



Legislative Report

The Legislature adjourned on April 26

May 29, 2009 - FINAL

Introduction

In January, we reported that the state could be facing a budget shortfall of as much as \$7 billion, and that the Governor had committed to not raising taxes to cover the shortfall. The good news is that there were no tax increases. The bad news is that the shortfall rose to \$9 billion before the session was over, requiring the Legislature to face even more difficult decisions than expected on how to balance the budget. This was the backdrop that colored every discussion of the session.

Generally speaking, the session generated little triumph for anyone, and most parties emerged feeling at least a little bit beleaguered. Ports were no different. WPPA efforts focused largely on trying to protect funding for programs we care about. In the end, the Legislature simply swept the state's cash accounts – including MTCA (local toxics account) and the Public Works Trust Fund – into the general fund to boost the state bond cap so they could borrow even more money. This approach raises serious questions about the state's long-term fiscal health.

The Governor showed little willingness to counter the Legislature's decisions, with few vetoes being handed out to the more than 500 bills signed into law. None of the vetoes affected legislation of interest to ports. The Legislature's strategy for investing in the economic recovery relied heavily on about \$3 billion in federal stimulus money flowing into the state through existing federal programs. Only time will tell, but it seems they may have missed an opportunity to refocus state investment into programs that could provide stable and long-term economic growth for the state. While there was much talk about economic development stimulus, the term was used mostly in reference to the creation of short-term construction jobs, with little time spent discussing a longer term strategy.

Ultimately, the Legislature passed a no-new-taxes budget that relied on a \$3 billion infusion from the federal government, cut approximately \$4 billion out of current programs, and made up the rest with fund shifts and accounting gimmicks. While discussions continued into the final days, a revenue proposal could never garner enough support to be considered by either the House or Senate.

❖ *Policy related legislation that was passed by the Legislature and signed by the Governor will go into effect on July 26th, unless it contains an emergency clause. Budget items take effect July 1st.*

Port Legislative Day

This year WPPA embarked on a new strategy designed to increase awareness of Washington's ports within the State Legislature. The first ever Port Day kicked off with a reception with Governor Gregoire with over 125 port colleagues in attendance. The next day included a welcome from Lt. Gov. Brad Owen, speeches from House Appropriations Chair Kelli Linville, and Senate Economic Development Committee Chair Jim Kastama, along with time for meetings with legislators. The event was topped off by the WPPA Public

Relations Committee organizing 16 displays placed around the legislative rotunda. A special thanks to all those who helped make it a success.

Many thanks to everyone who took the time to help move the WPPA agenda during this difficult session; the WPPA Legislative Committee, particularly Chair Gary Nelson; as well as port commissioners and staff who took the time to come to Olympia and testify or meet with legislators or who contacted legislators on behalf of Washington public ports.

Highlighted Issues

Aviation

Sales Tax Exemption for Intrastate Air Carriers: Despite a hostile environment for tax credits, the Legislature passed **HB 1287**, which extends a sales and use tax exemption to airplanes sold for in-state commuter air service. State law already includes a tax exemption for commercial airplanes sold for interstate or foreign transport of goods or passengers, which up until this point has meant a competitive advantage to air carriers primarily providing service to out-of-state destinations.

State Airport Grants: A bill was introduced to increase the maximum per-grant amount from \$250,000 to \$500,000 for aviation grants. Although the bill had a positive public hearing, **SB 6012** failed to receive a vote in the Senate. The individual award limit for the state's aviation grant and loan program has not been increased or adjusted for inflation since 1980.

Non-Ethanol Gasoline Requirement for Marine and Aviation Uses: A bill was introduced that would have required fuel distributors to sell conventional non-ethanol gasoline for marine and aviation uses. The bill failed to pass the Legislature. Please refer to the boating/marinas section for a complete description.

