. I wanted a position with an organization that had vision, and was moving forward, embracing change and progress. The Port has a vision for the future.

“And I want it to be fun. I am 48 years old. Why would I want to do something that’s not enjoyable?” he said.

He has set for himself a personal goal to run a marathon—a first for him. “Running a marathon would be another achievement that demonstrates to myself that I am still able to do a lot.”

His three children, a 17-year-old boy and two girls, 15 and 12, think 48 years is old, he said, whether he runs a marathon or not. They are among the many reasons he is glad to stay in Everett, a community he has been a part of for six years.

“The Port of tomorrow is going to be different than it is right now,” he said. “I think having somebody new come in right now makes sense. It is a good time to do it. I just count myself most fortunate that I happen to be the one.”

Kim Buike started July 7 as the Port of Everett’s new Marina Director. He has 27 years of management experience in the U.S. Navy, including 12 years operating and maintaining ships and small craft, and 4 ½ years experience overseeing all operations and maintenance at Naval Station Everett.

His resume includes:
- Supervisor of an 11-member ROTC staff at the University of Washington.
- Commanding Officer for three years and Executive Officer for 16 months of Naval Station Everett, directing a combined military and civilian workforce of 500, overseeing management of homeport facilities and operations supporting nine ships, 20 tenant organizations, a recreational marina, and a customer base of 6,000, with an annual operating budget of $20 million.
- Bachelor’s degree in Computer and Information Sciences from Ohio State University, a Master’s Degree in Business from the University of Washington, and formal training in waterfront facility management.
- Active involvement in the Everett Area Chamber of Commerce and United Way’s Campaign Leadership Team.

**Profile: Kim Buike**

**Seasonal employees, security, summer interns hired at Port**

The Port of Everett has hired three new employees, as well as a slate of seasonal hires.

- Kim Buike, former Naval Station Everett Commanding Officer, joined the executive management team as the new Marina Director. A full article on Kim is included above.
- Todd Kleinbrock is the new Maintenance Helper at the Port of Everett Marina and Marine Terminals department. He joined the Port in late April, formerly working at the Everett Marina as the Fuel Dock Attendant in the summer of 2002. He is active in outdoor sports and pursuing a college degree.
- Bob Burdett was hired as a part-time security officer in the Marine Terminal area. He is a lifetime Everett resident and avid golfer.

The seasonal employees at the Port are:
- Robert Lowry, Seasonal Guest Attendant; Christina Wolven, Marina Office Assistant; Andrew Burke and Hal Carter, Fuel Dock Attendants; Al Elliott, Seasonal Boat Ramp Assistant; Tate Berg, Kimberly Hotton, Mariah McCausland, David Star, Joe Veleber, and Kristin Jones as Seasonal Maintenance; Brittany Jarvis, Seasonal Maintenance and part-time Market and Research Intern, Executive Offices; Mike MacEacher, Engineering Intern; and Gerald Baze, Seasonal Security.

**Seasonal Security.**

- Todd Kleinbrock, Seasonal Guest Attendant; Tate Berg, Kimberly Hotton, Mariah McCausland, David Star, Joe Veleber, and Kristin Jones as Seasonal Maintenance; Brittany Jarvis, Seasonal Maintenance and part-time Market and Research Intern, Executive Offices; Mike MacEacher, Engineering Intern; and Gerald Baze, Seasonal Security.
Terminal News

New Zealand fruit brings in business

From early May through early August, five refrigerated ships are transporting apples and pears from New Zealand to American market destinations through the Port of Everett.

The David Oppenheimer Group, a large fruit importer and broker headquartered in Vancouver, B.C., brought its business to Everett. They will unload roughly 1,400 pallets of fruit per vessel, or 75 truckloads; half of the ship is discharged here and the other half is unloaded in Los Angeles.

“We are basically acting as a distribution warehouse,” said Port of Everett’s Marine Marketing Director Carl Wollebek. The Port loads between 10 and 30 trucks per day, destined throughout the Northwest and as far as Chicago. Members of the International Longshoremen and Warehousemen’s Union (ILWU) Locals #32, 91 and 52 handle distribution. Ship unloading is done by Jones Stevedoring. The Port invested in inventory management tools to help track the cargo, including bar code scanners provided by Intermec, an Everett-based company.

