The Port of Everett is an Economic Development Enterprise carrying out the public’s trust to manage and develop resources, transportation facilities and supporting infrastructure to enable community opportunity.
September 2007: Strategic Plan Adopted by the Port Commission
September 2012: Port Commission adopts new mission statement
February 2013: Port Commission adopts new vision and core values
June 2013: Staff updated governance, projects, boundaries and historical context
January 2014: Updated to reflect Port Commissioner change

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About the Port

The Port of Everett is a natural deep-water port located on Port Gardner Bay at the mouth of the Snohomish River. Originally formed by the citizens of Everett in 1918, the Port has a long history of providing marine-related services and public access to the waterfront.

Over time, the Port has evolved from a seaport focused on forest and agricultural products, alumina ore and barged cargo, to a modern, diversified enterprise that handles containerized, breakbulk and bulk cargoes; manages recreational marinas; owns and manages landside development projects; maintains environmental management programs and projects; and provides public access to waterfront trails, docks and beaches. For more information visit the Port’s Web site: www.portofeverett.com.

Current Governance

The Port of Everett Commission is the policy-making and regulatory body of the Port and Port District. The current elected Commissioners are Troy McClelland (District 1), Tom Stiger (District 2) and Glen Bachman (District 3). The Commission meets on the first and second Tuesday of every month at the Waterfront Center, 1205 Craftsman Way, 2nd floor, Everett, WA 98206 at 5 p.m.

Service Area

The Port District covers most of the city of Everett and portions of the city of Mukilteo and unincorporated Snohomish County.
The Port’s mission is to carry out the public’s trust by managing and developing resources, transportation facilities and supporting infrastructure to enable community opportunity. The Port accomplishes its mission through sustainable performance in its three lines of business.

**Lines of Business**

**Shipping Terminals**

The Port of Everett’s marine terminals cover 95 acres of land. Its facilities are designed to import, export and store cargo for international and national transactions. Its facilities include eight shipping terminals: Pier One (North & South), Pier Three (North & South), Pacific Terminal Wharf, Hewitt Terminal Wharf, and South Terminal Wharf. The Port also operates a satellite facility called Mount Baker Terminal, also known as the Rail/Barge Transfer Facility. This facility is designed to transport oversized aerospace parts to Paine Field Airport via barge to rail.

**Marina**

The Port operates the largest public marina on the West Coast with moorage for 2,300 boats. The marina consists of three areas: the South Docks, Central Docks (formerly North Marina), and the new North Docks (formerly 12th Street Yacht Basin).
Properties

The Port owns approximately 3,000 acres of property, 900 of which either have or can be developed. It is currently working to complete several major development projects:

• Marina District Development (Waterfront Place): The Port of Everett is working to redevelop its 65-acre Central Marina site into a new mixed use neighborhood (located between 11th and 15th Streets off West Marine View Drive). The project will focus on jobs, recreation and boating, and about 35 percent of the site will be public access in nature. Major construction on the Craftsman District and road system were complete in 2010, and the next phases of development are expected to commence in 2014/2015. For more information visit: www.portofeverett.com.

• Marina Village: Located at 1728 West Marine View Drive, the Port leases the Marina Village facilities. Businesses include: Anthony’s Homeport Restaurant, Anthony’s Wood Fire Grill, Western Washington Medical Group, and other retail shops. The Village also includes The Landing, featuring Lombardi’s Italian, The Inn at Port Gardner, West Marine, and other office buildings.

• Riverside Business Park: This 62-acre industrial and commercial park, located in Everett along I-5, is build-ready for permitted uses ranging from light, medium and heavy manufacturing, distribution, to high tech and office.

• Bay Wood: The Port is considering future uses for the former 13-acre log yard located off West Marine View Drive.

• Mukilteo Tank Farm Site: This 20.9-acre property is a decommissioned fuel tank site currently in the process of being conveyed to the Port from the U.S. Air Force. The Port is currently working with Community Transit, Washington State Ferries and Sound Transit to create a multi-modal facility at the site.

• Jetty Landing & Boat Launch (formerly 10th Street Boat Launch and Marine Park): This facility, which is operated by the Port, is the largest public boat launch in the state of Washington. The property is jointly owned by the Port, City of Everett, and Snohomish County.

• Jetty Island: This man-made island is the Port’s largest piece of property, and is dedicated to public access and environmental stewardship.
Environmental Stewardship

Environmental stewardship is an integral part of the Port of Everett’s mission. It includes environmental management programs on Jetty Island, and restoration projects such as Biringer Farm, Union Slough and the Edgewater Beach enhancements. All have been identified as areas for estuarine salmon habitat restoration. At Biringer Farm, the Port plans to create more than 300 acres of freshwater wetlands and brackish marsh habitat by breaching existing dikes. No timeline has been established for this project. The Port has won two habitat restoration awards from the American Association of Port Authorities.