Boating/Marinas

Boating Improvement Study: Three bills were introduced that would have commissioned a study of boating programs in Washington State. Ultimately, the only successful effort came in the form of a budget proviso. **SB 5691** would have used funds from the marine portion of the fuel tax to study ways to improve boating safety, as well as possibly merge various boating related programs under one agency. But the bill foundered when the fiscal note for the study came back at just over \$800,000. That prompted proponents to push for a budget proviso. The final operating budget tasks the Joint Legislative Audit and Review Committee (JLARC) with conducting a study of the state's recreational boating programs, including reviewing recreational boating revenue sources, total expenditures, methods of state administration, and examples of other states' approaches. The study will be completed by October 2010 within existing JLARC resources, meaning at no additional cost to the state.

Non-Ethanol Gasoline Requirement for Marine and Aviation Uses: A bill was introduced that would have required fuel terminals to sell conventional gasoline (no ethanol additives and an octane rating of 87 or higher) for marine and aviation uses. It received conflicting testimony at its public hearing, and did not survive the first cutoff for fiscal committees. Backers of the bill claimed **HB 1903** was essential to the safety of boat users and private airplane pilots. Opponents, however, suggested that the legislation would have been a reversal of course from the state's renewable fuel standards passed in 2006.

Fuel Tax Transfer Rate to Boating Programs: Two companion measures, **HB 1576** in the House and **SB**

5494 in the Senate, would have set a motor fuel tax transfer rate of one percent to recreational boating grants. Currently, the Department of Licensing is charged in statute with conducting a marine fuel study every four years. That study determines the percentage of fuel purchased for recreational boating, and the resultant rate is then used to transfer funds from the fuel tax to recreational boating grants. On average, the studies have determined a one percent transfer rate. Both bills would have eliminated the requirement for future studies and permanently set the rate at one percent. The money saved from not completing the study would have been directed to recreational boating. Neither bill received a floor vote, and the funds for recreational boating programs were ultimately transferred to the State Parks and Recreation Commission for the remainder of the biennium.

Budget

The Operating Budget, to nobody's surprise, made significant cuts across state government. There were about \$4 billion in cuts, including agencies, schools, colleges, correctional institutions, etc. No one escaped the knife. About \$3 billion in federal stimulus money is sprinkled throughout, offsetting what would have been even deeper cuts. And the remaining approximately \$2 billion is made up with funds that were swept from any account that had any cash including the Model Toxics Control Account, the Public Works Trust Fund and the Governor's Economic Development Strategic Reserve account. Accounting tactics such as not recognizing actuarial changes in the pension system for the next two years also helped. While the operating budget does not traditionally hold many programs utilized by ports, there was one notable exception. For the past two years the general fund appropriated \$400,000 for the Municipal Research and Services Center to provide service to special purpose districts. All of that money was swept away, and the program will end as of June 30, 2009.

The Capital Budget offered little solace to ports. The Local Toxics Control Account was funded at \$37.7 million for the biennium, which will cover only maintenance on some (but not all) current projects. The budget language did include a proviso that requires the Department of Ecology to look at alternative funding strategies for this program. The Capital Budget also funded CERB at the bare minimum, providing the program with only loan repayment and interest income for the next two years. This amounts to about \$6.25 million for the two year period. The Recreation Resources Account, which funds boating grants, was wiped clean and no funding was provided for the next two years. That money was redirected to help keep the state parks open and operating.

PROGRAM	FUNDING LEVEL	COMMENT
MTCA- Remedial Action Grants	\$37.5 million	This amount is approximately ½ what is needed for identified clean-ups.
CERB	\$6.25	This amount is approximately 1/3 its previous size.
Recreation Resources Account (boating grants)	\$0	All of this account was shifted to State Parks (approx. \$9.8 million)
MRSC – Special Purpose District Access	\$0	All funding for this program was eliminated (approx. \$400,000)

The Transportation Budget was the least surprising of the budgets passed. The final version looked very much like the budget proposals released by the House and Senate earlier in the session. The overall investment in transportation projects tops \$4.4 billion, with an additional \$500 million in American Recovery Reinvestment Act (ARRA) stimulus funding. As a result, almost \$5 billion in transportation-related spending is scheduled to take place in the next two years. Freight mobility projects overall received \$58.5 million and freight rail track improvements slated at \$13.9 million. Related passenger rail improvements were funded at

\$70.3 million, with more funding possible through a competitive federal stimulus program.