When a ship is in port, it employs roughly 60 longshoremen for unloading. The product is then moved into a refrigerated warehouse, which the Port built in 1993 to handle apple and pear export.

“We’re really happy to see this work in Everett,” said Gig Larson, Business Agent for ILWU Local 32.

This import business was originally at the Port of Seattle, which has a refrigeration warehouse five times larger. Seattle found operating such a large facility unfeasible, and no longer accepted the importer’s shipments. Everett’s smaller size made it more efficient. It also meant, however, that the importer had to send half of its cargo to Los Angeles for shipment to its southern destinations.

Eagle Scout badge earned with work at Union Slough; Boy Scout continues his good deeds

Cory Larson, who convened a crew of nearly three-dozen volunteer workers to help plant 20 trees and place benches in the area, earned points towards his Eagle Scout requirements by helping to restore the Union Slough. He was officially inducted into the Eagle Court of Honor on March 8.

Larson, who will be a sophomore at Archbishop Murphy High School in the fall. He maintains a 3.8 grade point average, while staying actively involved in the school’s soccer and track teams, as well as various other activities.

Archbishop Murphy High School also requires students to volunteer community service hours each year. Cory, unable to use his Union Slough project to meet that requirement, spends after school hours and weekends volunteering at the Grandview Retirement Home in Marysville.

And although his 21 hours are up, he still regularly attends the home to spend time with the residents, making them balloon animals and hats and just being a listening ear to those who want to have someone to talk to.

“Cory loves life and has such a positive personality,” said Gayle Humann, Larson’s mother. “He really enjoys spending time at Grandview and gives the residents something to look forward to,” proving that this Boy Scout’s charitable giving isn’t up anytime soon.

Larson visited Union Slough every couple of months, usually on his way home from school with his dad, to check up on the progress of the area. What he sees is that all of his hard work is paying off.

People are now frequenting the slough more often, usually in the mornings and afternoons, he said. Those who stop over at the slough seem to be there to just enjoy the scenery, take a stroll, or look for any wildlife that might decide to visit as well.

Last October, the Union Slough Restoration Project had a helping hand from the Eagle Scout. “There was nothing for people to sit on, or trees for animals to come to” said Larson, now 15. “I thought enhancing the ecosystem would invite more people and wildlife to the area.”

The M/V “COLUMBIA” discharged New Zealand apples and pears at the Port’s Hewitt Wharf on June 17 and 18.

Cory Larson received his Eagle Scout badge after completing volunteer work at the Union Slough.

Cory Larson checks on work at the Slough

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Individuals from his troop have also commented that they have visited the area, making him very happy with the result of his project, he said. Larson describes it as a very “tranquil” place to be.

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Live music on the waterfront is free

It’s free live music this summer. From funk to rock to jazz-fusion. Hear diverse musical styles performed by the Puget Sound Region’s most popular musicians at the 22nd annual Music in the Parks Summer Concert Series presented by the Everett Parks & Recreation Department.

Enjoy an eclectic variety of musical and performing arts while surrounded by the natural beauty of the Pacific Northwest. The free outdoor concert series runs from Tuesday, July 8 through Sunday, Aug. 31 in three different venues, Forest Park, Legion Memorial Park, and Port Gardner Landing on Everett’s Waterfront.

Highlighting the Comcast Waterfront Concert Series this year are Das Rut, with founding members of Makhtub and Rockin’ Teenage Combo presenting their improvisational funk. Also North-west blues extraordinaire Jude Bowerman will be performing his high energy and uplifting non-stop grooves. His distinctly original tone and firey guitar playing will have the crowd on their feet. New World Fusion will heat up the scene with the return of Guarneri Underground.

Kids can experience pint-sized blues this summer at the Legion Park Children’s Concert Series with the Blues Berries. The Forest Park Family Series is featuring 2003 Grammy Winners, Tingstad & Rumble performing their acoustic Americana music. Tingstad & Rumble has close ties to the local community with Eric Tingstad’s wife Carol being raised in Everett. “We are very excited to play an outdoor concert and share our Grammy in the town of many friends and family,” says Carol Tingstad the band’s booking agent.