The Port is also involved in the following environmental programs:

- Environmental Management System (EMS): The Port of Everett is the second port in Washington state participating in this 18-month program sponsored by the American Association of Port Authorities. The program is designed to help organizations analyze, control and streamline the environmental aspects of their operations.

- Department of Ecology Diesel Emissions Grant Recipient: With this grant, the Port has retrofitted its marine terminal equipment to reduce air emissions.

- Puget Sound Air Emissions Forum: The Port actively works with other Puget Sound ports to ensure they continue to meet federal air quality standards and implement emission reduction measures.

- Clean Marina Initiative: As a recognized participant, the Port aims to use environmentally sound maintenance and operating procedures.

- People for Puget Sound: Working with the volunteer organization People for Puget Sound, the Port monitors the human impact on Jetty Island’s ecosystem.

Public Access

The Port strives to make the waterfront accessible to the community and its visitors. The Port Commission has a policy that allocates 2 percent of Capital Improvement Projects within shoreline zones for improving access to the waterfront. Since 1988, the Port has spent approximately $17 million on public access improvements. A hallmark of these efforts is the Port-owned Jetty Island, which is open to the public and home to waterfowl, juvenile salmon and bald eagles. In addition, the Port has recently added 1,100 lineal feet of beach material alongside the new Mount Baker Terminal that — when open to the public — will provide beach paths, benches, picnic tables and a parking lot for the public. In 2007, this project won an environmental award from the American Association of Port Authorities.
The Port of Everett contributes to the economic growth and well-being of Snohomish County and Washington State. According to a 2008 economic impact report prepared by Martin Associates, the Port generated $4.1 billion in revenue through its cargo, marina and property businesses. Port activities directly influenced business in five major areas:

- Surface transportation: railroad and trucking industries.
- Maritime service: marine cargo transportation, vessel operations, cargo handling, line haul barge operators, and government agencies at the local, state and federal level.
- Non-maritime tenants: businesses, such as construction and food services, that lease Port land.
- Marina services for recreation and boating activities.
- Port of Everett employees.

**Employment**

- Nearly 35,000 total direct, induced and indirect jobs are supported by activity at the Port of Everett
- 13,778 Direct Jobs: Jobs directly attributed to Port activity
- 16,210 Induced Jobs: Industries providing services attributed to Port activity
- 5,009 Indirect Jobs: The businesses that provide services and supplies for the Port's direct work
- 20,000 supported aerospace jobs (not accounted for in 35,000 total)
- Port activity contributes nearly $279.2 million to state and local taxes annually

**Port of Everett & Washington State Trade**

The Port of Everett is the second largest port in the state by economic output. Supporting more than $12.6 billion in exports in 2012, the Port of Everett ranked 5th on the West Coast in export value. It was the only port listed that had a trade surplus. It’s imports were $1.4 billion in 2012.

The Port of Everett is a critical link in this supply chain, as its facilities accommodate 100 percent of the oversized aerospace parts for the 747, 767 and 777 airplanes, and serves as a backup for the 787. These parts arrive in Everett’s shipping terminals, are barged to Mount Baker Terminal, the Port’s satellite aerospace facility, and then are railed up to The Boeing Company’s Everett facility by BNSF Railways.

Washington State trade means jobs. Nearly 740,000 workers and proprietors depend on exports, and 161,000 workers depend on imports. Approximately one in four jobs in Washington is tied to foreign exports, and the pay for these jobs is about 46 percent more than the overall state average. This is estimated to account for approximately 25
Vision, Mission & Core Values

**VISION:** We are valued for operating in a sustainable manner that improves the community, environment and economy.

**MISSION:**
The Port of Everett is an Economic Development Enterprise carrying out the public’s trust to manage and develop resources, transportation facilities and supporting infrastructure to enable community opportunity.

**CORE VALUES:**
- We exemplify the highest ethical standards
- We honor our commitments to our community
- We are high-performers that value the privilege of public service
- We embrace the richness of a diverse community
- We are responsible stewards of community resources and the environment
- We are mutually dependent and supportive of our partners

Ensure Sustainable Performance

**Strategic Assessment**
A strong, healthy, and vibrant Port is key to the region’s economic health and needs to be accomplished with an eye on the Port’s triple bottom line; economic, financial, and community and environmental benefits. While the Port’s current financial position is strong, the potential long-term impact of Port projects, plans, and initiatives continually needs to be monitored and evaluated to ensure that it meets all of its goals.

**Strategic Objectives**
- Continue the capital planning program that balances and prioritizes the needs for the three lines of business, and effectively maintain current Port assets while developing new projects
- Assess the Port’s performance in the context of its three bottom lines: economic, financial (including rate of return) and community/environmental benefits
**Strategic Assessment**

The region’s businesses benefit from the Port’s cost-competitive deep-water access of its marine terminal facilities that provide the necessary flexibility and responsiveness desired by the shipping community. In addition, the marine terminals serve as a critical piece of infrastructure supporting supply chain logistics for the aerospace industry and other local businesses. The Port’s facilities are recognized in state statutes as facilities of statewide significance. Maintaining existing Port terminal facilities and equipment necessitates a long-term strategy to support and enhance current operations.

