



*Riverfront property at the Port of Pasco, providing rail, truck, and barge access as well as industrial processing facilities.
Feature photos courtesy of the Port of Pasco.*

June Updates from WPPA

Summer rolls on at WPPA, with no shortage of seminar content and plenty of travel around our beautiful state to keep our staff busy. Thanks to those who have hosted WPPA staff and helped us advocate for you by showing us your good work. We are grateful to the team at the Port of Moses Lake for executing another awesome Port Academy Series, and while Martin and James were in Grant County, Mandy and Eric made it to Richland to attend a commemoration ceremony for longtime Port of Benton Commissioner Bob Larson.

Commissioner Larson served on the Port of Benton Commission for 27 years, helping steward the port through significant growth and much change in the Tri-Cities community. One of the projects on which he was centrally involved was the acquisition of the Trident submarine's sail, which now brings the community to the Richland waterfront and the port's Triton Sail Park. On June 4th, the port hosted an event to dedicate a plaque at the park to Commissioner Larson's legacy. Speakers included the Richland Mayor, staff from the office of Representative Dan Newhouse, and even former crew from the Trident. It was a great chance to share memories of a standout port leader, in the beautiful Washington sunshine.

Meanwhile, at the Port Academy Series, another collection of port staff from around the state converged on Grant County to see all that is going on at this bustling Central Washington port district. On their way there, James and Martin got to visit with the Ports of Royal Slope and Ephrata, getting a good look at the different ways our Grant County port members execute on their missions. The Port of Moses Lake showed attendees the myriad tenants at their busy airfield and talked about their plans to develop an energy park that could serve as an example for how ports can power their projects and properties. This was another great round of port-on-port education, and we sincerely thank all who took time to attend and to the hosts for time spent preparing and executing the event.

Soon after you read this, the WPPA family will converge on Everett for the Finance and Administration Seminar (and did we mention they have a Fan Zone?! Our own James Cockburn was there for the kickoff match of the tournament last Thursday!). The F&A Seminar always provides attendees with in-depth educational support for the essential role they play at their ports. From the standard appearance from Deena with the State Auditor's Office, to the interesting discussion on succession planning led by Mike Bomar from the Port of Vancouver USA, the diverse agenda has something for all.

From Everett to Pullman and Wenatchee, where July sees our directors gathering in Pullman, WA in the shadow of the WSU Campus, while later that month our commissioners will be in Wenatchee for the 2026 Commissioners Seminar. Both regions are home to ports that are making things happen, and being there together will give our senior leaders the chance to connect and learn more about what could be possible in their own communities.

We look forward to seeing you all over the next month and hope you'll stay in touch!

June Spotlight: Port of Pasco looks toward a symbiotic future

In our time spotlighting ports for the Manifest, one thing that stands out most is the innovative ways that ports attract business and provide for their communities. The Port of Pasco's Industrial Symbiosis Park project is one such innovation, and something that could change the way business in Washington is done in the future.

Originally formed in 1940, the Port of Pasco has long served as a vital transportation link between the region's vibrant agricultural industry and the outside world.



A barge is loaded at the Pasco Container Barge Terminal.

“[We serve] barges, rails, trucks, airplanes,” said Adam Lincoln, Executive Director at the Port of Pasco. “We move goods of all types.”

Currently, the port provides facilities at the Tri-Cities Airport, the Big Pasco Industrial Center, the Pasco Processing Center, and Pasco's Container Barge Terminal. But as the port looks ahead, they looked across the Atlantic for an example of how to diversify the businesses they serve.



Aerial view of the Tri-Cities Airport, served by five major commercial airlines.

You may recall that industrial symbiosis has been a topic of interest for Washington ports for some time. Our own Carly Michiels hosted a Winter Meeting panel on the topic last November, following a WPPA field trip to multiple industrial symbiosis parks in Denmark, and we heard more about them from our partners at the Washington Department of Commerce during the Environmental Committee meeting at our Spring Meeting in April. We're also planning to attend the upcoming [Pacific Northwest Industrial Symbiosis conference](#), hosted by our friends at the Center for Sustainable Infrastructure—see more details on this event in our [Grants and Resources section](#)!

In short, industrial symbiosis parks are industrial lands where resources are shared between tenants, and agricultural byproducts are transformed into resources such as renewable gas, biomaterials, and aviation fuel for other users on the land.

“It’s a good combo of innovation and recycling to cut costs for industry and promote [recycling],” Lincoln said. “It’s a win-win.”

