



WPPA

Legislative Priorities

People power Washington's ports

TOXIC CLEANUP PROJECTS (MTCA) FUNDING

Of the \$71 million requested by the Governor Inslee for toxic clean ups, \$48.5 million will advance projects at the ports of Bellingham, Skagit, Anacortes, Everett, Seattle, and Tacoma. Protect MTCA resources and preserve these funds for job creation, environmental, public health, and equity benefits for communities across Washington.

TAX INCREMENT FINANCING (TIF)

We are a part of a coalition working to allow cities, counties, and ports to engage in tax increment financing projects for their local communities. Challenging economic times call for new tools like TIF to help Washington's communities generate new economy activity. Washington is one of the only states without such a tool currently.

TRANSPORTATION FUNDING

Our state's transportation infrastructure needs investment, and the WPPA supports passing a transportation package that balances the need for increased revenue, including through the use of a carbon pricing tool, with increasing spending on maintenance, preservation, multimodal investments, and replacing aging infrastructure.

COMMUNITY ECONOMIC REVITALIZATION BOARD (CERB)

The Community Economic Revitalization Board (CERB) is the one state institution singularly focused on capital investment for economic development; ports are the primary recipients of its grants and loans. This important source of funding requires legislative appropriation to maintain program activity. We support CERB's legislative request of \$25 million for its core program, \$15 million for rural broadband funding, and codification of broadband authority under RCW 43.160.

BROADBAND

The COVID-19 pandemic has demonstrated that broadband isn't a luxury- it's a necessity for Washingtonians. We support expanded broadband authority for public organizations.

AVIATION FUNDING – COMMUNITY AVIATION REVITALIZATION PROGRAM (CARB)

Several port-managed airports received funding through the Community Aviation Revitalization Loan Program established in the 2019 Capital Budget. The program provides funding that generates revenue at small airports and is core to the state's interest in increasing the financial sustainability of these facilities. WPPA advocates that the program become permanent and receive an additional \$5 million allocation during the 2021-2023 budget cycle.

CAPITAL PROJECTS ADVISORY REVIEW BOARD (CPARB) REAUTHORIZATION

A little-known, volunteer board known as CPARB, worked to approve Washington's expanded local government authority to use alternative public works processes like Design Build and Job Order Contracting in 2019. The authority to these alternative delivery processes is set to expire in 2021. WPPA supports the required legislation to ensure these valuable tools and CPARB's important advisory function continue.



SMALL WORKS ROSTER THRESHOLDS

Ports were omitted from legislation which increased thresholds for the Small Works Roster procurement tool. A study looking at bid thresholds has recommended ports be allowed to expand our authority, but recent attempts to do this have been stymied.

SPECIAL PURPOSE DISTRICTS

In recent sessions, there have been discussions of making changes to the special purpose districts statute, with proposals that would add penalties to reporting requirements, impose new requirements for posting meeting information on websites, and change election rules for certain special purpose districts. WPPA doesn't support adding onerous website requirements for small port districts without staff.

OPMA REMOTE MEETING AUTHORIZATION DURING EMERGENCIES

The Open Public Meetings statute should be updated to allow for virtual meetings during times of emergency.

EMPLOYEE PROTECTIONS DURING FURLOUGHES

During these uncertain economic times, there may be instances where state or local governments implement furloughs to temporarily reduce working hours of some of their employees. WPPA supports a bill that holds harmless members of the retirement system from furloughs or reduced hours.

LOCAL MATCH FOR COMMUNITY IMPROVEMENTS

The Port of Seattle seeks to reduce the required local match that non-profit entities must provide in order to receive small-dollar grants for public improvement projects. This statutory change will help the Port distribute grant funding at a time when many local government partners will be forced to reduce grantmaking.

GROWTH MANAGEMENT ACT DISCUSSIONS

This summer and fall the University of Washington convened a broad group of stakeholders to discuss amendments to the GMA. Topics included incorporating ports and other special districts into the GMA, regional transportation planning, climate-related planning, affordable housing, and other updates to the legal framework.

PLACEMENT OF DREDGE MATERIAL- COLUMBIA RIVER

As Columbia River channel maintenance work approaches, the Department of Ecology recently claimed authority to permit upland placement of dredged material under the state's Shoreline Management Act. The U.S. Army Corps of Engineers disputes a state's ability to permit actions authorized under federal law. Columbia River ports are caught in the middle; WPPA supports a bill to ensure maintenance dredging happens on schedule.