



WASHINGTON PUBLIC PORTS ASSOCIATION

THE MANIFEST

FAST AND FURIOUS: A GUIDE TO 2018 SHORT SESSION PRIORITY POINTS

With a quick start to a short session, we put together a top-line short review of priority points for the 2018 legislative session. Use as a quick-reference, and, of course, find updates in our weekly legislative reports, available by email along with present and past issues on our website, [here](#).

TOP WPPA PRIORITIES INCLUDE:

ECONOMIC DEVELOPMENT

Modernizing Port District broadband telecommunications authority. House Bill 2664 and Senate Bill 6426 pick up where we left off last year in broadening and modernizing the authority of port districts to provide broadband connectivity services to properties that are underserved. This is a key economic development need in many rural areas.

PUBLIC WORKS

Unit-priced Contracting Authority. The State Auditor's Office has advised local governments that unless the statute provides specific authority, they cannot enter into 'on-call' contracts, also referred to as unit-priced contracts. House Bill 2691 and Senate Bill 6072 provide this specific authority for port districts.

ENVIRONMENT

Preserving and enhancing funding for cleanups. With continued pressure to fund K-12 education obligations, the legislature is using existing MTCA cleanup funds to pay for non-cleanup programs. WPPA continues to look for solutions that will return these funds to their original purpose.

Of course, there are dozens of other issues as well. You can follow them weekly by reading our Legislative Report, using the link above.

PORT DAY



January 23rd is Port Day in the Legislature. Plan to join your colleagues from around the state to hear up-to-date briefings on issues, and to advocate for the bills and programs that you care about. The day begins with a 7:00 am breakfast briefing on the Capitol campus, and continues with a noon luncheon and evening reception. You can find the agenda and meeting locations [here](#).

This is a great time to meet with your legislators and advance our statewide agenda.

SPOTLIGHT

PORT OF VANCOUVER RECEIVES \$485,000 GRANT FOR MULTIMODAL PATH AT TERMINAL 1

The Southwest Washington Regional Transportation Council (RTC) has awarded the Port of Vancouver USA a \$485,000 grant for construction of its multimodal path at Terminal 1 on the downtown Vancouver waterfront.

The path will connect the City of Vancouver's new waterfront park, which is scheduled to be completed in 2018, to the existing portion of the city's Renaissance Trail to the east of Terminal 1. Bicyclists and pedestrians will be able to use the separated path to travel between the new Grant Street Pier on the west side of the city park and the Renaissance Trail.

"The port is building on its vision for the waterfront, and this grant from RTC will help us reach that vision," said Port of Vancouver Commissioner Jerry Oliver. Oliver represents Clark County's public ports on the 14-member RTC Board of Directors.

The path is one of the port's priorities as it begins redeveloping Terminal 1 from a former industrial and commercial site to an urban, mixed-use destination. The path will provide a multimodal and ADA-accessible connection to the popular Renaissance Trail and match development plans for a future hotel at Terminal 1 as well as the city's waterfront park. Trail design, geotechnical work, engineering and construction are expected to cost nearly \$4 million.

Continued next page

FROM ERIC JOHNSON



Olympia has been an interesting place the past week. I won't tell you the exact number of legislative sessions that I have been a part of (Ronald Reagan was President during my first one), but after thinking it over I have decided that this one has started faster and with more intensity than any I can remember.

This is because we almost never see a pivot in the legislature's power structure in the middle of an election cycle. It has happened before – sometimes in the middle of a legislative session – but not usually the November before a short session. The result is that a whole bunch of bills that the Democrats had written and introduced last year were teed up and ready to get fired over the plate like a bucket of fast balls during batting practice.

I am one of those people who often think about several things at the same time, trying to connect dots. While sitting in a lot of hearings last week waiting to testify on various bills, I was thinking about the population forecasts that the state's Office of Financial Management recently released. You can find the full report [here](#) – but I can summarize it for you: the big cities – especially Seattle – are growing fast and the rural areas are not.

The news site Crosscut took a look at this data and in

their Jan 6th edition made an astonishing conclusion. They reported that the population growth in Seattle since 2010 has been more than the growth in 33 of the state's 39 counties *combined*. The vast majority of the additional population growth over that time has been in King, Pierce and Snohomish Counties, plus in Olympia, Vancouver and Spokane. And to provide you with another dot to connect, almost all of the Democrats in Olympia today are from urban or suburban districts.

The cities are growing, and the bigger they are the faster they seem to be growing. This thought was going through my mind as I sat in hearings waiting to testify on legislative measures that largely reflected the priorities of urban interest groups. And keep in mind that in two years the federal government will conduct its decennial census; the first ever to be done all online (I wonder how that will count my mom, who doesn't touch computers...). That census will establish new legislative and congressional districts, and it doesn't take a stable genius to predict that the urban areas will gain more clout.

What does this mean? It means that we need to sharpen our messages about how the jobs we create help to solve urban problems, especially the problems that come from income inequality. Port districts are a tool for communities to help regular people get good jobs. A good job helps families live in the places that they want to live. Those values are universal, and I am very comfortable to defend and advance them – as soon as we dig out from under all these fast-balls.

UPCOMING EVENTS

Port Day

January 23, 2018
Olympia Capitol Campus,
Cherberg Conference Room

Spring Meeting

May 9-11, 2018
Hilton, Vancouver, WA
(Registration Opens March 2018)

Finance & Administration Seminar

June 13-15, 2018
Enzian Inn, Leavenworth

Commissioners Seminar

July 22-24, 2018
Suncadia Resort, Cle Elum

Small Ports Seminar

October 18-19, 2018
Enzian Inn, Leavenworth

EMPLOYMENT OPPORTUNITIES

Technician I, Accounting

Port of Tacoma

Business Development

Manager I or II

Northwest Seaport Alliance

Accounting Manager

Port of Ridgefield

Executive Director

West Plains / Airport Area
Public Development Authority

Safety Program Manager

Port of Longview

Executive Director

Port of Othello

Senior Project Controller (Senior Cost Engineer Scheduler)

Port of Seattle

Director, Maritime Environmental and Planning

Port of Seattle

Deputy Executive Director

Port of Port Angeles – updated
12-12-17

Executive Director

Humboldt Bay Harbor, California

SPOTLIGHT

Continued from page 1

The RTC grant is part of the Transportation Alternatives Program (TAP) and authorized by the Federal Highway Administration to provide for a variety of alternative transportation projects. The program goals address expanding travel choices, strengthening the local economy, improving the quality of life and protecting the environment. TAP projects include pedestrian and bicycle facilities, viewing areas, community improvement activities, environmental remediation, recreational trails and safe routes to school.

If you would like information on any of these positions, visit

www.washingtonports.org/washington-ports/employment-opportunities