

PUBLIC POLICY UPDATE

GREAT NORTHERN CORRIDOR COALITION:

Overview, funding, and membership.



The Great Northern Corridor Coalition is a regional cooperative comprised of eight states, numerous ports, BNSF Railway, and other interested stakeholders along the Corridor. The states of Illinois, Wisconsin, Minnesota, North Dakota, Montana, Idaho, Oregon, and Washington have been collaborating for several years to promote region-wide cooperation, in transportation planning and shared infrastructure investment. The Coalition is an extension of that work focused on the road-rail system comprising the inter-continental supply chains linking markets from Chicago to the PNW and beyond.

The Coalition's primary purpose is to promote regional cooperation, planning, and shared project implementation for programs and projects. Its objective, to improve

multimodal transportation system management and operations along the corridor, exactly matches the purpose of the Multimodal Corridor Operations and Management (MCOM) Program.

The Great Northern Corridor Coalition is conducting a two-phased Multi-State Planning and Development Study to develop solutions that would enhance the Corridor and achieve the Coalition's Vision. Phase 1 is a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis of the Corridor that identifies projects to improve freight mobility in the Corridor. Phase 2 is a planning level analysis leading to a prioritized Corridor improvement program based on the results of Phase 1. Under this work a prioritized list of initiatives is being advanced that will sustain and evolve the coalition as an organization that will focus human and financial capital on the corridor. This includes the development of a capital project list, an organizational structure to govern the coalition, and an advocacy program to secure funding for projects.

PORT SPOTLIGHT

PORT OF SEATTLE HELPS TEENS JUMPSTART CAREERS

Nearly 100 high school students will get a jump start on their careers this summer as part of the Port of Seattle's summer high school internship program.



"We've heard a lot about the shrinking middle class," said Port Commissioner Tom Albro. "So the Port is stepping up our efforts to support family-wage jobs and to make sure there is a pipeline of trained workers for these kinds of high-demand, high-skill jobs."

In addition to the 70 teens who will work at Port facilities, another 20 will work with private manufacturing and maritime-related employers. Students from the Career-Technical Education (CTE) programs at Seattle's Rainier Beach and Cleveland High Schools will be recruited. The Port is asking local businesses to contribute by hiring the 20 interns for the summer.

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FROM FRANK CHMELIK

KNOWING THE WATERS



This month's focus is on RCW 53.08.220 and RCW 53.08.230 which were first enacted in 1961. These are little known

but useful tools in the port district toolbox of laws that allow port districts to add some enforcement capabilities for many port district rules and regulations. These statutes should be of interest to your port district if your port district owns a road, owns a parking lot, has a public park, operates a marina or operates an airport. Now that I have your attention, let's take a quick look.

"Police regulations" are ordinances or regulations adopted by a county, city or town under Article 11, Section 11 of the Washington State Constitution "designed to protect

the lives, health, comfort, and quiet of citizens, and secure them in the enjoyment of their property." These regulations are wide and varied and can include such things as rules for fireworks, rules for outdoor food vendors, parking or conduct restrictions in public parks, requirements for boat inspections, bans on plastic bags and a variety of traffic infractions related to motor vehicles. Some cities in Washington have even adopted requirements for licenses for residential rental property. The State has also adopted "police regulations" largely dealing with traffic infractions. These regulations specify if a violation is a criminal misdemeanor or a civil infraction. Once adopted, local law enforcement and prosecutors can and do provide enforcement either through arrest or citation.

The problem port districts face is that the port district's own regula-

tions are not "police regulations" and, therefore, cannot be enforced by the local law enforcement with either a citation or an arrest. RCW 53.08.220 addresses this issue by allowing ports to work cooperatively with their local county, city or town to have that jurisdiction swimming in a port marina or prohibiting leaving an automobile unattended on a port street in front of the port's airport terminal). Care should be taken that these port regulations are "designed to protect the lives, health, comfort, and quiet of citizens, and secure them in the enjoyment of their property." The regulations must be consistent with federal and state law and be consistent with the police regulations of the county, city or town where the port facility is located. Once adopted by a port district, RCW 53.08.220 provides a process whereby the local county, city or

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PORT SPOTLIGHT, CONTINUED

grew. "We want to encourage them to get experience in the maritime and manufacturing sector, which can lead to jobs making an average of over \$70,000 a year."