**Strategic Objectives**

- Develop a long-term vision for the marine terminals and complete the Marine Terminal Master Plan
- Consider the long-term financial costs and benefits of marine terminal development, as well as the neighborhood context of new development
- Identify appropriate markets and niche areas with growth potential, to grow terminal operations
- Develop a strategic funding plan for equipment replacement and facility upgrades at the marine terminals
- Build on the current profitability of the marine terminals to ensure that facilities are financially viable

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**Strategic Assessment**

The Port has recently undertaken a series of significant development projects, most notably, Riverside Business Park, Pacific Terminal Wharf Upgrade, Port Gardner Wharf, the 12th Street Marina and Mount Baker Terminal. In addition, the Port owns several other properties. Further defining the Port’s role and responsibility in the development of these properties requires a long-term vision and approach for future land-based growth opportunities.

**Strategic Objectives**

- Prepare a long-term property assessment, extending beyond the Port’s current development projects, that allows the Port to continually analyze property-related opportunities
- Complete the Port Gardner Wharf Project Phase 1 Infrastructure
- Resolve the strategic direction for the Riverside Business Park property, to ensure the best use of this asset
- Define the Port’s role in the Mukilteo Tank Farm development and undertake appropriate next steps once acquisition has been accomplished
- Continue communication and outreach to Mukilteo area regarding the Mukilteo Tank Farm property transition to a multi-modal facility
- Resolve the strategic direction of the Baywood property, to ensure the best use of this asset
**Effectively Manage Marina Operations and Maintenance**

**Strategic Assessment**

The Port owns and operates the largest public recreational boat marina complex on the West Coast. The Port is attentive to its unique position for meeting the current needs of the boating customers, as well as anticipating and planning for the long-range maintenance of these facilities.

**Strategic Objectives**

- Develop a Marina Operations and Maintenance Master Plan that coordinates facilities and services, and plans for maintaining and recapitalizing both marinas
- Continue to evaluate investments in the marinas for their cost-effectiveness, given market trends and shifts
- Enhance marketing efforts of marina facilities

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**Enhance Community Engagement and Outreach Efforts**

**Strategic Assessment**

Accountability and transparency are critical components necessary to build public confidence and support. Port activities are complex and involve a myriad of business, government, tribal, labor force, environment, and community interests. The Port recognizes that much of its success relies on meaningful outreach and community engagement to all its constituents and stakeholders. This includes government to government relationships with the Tulalip Tribes and other treaty tribes.

**Strategic Objectives**

- Continue reporting activities to the public and convey information regarding the fiscal benefits of Port activities
- Continue working to develop a greater trust with the community and continue to provide opportunities for citizen involvement in Port planning
- Conduct performance assessment on how well the agency has done in implementing the Strategic Plan; communicate the Port’s accomplishments in meeting the Plan’s goals
- Share information regarding the activities and benefits of the Port’s Environmental Management System program
- Continue regular meetings with the Cities of Everett, Mukilteo and Snohomish County administration and staff to ensure effective City-Port coordination on plans, policies and projects
- Participate in intergovernmental partnerships (local and regional) that contribute to the overall well being of the Port District and Puget Sound region
- Continue to enhance educational outreach opportunities at the Port
Continue Environmental Management and Stewardship

Strategic Assessment

The Port places a strong emphasis on managing our environmental duties through responsible environmental stewardship. Regional growth, greater environmental awareness, expanding global competition and the existing regulatory landscape, have made the need for a robust and adaptable environmental management program even more critical for long-term viability of Port economic activities while protecting the environment.

Strategic Objectives

• Complete the Port’s Environmental Management System program, and directly link it to environmental sustainability
• Require Port employees and tenants to incorporate best management practices in their daily activities and operations
• Complete the entitlement of the Biringer Farm environmental mitigation project and begin selling mitigation credits
• Participate in energy efficient incentives and programs for new facilities and equipment purchases
• Assess the potential to implement “green” technologies in Port vehicles and facilities, such as the new administration building, electric vehicles and low emission diesel engines

Ensure Appropriate Public Access

Strategic Assessment

The Port has a significant history of providing waterfront public access improvements, primarily through the long-standing and creative use of the Port Commission’s 2 percent for Public Access Policy. Public access opportunities must be sought within the overall context of community plans, public safety, and community needs.

Strategic Objectives

• Publicize the public access opportunities at Port owned facilities and facilities identified by sponsoring municipalities in order to increase utilization of these facilities
• Continue and strengthen relationships with interested groups in order to enhance the environmental quality of Jetty Island, and to balance the increased demand for public access on the island
• Use the City of Everett Shoreline Public Access Plan in conjunction with the Port’s 2 percent for public access policy and explore opportunities with the City to develop an advanced public access credit program, pursuant to the 2 percent policy