

WPPA DELEGATION REPORTS BACK FROM WASHINGTON, D.C.

For the second year, the Association made a quick trip to Washington D.C. to brief our state's delegation on a few issues that have a joint federal/state dimension. Once again, the formula was simple: visit with a small group of four people and keep the list of issues short.

For two days, WPPA President Karen Moore and Vice-President Troy Stariha were joined by WPPA Executive Director Eric Johnson and Deputy Director James Thompson as they visited with and briefed our state's two Senators and ten members of the House of Representatives. The two primary issues receiving attention were rural broadband programs, and the continued evolution of the Great Northern Corridor as a multi-state freight transportation coalition.

The visit was very well-received again this year, and they also received briefing reports on the results of the WPPA Jobs Study as well as the Marine Cargo Forecast. These studies are both seen as supporting a potential federal infrastructure package in 2018. Members of Congress from both parties were hopeful about the potential of an infrastructure bill early next year, with both transportation and broadband being mentioned as possible categories of targeted investment.

All of the delegation remains very interested in supporting the efforts of the eight states who span the corridor between the Pacific Northwest and Chicago. This effort has matured over the past year, with the coalition

adding its first staff person and beginning to identify priority freight projects across the corridor that will increase the competitiveness of this trade gateway.

One of the keys to success for this effort seems to be using a small visitor delegation and a limited list of issues that are linked to WPPA's advocacy efforts in Olympia. Thank you to all of the members of Washington's congressional delegation for your time and hospitality. ■



PORT SPOTLIGHT

NEW BELLINGHAM EVENT CELEBRATES THE WORKING WATERFRONT

Over 10,000 people gathered on Bellingham's waterfront this fall to celebrate SeaFeast,



a Port-sponsored event commemorating Whatcom County's rich maritime heritage, thriving working waterfront, commercial fishing and seafood industries, and the culinary bounty of the Pacific Northwest. People traveled from around the state to enjoy the free, two-day event which included a salmon-grilling contest, live music, a Coast Guard rescue at sea demonstration, the legendary FisherPoets, a maritime themed art walk, a sea-side beer garden, an oyster shucking competition, plenty of local seafood, harbor boat tours, and much more.

SeaFeast doubled in size during its second year of existence and the success of the event is no surprise given the size of the maritime and commercial fishing industry in Whatcom County. According to a report recently published by Western Washington University's Center for Economic and Business Research, 6,033 jobs are created or supported by the marine trades representing seven percent of Whatcom County's total workforce.

Bellingham's third annual SeaFeast is tentatively scheduled for September 21-22, 2018 with festival information

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FROM ERIC JOHNSON

FAST BALLS, CURVE BALLS & CHANGE UPS



Wow. We just wrapped up an election that had quite a few curve-balls. I stopped predicting politics one year ago – now I just watch it. But we did see something this year that we haven't seen before; we saw a record amount of money spent in a port commission race.

The race was down in Vancouver, where an open seat on the Commission

attracted an astonishing amount of money – both in the form of direct campaign donations as well as in "Independent Expenditure" advertising from outside groups. How much money? Over \$700,000 in total, nearly split between the candidates.

This amount of campaign money has turned heads in Olympia as if we were baseball scouts seeing a pitcher who throws at 103 mph.

This is an unprecedented amount of money for any port race, and especially for one that is not in King County (whose population makes even a mailing very expensive). We actually saw the beginnings of this trend two years ago up in Bellingham, but it really reached a full torrent this year.

In King County, however, we have campaign contribution limits for Port of Seattle races. These limits also apply to the Port of Tacoma, but just to those two. They were put

in place ten years ago after concerns about excessive contributions in Seattle, and they are the same limitations that apply to state and some other local elected positions. At that time there were no concerns about races at the smaller ports, and in fact we argued against limits for the smaller ports because raising money in an off-year for a down-ticket position is usually hard to do.

Usually. But not if your port is involved in a "carbon" project. Or, in the case of Bellingham, is even nearby one. That distinction will be lost in Olympia come January though, when we will see legislation introduced that will extend campaign contribution limits to all port races.

I don't know what you all will think of that idea. I will try to find out this week at our annual meeting in Seattle when I am connecting with many of you. In the legislature, after this election in Vancouver, I think the idea will be popular in many quarters.

Of course, money in politics is a funny thing. Like water, it is hard to stop in large amounts and it tends to find a way to flow around any barrier that you try to place in its way. I hope this race in Vancouver was as rare as a runner given first base for catcher interference. It happens, but you only see it maybe twice in your life. If it becomes as common as ball four, things won't be as fun any more. ■

UPCOMING EVENTS

New Commissioner Seminar

Nov. 14 (12pm-5pm) - Nov.15, 2017 (9am-11:30am)
Motif Hotel, Seattle

CLE

November 14, 2017 (1pm-5pm)
Motif Hotel, Seattle

Annual Meeting

November 15-17, 2017
Motif Hotel, Seattle

Port Day

January 23, 2018
Olympia

PORT SPOTLIGHT

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to be updated at www.BellinghamSeaFeast.com. The Port is planning to host some of next year's events on a portion of Bellingham's downtown waterfront which has not been open to the public in over 100 years—on property which was formerly the site of a complex pulp, paper and chemical plant operated by Georgia-Pacific. The Port purchased this property from Georgia-Pacific to help rebuild the waterfront economy after the company shut down operations causing over 1000 people to lose their jobs.

As downtown Bellingham connects to the water, SeaFeast will help bring the reclaimed waterfront to life with food, music, art, poetry and more. The Port is hoping Bellingham SeaFeast becomes an event people travel to from far and wide to eat fresh seafood, listen to FisherPoets and immerse themselves in the sights and sounds of a true maritime community. ■

EMPLOYMENT OPPORTUNITIES

Deputy Executive Director

Updated 10-31-17
Port of Port Angeles

CAD Design Manager

Port of Seattle

Communication Manager

Washington Public Ports
Association

Senior Cost Engineer Scheduler

Port of Seattle

Accounts Receivable Manager

Port of Seattle

Accounting & Financial Reporting Business Technology Analyst

Port of Seattle

Executive Director Humboldt Bay Harbor, California

Payroll Technician II

Port of Tacoma

Facilities Management Specialist

Port of Tacoma

HR Manager, Labor & Employee Relations

Port of Tacoma

Project Manager II, Engineering

Port of Tacoma

Director, Port Operations

Northwest Seaport Alliance

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