There are also opportunities to explore family-wage careers in aviation and maritime by working at Sea-Tac Airport and within the Port's Marine Maintenance Department. The Port is working with the City of Seattle's Youth Employment Initiative to fill almost half of the available internships.

"It's our responsibility to prepare our youth for their future," said Danial Gallagher, Interim Director of STEM and Arts at Seattle Public Schools. "Our community's economy provides abundant opportunities in high-skill careers that provide productive livelihoods . . ."

"Internships can pave the way for a young person's career path," said Representative Eric Pettigrew.

JOB OPPORTUNITIES

Community Relations Mgr
NW Seaport Alliance

Project Engineer
Port of Longview

Snr. Mgr., Environmental
NWSA & Port of Tacoma

Director of Terminal Ops
Port of Longview

Director
Wa. Maritime Federation

Business Manager
WPPA

Sprayfield Manager
Port of Sunnyside

TCP Section Manager
Dept. of Ecology

Port Maintenance
Port of Bremerton

Executive Director
Port of Skamania

Executive Director
Port of Port Angeles

If you would like more information on any of these positions, visit www.washingtonports.org/employment-opportunities/

COMMITTEE REPORT

SPRING MEETING HIGHLIGHTS FROM THE TRADE & TRANSPORTATION COMMITTEE

The Trade and Transportation Committee is exploring the potential of the Transpacific Partnership for the State of Washington and businesses within the state. At the recently held WPPA Spring Meeting, the committee heard from Mike Bomar (President, Columbia River Economic Development Council), Chris Voigt (Executive Director, Washington State Potato Commission), and Kate Woods (Vice President, Northwest Horticultural Council) on how this game-changing trade agreement can open markets for Washington's industrial and agricultural producers.

The committee is also serving as a mechanism for developing a stronger working relationship between Washington's ports and the Washington State Department of Transportation (WSDOT). WSDOT



Acting Secretary Roger Millar, and Director Ron Pate (Freight, Rail, and Ports) engaged committee members on two days of the conference and presented extensively on their agency's direction regarding freight and ports.

and directing activity on the Great Northern Corridor Coalition and the Marine Cargo and Rail Capacity Assessment project.

For more information on the committee's agenda, contact James Thompson at WPPA.

Lastly, the committee is reviewing

KNOWING THE WATERS, CONTINUED

town or county." Here there is no requirement for adoption by a county, city or town but the reach of RCW 53.08.280 is likely limited to traffic and parking regulations. Here again, once the plat is recorded then local law enforcement can enforce the regulations on port property. This may be very useful for a public street in front of the port airport terminal.

town regulations. This could include arrest or issuing a citation.

RCW 53.08.230 is a bit more specific. It allows a port district to record with the county auditor a plat of its properties "showing port streets, alleys, access roads, parking areas, parks and other places as the port district may wish to have treated as public for the purpose of motor vehicle or other police regulations of the State or motor vehicle regulations of the city,

For both these statutes a good place to start is to look at the police regulations of the local jurisdiction and see if there are regulations that a port district may need to have enforced on its streets or property. I note the statute is silent as to which jurisdiction gets to receive the fine or penalty revenue but I assume it is the local jurisdiction enforcing the regulations and not the port district. Finally, I note that this is an area where you definitely want to coordinate with your port district attorney and the county, city or town's attorney.

UPCOMING EVENTS

Finance & Admin Seminar
June 15 - 17
Davenport Hotel, Spokane

Port Directors Seminar
July 14-15
Channel Lodge, LaConner

Commissioner Seminar
August 1-3
Alderbrook Lodge, Union

Environmental Seminar
September 29-30
Sun Mountain, Winthrop

Small Ports Seminar
October 20-21
Enzian Inn, Leavenworth

Annual Meeting
November 16-18
Hotel Murano, Tacoma