Rail investments of interest to ports include: \$5.4 million for Port of Vancouver's West Vancouver Freight Access project; \$3.9 million for Port of Tacoma Road interchange and \$7.2 million for the Lincoln Avenue grade separation; \$363,000 for Port of Ephrata's rail spur rehabilitation; \$2 million for Port of Moses Lake's Northern Columbia Basin Railroad; \$372,000 for Port of Pasco's shorthaul intermodal pilot project; \$283,000 for Port of Olympia's intermodal infrastructure enhancement; and \$252,000 for Port of Columbia's Wallula to Dayton track rehabilitation

Economic Development

CTED and CERB budgets: The final operating budget makes expected cuts to CTED. The ADO funding is cut by about ten percent. Washington Technology Center funding is cut by about ten percent. The Film Office is eliminated. Funding for the International Trade and Economic Development Division of the department is cut by one third. Additionally, in the Capital Budget, CERB's funding was maintained at the minimum level with only loan repayments and interest income being provided for the program for the biennium. This total comes to approximately \$6.25 million for the two year period.

CERB Median Wage Criteria: 2SHB 1252 was not addressed after extensive efforts to revive it in the waning days of the session. The result of this will be that as of July 1, there will be new threshold criteria that must be met before a project can go before CERB to request a loan or grant. In order to be eligible for a CERB loan or grant, an applicant "must demonstrate convincing evidence that the median hourly wage of the private sector jobs created after the project is completed will exceed the countywide median hourly wage."

CERB Greenhouse Gas Reduction/Vehicle Miles Traveled Reduction Criteria: Though **HB 2010** died in the Senate Ways and Means Committee, the bill language lived on, and, after several attempts to amend it on to legislation, it finally stuck on **SB 5560** that was signed into law by the Governor. As it passed, the language will require CERB to consider whether a port has adopted policies to reduce greenhouse gas emissions, or, if the applicant hasn't adopted policies, CERB must consider whether the project under review is consistent with state goals for greenhouse gas emissions and reduced vehicle miles traveled.

Workforce/Economic Development Coordination: SHB 1395, a proposal put forward by the State Workforce Training and Education Coordinating Board was passed by the legislature. This measure will do several things, including clarify definitions and encourage local coordination among Economic Development Councils, ADO's and local workforce boards.

Evergreen Jobs Act: The Legislature created the Washington Evergreen Jobs Initiative with the passage of **E2SHB 2227**. This legislation creates a goal of creating 15,000 new green economy jobs by 2020, with an effort to have 30 percent of those jobs going to veterans, National Guard members, and low-income or otherwise disadvantaged persons. The Workforce Training Board is tasked with creating Green Industry skill panels and to work with current apprenticeship programs to promote green job training. They are encouraged to try to capture and use federal stimulus dollars across the state to develop training programs for jobs relating to energy efficiency services and other green economy jobs such as clean energy, high-efficiency building, green transportation, and environmental protection.

Local Infrastructure Financing: Finally the Legislature has taken a step toward providing tax increment financing for funding local economic development infrastructure. With the passage of **E2SSB 5045**, cities and counties are authorized to create local revitalization areas targeted for public improvements, and to fund those improvements through a form of tax increment financing. The process the bill outlines requires the local government to apply to the Department of Revenue for a state contribution in the form of a sales and use tax credit that can be used for debt service on bonds used to finance public improvements in the area. The

bill provides very strict conditions under which the tool can be used, and limits the state contribution to \$2.5 million per year statewide as well as a limit per project of \$500,000.