Waiting list for moorage better than in past

While there are currently no moorage slips available for rent in the Everett Marina, the outlook is much brighter than in previous years for prospective tenants.

The wait is currently only a couple months for smaller boats, with the wait time increasing as a boat gets larger. The wait is longest for the larger boats. For a 50-foot covered moorage, the wait is approximately 10 years. For more specific information about the waiting list or moorage at the Port of Everett, call the Marina Office at (425) 259-6001.

Comcast Waterfront Concert Series: 6:30-8:30 p.m., Thursdays, at Port Gardner Landing
July 31
Aaron English
Epic World Fusion
August 7
Flowmotion
Eclectic Strataphonic Jam Band
August 14
Expression Latina
NW Premiere Salsa Band
August 21
Jude Bowerman
Soulful Blues & Funk
August 28
Magdalena Hsu-Li
Contemporary Singer & Songwriter

Family Concert Series: 1:30-3 p.m., Sundays at Forest Park
August 3
Sub-Motive
Alternative Rock
August 10
Tingstad & Rumble
2003 Grammy Winners
August 17
Everett Chorale
Choral Classics
August 24
Seattle Kokon Taiko
Drum Ensemble

August 31
Scott Lindenmuth
Contemporary Jazz Fusion

Children’s Concert Series: noon - 1 p.m., Tuesdays at Legion Park
July 29
Dana
Swingin’ Ditties for Kids
August 5
Tim Noah
Super Tunes for Super Kids
August 12
Jim Valley
Songs from the Rainbow Planet
August 19
Brian Walle Band
Interactive Fun from High-Energy Trio
August 26
The Blue Berries
Rockin’ Blues for Kids

Art festival, swimming on sandy beaches part of summer at the Marina

Summer at the Everett Marina offers fun and activities for all ages, ranging from the warm sandy beaches on Jetty Island where swimming is a must, to music, art, fishing and fresh food.

Fresh Paint: Outdoor Art Festival—The Northwest’s only outdoor arts festival featuring artists at work making their art. Over 40 artists will participate this year, including 21 new artists and 19 returning from last year. For the seventh year in a row, Fresh Paint will delight thousands of Everett residents and visitors with its hands-on appeal, music and fun. The Children’s Museum of Snohomish County will provide art activities for families. The steel drum band Pan Duo will provide its popular lively Calypso music to set the tone for the entire day. And, the Everett Farmer’s Market will bustle with activity, right in the middle of it all. The festival runs from 11 a.m.-5 p.m. on August 17, along the promenade of the Everett Marina. Call (425) 418-2365 for more information.

Jetty Island Days—Jetty Island started the season on July 5 and runs until August 31. Enjoy sun, sand, and warm waters, as well as various activities such as nature walks and picnicking. The free ferry runs every half hour, 10 a.m.-6:30 p.m., Wednesdays-Saturdays; 11:30 a.m.-5:30 p.m., Sundays, departing from the 10th Street Boat Launch. For more information call Everett Parks and Recreation at (425) 257-8300.

Farmers Market—This local market runs every Sunday from 11 a.m.-4 p.m., through September, between 18th Street and West Marine View Drive. The market is packed with goodies that everybody will enjoy. Enjoy fresh, homegrown vegetables, flowers, handmade crafts, and other products, all from local growers. For more information call (425) 921-3392.

10th Annual Coho Salmon Derby—Join more than 1,500 other people in the largest fishing derby on the West Coast, and compete to win a grand prize of $2,500, rain or shine. Open to the public and determined to be bigger and better than last year. Tickets for adults are $20, which includes fishing for both days. Tickets for children up to 12 years old are free. Over 300 prizes will be given away over the course of the weekend. For more information, or to find out where to purchase tickets, call Mark Spada at (360) 563-2829.

Mosquito Fleet Whale Watching Tours—Cruise the waters of the San Juan Islands and be on the lookout for whales! The Mosquito Fleet departs every morning during the peak season (now through Labor Day) at 8 a.m. and returns to the Everett Marina docks at 6 p.m. Prices are $79 for adults, $39.59 for children 3-17, and $74 for seniors. After Labor Day weekend, prices are reduced $10 for adults/seniors and $5 for children. Private charters are also available. Call (425) 252-6800 to sign up for a tour.
California St. Overcrossing dedicated

The Port of Everett hosted a dedication of the newly opened California Street Overcrossing in late May at the Port of Everett’s Hewitt Terminal, with elected officials breaking champagne bottles on the new overcrossing and a train running by.

