

STATE STUDIES AT-GRADE RAIL CROSSING CONFLICTS

For the first time ever, the Legislature's Joint Transportation Committee (JTC) is finalizing a report that aims to prioritize at-grade crossing conflicts throughout Washington State. The report is titled "Study of Road-Rail Conflicts". The study was funded during the 2015 legislative session from monies that were earmarked for the Association of Washington Cities (AWC) and the JTC was charged with conducting the study.

The study is designed to build off of current and projected train count data currently under development in

the Pacific Northwest Marine Cargo Forecast. The Marine Cargo Forecast, itself a recipient of state funding, is a partnership between WPPA and the Freight Mobility Strategic Investment Board (FMSIB) and has funding from sixteen member ports of the WPPA.

The Road-Rail Conflicts Study will prioritize just over 300 out of over 2,000 grade crossings statewide. To accomplish this, the study looks at criteria segregated into three categories: Safety, Mobility and Community. The study is not intended to prioritize projects or recommend improvements for specific crossings,

but instead to provide a data-based analysis of which crossings generate the greatest problems for the rail roads and the public, such as length of crossing closure daily and potential for accidents across the state both today and into the future.



WPPA is currently participating in a steering committee designed to provide direction for the study. The study has designed a tool to score each crossing in the state and is currently wrapping up its findings and recommendations, which will be presented to the JTC on December 15. For more details on the study please visit JTC's website at <http://leg.wa.gov/JTC/Pages/Road-Rail-Study.aspx>. The results of the crossing prioritization can be found here.

PORT SPOTLIGHT

PORT OF PASCO GROWS JOBS AT PROCESSING CENTER

The Port of Pasco is marking a milestone with the build-out of its Pasco Processing Center. This inter-connected mix of food processing plants, cold storage, seed processing and machine-manufacturing tenants represents a twenty-year investment plan and partnership between the port, city, PUD and private companies.

Originally leased out for farming, the Port of Pasco purchased the property from BNSF Railway in 1990. Five years later Simplot was the first tenant, taking advantage of Washington's mid-Columbia grown carrots, onions and corn. Over the past twenty years additional firms have built up the center, investing \$200 million in private money and creating 1,500 jobs for the community.



"This is what ports do best" said Port of Pasco Executive Director Randy Hayden. "We had a long-term vision and patience, and worked with community partners to leverage market opportunities. In our case, that was value-added agricultural businesses."

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FROM ERIC JOHNSON

FAST BALLS, CURVE BALLS & CHANGE UPS



In baseball the rarest and most unusual pitch ever encountered is called an eephus pitch. Almost no pitchers can throw one, and most fans have never seen one. It is a slow, very high arching pitch that curves way up – far above a player's height, and then drops down across the plate completely unexpectedly for a strike. A batter never

expects an eephus, and if thrown perfectly they work. I felt like I saw an eephus ball on election night, and felt like the famous Milwaukee player who struck out on one and threw his bat across the field in frustration.

What happened? I won't spend much time on the national scene, as that is being covered by others. I am most struck, however, that in national exit polls over sixty percent of the President-elect's voters said that he is unqualified to be President...and they voted for him anyway.

To say that the voters wanted change is like saying that Michaelangelo was a pretty good sculptor. No kidding. The desire for no more 'business as usual' ran completely over every other factor in the contest. In the end, change was all that mattered.

How did it look in our state? Well, Clinton won 56% of our vote overall, but it is useful to peek at the uncertified results county-by-county. Clinton won every county that

touches Puget Sound, except Mason (which Trump won by 2000 votes) and Clallam (where he won by eight votes). Clinton also took Clark and Whitman Counties, but it was also nearly a tie in both of those. King County favored Clinton by 378,000 votes. That number dwarfs the total number of voters anyplace else, and was her highest percentage county in our state.

But besides King, only San Juan and Jefferson Counties voted Democratic higher than 60%. Even reliably Democratic Pacific, Grays Harbor and Cowlitz Counties went Republican. Clinton barely topped 50% in Pierce, Skagit and Kitsap Counties. The only conclusion I can draw is that big swaths of our state want change too.

This pattern fits my narrative that the economic gap between greater Seattle and nearly everywhere else cannot be politically ignored. Our policies have simply not addressed the needs of lower-income voters, many of whom I have to assume are unemployed or under-employed. This segment of our citizenry just roared, and one important and productive thing that we can do about it is to develop and suggest policies that the state can pursue to make things better.

Port districts are one of the best tools that we have to create jobs in these areas; many of you prove that every day. I will be emphasizing this message in Olympia in the months and years ahead, because I don't think we want to see that pitch again, ever.

PORT SPOTLIGHT

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Over that time, the Port invested nearly six million dollars and worked cooperatively with the City of Pasco, who spent over four million dollars on water supply and industrial waste water treatment systems. The Franklin PUD also invested in a new electrical substation. "We could not have done this without cooperation from the City and PUD" added Hayden.

Build-out of the Pasco Processing Center is now substantially complete, and the Port of Pasco is turning its attention to the successful development of its remaining properties, including the newly-opened Osprey Pointe.

EMPLOYMENT OPPORTUNITIES

Business Development Assistant

Port of Port Angeles

Business Technology Analyst

Port of Seattle

Electronic Technician (STS)

Port of Seattle

Contract Administration Manager

Port of Seattle

Sprayfield Manager

Port of Sunnyside

Marina Office Assistant

Port of Bremerton

Executive Director

Port of St. Helens, Oregon

Finance Manager

Port of St. Helens, Oregon

Senior Network Engineer

Port of Seattle

If you would like information on any of these positions, visit www.washingtonports.org/employmentopportunities/