Additionally, the bill directs the Department of Revenue to approve seven specific pilot projects initially. They include: 1) The Whitman County Pullman/Moscow corridor improvement project for \$200,000; 2) The University Place improvement project for \$500,000; 3) The Tacoma international financial services area/Tacoma Dome project for \$500,000; 4) The Bremerton downtown improvement project for \$330,000; 5) The Auburn downtown redevelopment project for \$250,000; 6) The Vancouver Columbia waterfront/downtown project for \$250,000; and 7) The Spokane University District project for \$250,000.

Washington Economic Development Commission: ESHB 1131, the proposal to remove the state's Economic Development Commission from CTED and make it autonomous of CTED, failed to be adopted by the Legislature this session. This issue may come back next session, however in the interim the new Department of Commerce (formerly CTED) Director Rogers Weed has been working with the commission very productively.

Department of Commerce: The proposal to change the name of the Department of Community, Trade and Economic Development to the Department of Commerce, **EHB 2242**, passed the Legislature in the final days. The bill would require the department to work in coordination with the Governor, Legislature and stakeholders to make recommendations on what programs should be included in the new department, and where to move programs that no longer fit in the department.

Environment/Natural Resources

Climate Change: The broadly defined issue of "climate change" continued to receive considerable discussion during the recent legislative session. This year's discussion centered around three issues – cap & trade, renewable energy and tax incentives.

Gov. Gregoire put a tremendous effort behind a cap & trade bill, **SB 5735**, which initially sought to create a statewide carbon trading program. Amidst considerable discussion the bill was drastically amended but the Legislature still could not reach agreement before adjournment. In the wake of legislative inaction, the Governor declared an executive order that directs state agencies to:

- develop emission reduction strategies and benchmarks
- continue working to reduce carbon emissions related to transportation; and,
- work with other states and the federal government to develop emission reduction strategies.

Alternative energy development is a central piece of the climate change agenda. Legislators introduced an alternative energy bill, **SB 5840**, which would have expanded the renewable energy portfolio standards established through Initiative 937. However, the bill was derailed in the House when an amendment was added that included hydropower under the definition of "renewable" energy.

Tax incentives are critical to promoting "clean" energy development, according to advocates. Without incentives, development of these new technologies would be prohibitively expensive. Several tax exemptions were scheduled to sunset June 30 of this year, so legislators passed **SB 6170** in order to extend these incentives into the future. The extension allows for a 100 percent exemption (through June 30, 2011) on the sales tax paid on machinery and equipment used for energy production from renewable sources – including fuel cells, sun, wind, biomass, tide and wave energy, geothermal, anaerobic digestion, exhaust and landfill gas. A 75 percent exemption is established from July 1, 2011 through June 30, 2013. The incentives are funded through the repeal of the hybrid vehicles exemption.

Local Toxics Account: In the shadow of a \$9 billion budget deficit, the final budget moved the full balance of the Local Toxics Account to the state general fund in order to raise the state bond cap. Budget writers then bonded back \$37.5 million to pay for local toxic cleanup projects. This shift is consistent with the budget proposal introduced by the Governor last fall. What changed since then is the state budget picture which continued to worsen so that, by the time the final budget was voted on, legislators were attempting to fill a budget hole many billions of dollars larger than the deficit assumed by the Governor in her proposed budget.

From a policy perspective, this fund shift creates uncertainty about the future of toxic site cleanups, which are often long-term projects completed over many years. For more than 20 years, ports and other local governments have partnered with the state to complete these projects. But with the state now flinching in its commitment, some ports may rethink their willingness to embrace the long-term liability of multi-year cleanup projects.

We will continue advocating for the long-term integrity of the Local Toxics Account with the hope that this year's fund shift was a one-time fix brought about by unique economic circumstances, as key legislators have said. Policy leaders continue to make rhetorical commitments to toxic site cleanups which, at least, shows a verbal commitment to this very important program which delivers the triple bottom line benefits of immediate job creation, economic development and clean up of the state's most polluted areas.