A train chugged past in mid-ceremony, causing Andrew Johnson with the Governor’s office to speak increasingly louder. “This project is great for retirees in Spokane and for farmers in Ellensburg,” yelled Johnson. “Freight mobility projects like this … speed up commerce, and they enable this train – it’s perfect! – to travel through while truck traffic goes right over the top. It makes commerce a success.” Johnson, Executive Policy Advisor to Governor Gary Locke, was one of several dignitaries speaking.


The Port of Everett’s partnership with the State, City of Everett, and Tacoma, the Port Authority, the Transportation Investment Board, and the three railroads involved, The Burlington Northern Santa Fe Railroad, Freight Mobility Strategic Investment Board, the Washington State Department of Transportation, the Puget Sound Regional Council and the Federal Highway Administration.

“An example of an excellent regional transportation planning process,” said Port Commissioner Jim Shaffer. “This overcrossing is a result of identifying a severe problem and pulling all affected government and private parties together and solving it.”

The overcrossing was opened to traffic on April 16. The project also features a wide sidewalk, promoting safe pedestrian access to the waterfront and linking West Marine View Drive with an eventual shoreline public access trail. It increased worker safety and access to the Marine Terminals, as well as vehicular safety with the closing of two at-grade rail crossings to vehicular traffic at California Street and Hewitt Avenue. A third grade crossing at Bond Street is slated for closure in early 2004.

“This truly represents community partnership,” said Mayor Anderson. Senator Murray helped secure $120 million for FAST Corridor. The FAST Corridor is a national model of success, with officials from around the nation coming to see what is being accomplished. Ten of 15 Phase I projects are completed in the state, she said. Senator Murray also noted that Washington is a trade-dependent state, with one out of three jobs related to international trade. The project’s $12.4 million in funding included $4.6 million from the Transportation Improvement Board, $1 million each from the Ports of Everett and Tacoma; $900,000 from the Burlington Northern-Santa Fe Railroad, and $317,000 from the Freight Mobility Strategic Investment Board. Federal funds through WSDOT’s Highways and Local Programs included $2.2 million from FAST; $1.7 million from TEA-21 Surface Transportation Improvement Program, and $650,000 from other TEA-21 funding.

State Senator Reardon noted the project, managed by the City of Everett, was on time and on budget. He said keeping the region competitive “will keep us moving through this economic slump – opportunities are tangible.”

Snohomish County Executive Bob Drewel noted it was a “great day for our region,” thanking Senator Murray and State Senator Reardon. “Together we are turning a corner on transportation.”

Port to receive security grant

The Port of Everett was named one of the recipients in Round II of the Transportation Security Administration Port Security Grant Program. Named by the Department of Homeland Security and the Transportation Security Administration (TSA), the Ports of Everett, Seattle and Tacoma will receive a combined $10 million of $105 million awarded nationally in TSA funding, while the Ports of Seattle and Tacoma will share $13.3 million in Operation Safe Commerce (OSC) funding.

A total of $245 million was awarded to ports and related maritime facilities across the United States. An additional $58 million was also awarded for OSC funding. The Port of Everett itself will receive $580,000 in TSA funds, which will be divided between two separate security projects.

While details have not been finalized, officials at the Port of Everett have a pretty good idea how the money will be used. Everett was allotted $480,000 to be spent on Perimeter Security Enhancements, while the remaining $100,000 will be used for Access Control Gates. Under the Perimeter Security Enhancement fund, approximately 8,000 feet of fencing will be placed around the Marine Terminals. The fence will start at the north end of the Terminal, where the property runs into Kimberly Clark, and run along the outer border along the west end of Terminal Avenue.

The Access Control Gate fund will allow officials to place electronically powered gates at all five railroad entrances to the Port. Powered gates will be placed at all roadway main entrances as well. Port of Everett Deputy Director Ed Paskovskis said “this is a great starting point for the Port and will help to improve security in the near future.” The Port of Everett hopes to see these enhancements implemented early next year.