



PORT REPORT

Creating Economic Opportunities



JUNE EVENTS

- **Fridays:** Food Truck Friday
- **Sundays:** Everett Farmers Market
- **June 4/11:** Port Commission Meetings
- **June 8:** Marina Cleanup Day
- **June 11:** ESPS Propane Safety Seminar
- **June 15:** Milltown Sailing Boater Outreach
- **June 20:** Port of Everett Strategic Plan Update Open House
- **June 20:** Waterfront Place Open House
- **June 20/27:** Music at the Marina



EXECUTIVE

In May, the Port Commission awarded \$20,000 in sponsorships to community events that support tourism within the Port District. Recipients include City of Everett Stars & Stripes Fourth of July Festival, Mukilteo Lighthouse Festival, Fresh Paint Arts Festival and Wheels on the Waterfront.



SEAPORT

The structural steel components for the Washington State Convention Center addition are coming through the Port of Everett Seaport. Additional shipments are anticipated in June.



MARINA

Port of Everett and Signature Sponsors SeaLevel Properties + GRACORP, present the 4th Annual Sail-in Cinema outdoor movies to kick-off July 19. Join us at Boxcar Park Friday nights July 19 - Aug. 23. More information at www.portofeverett.com/sailin.



REAL ESTATE

On April 25, the Port Commission authorized a new office lease with NSF International, a global public health and safety organization. NSF moved its seafood services program from Seattle to the Port of Everett to be centrally located between Seattle and the Canadian border, allowing for more convenient access for both U.S. and Canadian seafood industries.

Mills to Maritime: Port Ownership Ensures Reliable Economic Prosperity

BY LES REARDANZ, PORT OF EVERETT CEO

On June 4, the Port Administration will be recommending to the Commission to authorize condemnation on up to 67 acres of the vacant Kimberly-Clark mill site in Everett.

Why? We believe it is in the best public interest to maintain critical public infrastructure, such as a deep-water port, in public ownership to support maritime commerce, economic development, international trade and support the Department of Defense and other branches of the U.S. government. This property should be in Port ownership, managed by the Port District that is accountable to the public through elected commissioners, for the next century. This is what ports do, and why we were originally created.

This property is located in the heart of the federally secure urban deep-water maritime complex that supports more than 42,000 jobs in the region, nearly \$500 million in state and local taxes, and supports an annual average salary of \$86,703. Snohomish County is the most trade dependent county in the state, with 60% of the jobs tied to trade and supported by more than \$21 billion in U.S. exports (2018).

The Port has been consistent since the mill closed in 2012 that its top priorities on the site were to restore the jobs lost because of the mill closure, support maritime job growth, and ensure the ongoing success and protection of this public resource for international trade facilities and Naval Station Everett. In 2013, the city of Everett, after a significant review and public process determined the highest and best use of the site was for urban deep-water Port and maritime jobs, and not such non-water dependent uses as a business park.

This is not an action, or recommendation we take lightly, and we have worked for years in good faith with Kimberly-

Clark to attempt to reach a successful transaction without success. Just days after the Port announced its intent to consider condemnation, Kimberly-Clark announced an agreement with a private partnership to create a distribution center for fish processing and site corporate headquarters — most of the uses are not deep-water dependent. Port administration recommended moving forward with the June 4 meeting action as it believes public ownership is essential for this vital piece of our working waterfront.

With that said, the one thing that is constant is that businesses come and go. The Port has been in the community for 100 years and will continue to serve the public's economic development interests for another century. If the Port had owned the land under Kimberly-Clark, it wouldn't still be sitting there vacant today over seven years later. This current situation with this vacant property is a prime example of why ports were formed. To ensure continuity of deep-water access to all users.

The private sector, despite significant efforts from reputable and well-meaning companies, has been unable to successfully transact on this complex property due to financing, significant environmental challenges, and cost of building on the site. The Port is positioned to implement a near-term and long-term plan for the site that ensures job creation and economic development while a multi-year (or decade) cleanup effort is on-going.

The Port has the demonstrated experience of cleaning up and putting contaminated industrial properties back into use, and can effectively and efficiently do so here also, all while ensuring public ownership to protect the property's economic vitality for the community into the future.



Two Ship-to-Shore Cranes Head to Port of Everett

The Port of Everett's recently acquired cargo cranes are officially en route to Everett. On May 31, Foss Maritime departed Port of Los Angeles Everport Terminal with the two, 100-foot gauge ship-to-shore cranes in tow, anticipated for arrival at the Seaport June 8 - 9.

This critical cargo handling equipment is destined for use at the Port's modernized South Terminal where a \$57 million modernization project is nearing completion. The project strengthens the wharf to ensure the Port's facilities are ready to support the next generation of ships and over-dimensional cargo now calling Everett, including aerospace parts for the new 777X.



The two, container cranes aboard a Foss Maritime barge, sea-fastened and ready to depart the Port of Los Angeles on the 1,177 nautical-mile journey to the Port of Everett.