Oil Spill Prevention and Response: Advocates of the Neah Bay rescue tug declared victory on the 20th anniversary of the Exxon Valdez oil spill with a bill, **SB 5344**, that directs industry to negotiate a funding scheme that would shift the funding mechanism for the tug from the existing source (the barrel fee on oil) to a source that includes funding from cargo carriers. Although the negotiations will take place in the coming weeks and months, one source that has already been identified is the contingency plans that carriers must file in order to navigate Washington's waterways. Essentially, rescue tug funding would be required as part of the plans and carriers would pay for the tug through their contingency plans. Industry will report back to the Legislature before the 2010 session.

Also worth mentioning is the fact that the Oil Spill Advisory Council, chaired by former state Rep. Mike Cooper, was not funded in the final budget. Even without funding, the statutory framework for the council remains intact which raises questions about the council's effectiveness or relevance going forward. Is it merely on an unpaid hiatus? It's unclear, so the council's future is best described as "uncertain."

Shoreline Master Plan Updates: One good piece of budget news is that the final budget included money to help fund Shoreline Master Plan updates. The state committed to help fund these updates when the law was changed in 2003, but the costs have proven to be higher than originally forecast. Even so, the final budget includes the \$4 million base carry forward allocated in previous biennia, plus an additional \$3 million in new funding that will allow updates for all Puget Sound area counties and Clark County to begin during the 2009-11 biennium, according to staff at the Department of Ecology.

Storm Water: Earlier this spring, Gov. Gregoire and Jay Manning, director of the state Department of Ecology, both appeared on a PBS Frontline documentary about Puget Sound. During the program, they both identified storm water as a critical problem to address in the campaign to clean up the Sound.

Shortly after this documentary aired on national television, a bill started moving through the Legislature that would have created more than \$100 million per biennium that local governments (including ports) could use to update and replace storm water infrastructure. The funding would be generated by a \$1.50 increase in the barrel fee on oil.

After passing out of the House 51-46, **HB 1614** died in the Senate. However, it remains alive for next year.

The fact that storm water has already been identified by the state's chief environmental policy leaders as a top tier issue means we will likely hear much more about storm water in the near future.

Governance

MRSC Access for Special Purpose Districts: The final operating budget eliminated all funding for special purpose districts, including ports, to have access to the services of the Municipal Research and Services Center. The current information online will remain, but ports will no longer be able to make inquiries of the MRSC after June 30, 2009. However the authority for the service remains in place so the funding can be revisited for next biennium.

Public Records/OPMA and Taping Executive Sessions: In the end, the Legislature spent very little time discussing these issues though they had been touted by the Attorney General's Office and open government groups as priorities. None of the legislation that made significant changes was even moved out of committee. While the issue is not likely dead, it has certainly been set on the back burner during the economic crisis.

Damages Claims Against Government: As it passed and was signed into law, **ESHB 1553** makes several changes to the way damage claims are handled by government entities. The bill gives five extra days to file a claim against a governmental entity; requires all governmental entities to use a standard form, or waive any right of defense on the procedural requirements; allows an attorney to sign on behalf of their claimant; removes health care claims from the notice filing statute; and applies a "substantial compliance" standard to the content and procedures of claims notices.

Boards and Commissions: These proposals turned out to be much ado about nothing. In the end, the legislation that passed eliminated only 18 boards and commissions. None of those eliminated impact WPPA or ports. In fact, several of them don't actually meet any more. Those included in the legislation are: Acupuncture Ad Hoc Committee; Adult Family Home Advisory Committee; Boarding Home Advisory Committee; Citizens' Work Group on Health Care Reform; Displaced Homemaker Program Statewide Advisory Committee; Foster Care Endowed Scholarship Advisory Board; Higher Education Coordinating Board Work Study Advisory Committee; Model Toxics Control Act Science Advisory Board; Oil Heat Advisory Committee; Organized Crime Advisory Board; Oversight Committee on Character-Building Residential Services in Prisons; Parks Centennial Advisory Committee; Prescription Drug Purchasing Consortium Advisory Commission; Radiologic Technologists Ad Hoc Committee; Risk Management Advisory Committee, Sexual Offender Treatment Providers Advisory Committee; and Vendor Rates Advisory Committee.

Land Use

Container Ports Planning: An outgrowth of Gov. Gregoire's "Container Ports Initiative," **HB 1959** requires cities with large container ports to include port activities as part of their comprehensive plans. The bill also gives cities with mid-sized container ports the ability to choose to include ports in their planning process. The bill passed the Legislature and is intended to improve planning in and around ports to better accommodate economic development in these areas. Most importantly, it requires the Department of Commerce to provide matching grants to cities to support the development of container ports.

Shorelines Moratoria: Following the State Supreme Court's *Biggers* decision, **HB 1379** was introduced to clarify the length of time a shoreline moratoria could last in order to avoid the kind of "rolling moratoria" that were the subject of the legal case. The version of the bill that passed limits the length of moratoria to one six month period with the possibility of up to two six-month extensions if certain conditions are met. The bill stipulates that all lawfully existing uses, structures and development may continue to be maintained, repaired and redeveloped under applicable land use and shoreline rules and regulations. It also limits the review by the

Department of Ecology to six months.

Public Works

Airport Rental Car Facilities: The Legislature passed **HB 2214** which authorizes an airport operating entity to finance the construction of a rental car facility and recover the initial cost plus a reasonable rate of return through a customer finance charge. The measure will help the Port of Seattle, which in this difficult economic climate has been unable to sell bonds to finance the new Sea-Tac Airport rental car facility.

Alternative Public Works: HB 1197 will impact the alternative public works statutes in several ways. First it requires the Capital Project Advisory Review Board to develop guidelines for the review and approval of Design/Build demonstration projects that include operations and maintenance services. It also allows ten additional Design/Build projects with project costs between \$2 million and \$10 million. Additionally it allows for two Design/Build projects that include the procurement of operations and maintenance services for a period longer than three years. It requires public bid openings for GC/CM contracting, and expands Job Order Contracting (JOC) to some educational institutions.

Payment of Undisputed Claims: HB 1195 requires issuance of change orders to public works contracts on dollar amounts not in dispute within 30 days of satisfactory completion of the work. It also requires interest to be paid on the amount not in dispute if not paid within the 30 days.

Small Works Roster Limit Increase: HB 1196 increases the small works roster limit from \$200,000 to \$300,000, and increases the dollar amount requiring notification of all contractors on the roster from between \$100,000 and \$200,000 to between \$150,000 and \$300,000.

Prevailing Wage Expansion: HB 1992, which would have expanded the prevailing wage requirements to private entities who partner with the public in any way, died without even being voted out of the House Commerce and Labor Committee.

Transportation

Alaskan Way Viaduct: Lawmakers passed a bill that will replace the Alaskan Way Viaduct with a deep-bored tunnel. **SB 5768** was voted out of both chambers with strong majorities. The legislation reflected the deal brokered by the Governor before the start of the legislative session. The state will pay for the cost of boring the tunnel, while other local and regional governments, including the Port of Seattle, will pay for the remainder of the costs. The final bill included language that makes any cost overruns the responsibility of Seattle-area property owners. The Governor signed the bill on May 12 at an event on the Seattle waterfront.

Ellensburg to Marengo Rail Corridor: The Legislature approved an extension of the sunset date for the Department of Transportation to enter into a franchise agreement for rail service on the inactive rail line between Ellensburg and Marengo known as the Milwaukee Road Corridor. The original version of **HB 1717** only pertained to the rail line between Ellensburg and Lind, but the bill was amended to also include 26 miles of track between Lind and Marengo. The Legislation was important to preserving future east-west rail capacity within the state's rail network. The new statute extends the sunset date to 2019, giving the Department of Transportation ten years to negotiate active rail service on the line.

Pilotage Retirement Funding: Pilots' personal retirement accounts have been paid through a portion of the pilotage tariff. However, a concern was raised before session that the existing statute does not adequately provide for retirement funds to be paid from the existing tariff, and two Grays Harbor pilots told legislators they thought they might lose their retirements as a result. **SB 6095** was introduced to clarify that retirement costs could be paid as a portion of the tariff. Yet the bill was unclear on one critical point: whether the

retirement funds would come from the existing tariff or, alternatively, be added as a line item above the tariff. The latter would result in an additional cost beyond the existing tariff that would be paid by carriers.

After tremendous wrangling over legal nuances within the bill, all parties agreed to a consensus bill that provided retirement funding for the pilots without passing additional costs on to carriers. The bill passed swiftly through the Legislature and was delivered to the Governor. It is worth noting that the state Board of Pilotage chose not to increase the pilotage tariff when it came up for consideration at the board's recent meeting May 19.

Where to Go for Information

There are as many ways to get information on legislative activities as there is information.

How to Find your Legislator and Contact Them:

- **Senate:** <http://www.leg.wa.gov/Senate>
- **House:** <http://www.leg.wa.gov/House>

How to Access a Bill:

- <http://apps.leg.wa.gov/billinfo/>

Here you can enter the bill number you are looking for or even search for it by entering a subject keyword. You can save the bill, print the bill or just check its status and track it as it progresses through the Legislature.

How to Access Veto Messages

- <http://governor.wa.gov/billaction/2009>

How to Watch or Listen to an Archived Hearing:

- TVW - webcast – <http://www.tvw.org/media/archives.cfm>

INTERNET

You can access legislative information via the Internet in two ways:

Legislature's website – www.leg.wa.gov. Here you will find contact information for each legislator and their staff; legislative leadership; committees and their staff and current agendas; floor calendars; the most up-to-date bill information and much more.

TVW (www.tvw.org) provides coverage of floor debates, committee hearings and other public policy events. Also included is a weekly news comment program. Coverage is available through REAL Networks or Windows Media both in real time or as archived. Follow the site's instructions for access.

E-MAIL

The Legislature's e-mail system is intended to provide an additional method for legislators to communicate with constituents. It is critical to include your name, address and phone number in your e-mail message, preferably at the top. Most legislative offices have staff resources to respond only to their constituents. All legislative email addresses follow a pattern of *last name.first name@leg.wa.gov*.

TELEVISION

TVW is a cable network the Legislature created to cover activities of both houses with live programming and delayed telecasts of each day's events. The week's programming can be found on their website, www.tvw.org.

MAILING ADDRESSES

To mail a House member, send it to The Honorable..., PO Box 40600, Olympia, WA 98504-0600.

To mail a Senate member, send it to The Honorable..., PO Box 40482, Olympia, WA, 98504-0482.

The Washington Public Ports Association staff in Olympia is also here to assist you in getting information and we're happy to walk you through any of the above. Please feel free to call us 360-943-0760 if you have any questions.

The effective date of most bills is July 26, unless specified otherwise.

Bill Tracking Report

Bill	Title	Status	Sponsor	Date	Companion Bill
Budgets					
ESHB 1216 5222(SWays & Means)	Capital budget 2009-2011	Dunshee	C 497 L 09	5/15/09	SB
ESHB 1244	Operating 2007-09 & 2009-11	Linville	C 564 L 09	5/19/09	SB 5600(SRules 2)
ESHB 1694	Fiscal matters 2007-2009	Linville	C 4 L 09	2/18/09	
ESHB 1978	Econ stimulus trans funding	Clibborn	C 8 L 09	3/5/09	SB 5458(SRules X)
ESSB 5352	Trans budget 2009-11	Haugen	C 470 L 09	5/13/09	HB 1314(HRules R)
ESSB 5460	Administrative cost/st govt	Tom	C 5 L 09	2/18/09	
Economic Development					
SHB 1323	Workforce & econ development	Kenney	C 151 L 09	4/24/09	SB 5048(Ssubst for)
HB 1395	Workforce & econ development	Wallace	C 353 L 09	5/6/09	SB 5317(Ssubst for)
HB 1569	Local public works fund	Lias	C 45 L 09	4/9/09	
SHB 1730	Regulatory assistance office	Linville	C 97 L 09	4/15/09	SB 5748(SRules X)
E2SHB 2227	Evergreen jobs act	Probst	C 536 L 09	5/18/09	
EHB 2242	Department of commerce	Kenney	C 565 L 09	5/19/09	
2SSB 5045	Community revitalization	Kilmer	C 270 L 09	4/29/09	
ESSB 5473	Projects/statewide signif	Kastama	C 421 L 09	5/8/09	
SSB 5537	Statutory debt limit	Fraser	C 500 L 09	5/15/09	HB 1454(HRules R)
SB 5554	Job skills program	Kilmer	C 554 L 09	5/19/09	
SSB 5616	Business customized training	Shin	C 296 L 09	4/30/09	
ESSB 5901	Local infrastructure	Kastama	C 267 L 09	4/28/09	
Environment & Natural Resources					
EHB 1059	Statute corrections	Goodman	C 187 L 09	4/23/09	SB 5122(SJudiciary)
ESHB 2222	Stormwater discharge permits	Blake	C 449 L 09	5/11/09	
ESSB 5344	Emergency towing vessels	Ranker	C 11 L 09	3/24/09	HB 1409(Hsubst for)
SB 5348	Mitigation banking project	Swecker	C 16 L 09	3/25/09	HB 1846(HCap Budget)
SB 6070	Dredged riverbed materials	Hatfield	C 426 L 09	5/8/09	
Governance & Elections					
ESHB 1018	Special election dates	Appleton	C 413 L 09	5/8/09	SB 5016(SRules X)
SHB 1552	Rule-making hearings access	Kretz	C 336 L 09	5/5/09	
ESHB 1553	Damages claims against govt	Takko	C 433 L 09	5/11/09	
SHB 1692	Publ facilities district brd	Driscoll	C 167 L 09	4/24/09	SB 5874(SRules X)
Land Use					
ESHB 1379	Shoreline mgmt act/moratoria	Seaquist	C 444 L 09	5/11/09	
ESHB 1959	Marine container ports	Simpson	C 514 L 09	5/15/09	
Public Works					
HB 1195	Undisputed claims payment	Haigh	C 193 L 09	4/23/09	SB 5399(SRules X)
HB 1196	Small works roster projects	Haigh	C 74 L 09	4/13/09	
HB 1197	Alternative public works	Haigh	C 75 L 09	4/13/09	SB 5397(SRules X)
HB 1199	Public works funds retainage	Haigh	C 219 L 09	4/25/09	SB 5396(SRules X)
ESHB 1847	Bid limits	Haigh	C 229 L 09	4/25/09	
SHB 2214	Airport transportation	Simpson	C 124 L 09	4/20/09	
Taxes					
HB 1287 5358(SWays & Means)	Intrastate commuter aircraft	Morris	C 503 L 09	5/15/09	SB

2SHB 1481	Electric vehicles	Eddy	C 459 L 09	5/12/09	SB
5418(SEnv/Water/Ener)					
ESSB 6170	Environmental tax incentives	Hobbs	C 469 L 09	5/12/09	
Transportation					
ESHB 1512	Rail freight service funding	Haler	C 160 L 09	4/24/09	
HB 1717	Milwaukee Road corridor	Clibborn	C 338 L 09	5/5/09	
SB 5587	Heavy rail short lines	Pridemore	C 211 L 09	4/24/09	HB 1910(HFinance)
SSB 5684	Highway construction	Haugen	C 471 L 09	5/13/09	
ESSB 5768	SR 99 Alaskan Way viaduct	Murray	C 458 L 09	5/12/09	
SSB 6095	Puget Sound pilotage tariff	Haugen	C 496 L 09	5/15/09	
Water					
ESSB 5583	Water bank provisions	Marr	C 283 L 09	4/29/09	HB 1494(HAg & Nat Res)