The port has already completed feasibility studies for the project, which was unanimously approved by their Port Commissioners, and secured funding for next steps. The first eighteen months of development will focus on land acquisition and spotlighting both the land and utility capabilities of the site. The next few years will focus on preparing the park, and after that the port will focus on constructing the infrastructure required to host the industries that will serve and be served by the park.

Pasco’s status as a transportation hub makes it an ideal candidate for building an Industrial Symbiosis Park. Every transportation mode sits within a 15-mile radius, leaving it suited for a wide range of industries.

The planned park in Pasco is being designed around resource streams that are already commonplace or would be well-suited to Pasco’s environment from both an ecological and economic standpoint. The park would reuse natural gas, waste heat, wastewater, used oils, biological waste, and food byproducts.



Biomass pellets are produced to create high-density fuel for energy applications.

When it comes to powering the facility, however, the port will have to get creative again.

“One of the things practiced on the energy front in Denmark is a microgrid. You want to have sustainable energy production in the business park. We’d love to see a microgrid and use small modular reactors, wind, and solar to power that.”

But to be able to build the park, they need to provide some level of backup power to those alternative energy sources.

“Everyone needs more power,” Lincoln said. “It’s hard to draw these out without keeping alternative energy sources as the spine for it.”

One thing that hasn’t been a barrier, however, is getting buy-in for the project. Upon embarking on this project, the port saw a groundswell of support from political figures, industry partners, and even the Danish government.

The Port of Pasco took a big step to continue to serve their community to the best of their ability, and the region at large responded with enthusiasm for the project.

“[In Pasco] we’ve got land availability, a heavy agricultural community providing inputs to whatever industries come here, a really strong business community that sees the benefit of investing, and elected leaders who see the value in this,” Lincoln said.

It’s a novel project for the entire region, and one that could benefit Pasco long into the future. The port is taking on a markedly different project from what they’ve done in the past, but that kind of adaptation and creative thinking is what makes Washington’s public ports so great. Seeing this acceptance of a new way of developing opportunity shows us that this is exactly the kind of creative thinking our port community needs as we move into the future.

Legislative Priority Development for the Upcoming 2027 Session

Carly Michiels, Senior Director of Environmental Policy

If you can believe it, we are already thinking about the new year! As we look ahead to the 2027 Legislative Session, the WPPA Government Relations team is beginning the important work of developing our annual legislative priorities. This process is rooted in one of WPPA's core strengths: bringing together the collective voices of ports from every corner of the state. We use these priorities to advocate for policies that support Washington's diverse maritime, rail, and air transportation systems and the vibrant communities our port districts serve.

Beginning this June and continuing through October, members of the WPPA Legislative Committee will work closely with WPPA staff to identify, evaluate, and refine legislative priorities and issues for consideration during the 2027 session. Our Legislative Committee added Eron Berg with the Port of Port Townsend as a co-chair, joining Diahann Howard with the Port of Benton to lead this effort. This collaborative process is designed to ensure that our advocacy agenda reflects the needs, opportunities, and challenges facing ports across Washington.

Developing meaningful legislative priorities requires broad participation and thoughtful discussion. Throughout the next few months, WPPA will seek feedback and input from members, standing committees, and port leadership to better understand how potential policy proposals may impact the wide range of interests, businesses, and communities our ports serve. From large international gateways to small rural ports, every perspective helps shape a stronger and more effective legislative platform.

The Legislative Committee serves as the central forum for reviewing recommendations and developing the association's legislative priorities. Committee members will consider proposals submitted through WPPA's standing committee process, discuss statewide implications, and work toward a set of priorities that advance the shared interests of Washington's public ports. Final recommendations will be presented to the WPPA Board of Trustees for consideration later this year at our Winter Meeting in Vancouver.

As a reminder, the 2027 Washington State Legislative Session is scheduled to begin in January and will be a long session, lasting 105 days. Long sessions occur during odd-numbered years and focus on developing the state's biennial operating, capital, and transportation budgets, in addition to considering policy legislation. Because major budget and policy decisions will be made during the 2027 session, establishing clear and well-supported priorities now is essential to ensuring ports have a strong voice in Olympia. Like previous years, we anticipate another challenging fiscal environment with the Governor's office already warning state agencies of [significant budget shortfalls](#).

We encourage all WPPA members to stay engaged throughout the process and share your perspectives with our team. We also need to share our gratitude to all those who participate in our Legislative Committee and the work that goes into an effective priority-setting process—thank you! Together, we can develop a legislative agenda that reflects the diverse needs of Washington's ports and strengthens our ability to advocate effectively on your behalf.

Knowing the Waters

This month's installment of [Knowing the Waters](#), written by Tim Schermetzler of CSD Attorneys at Law, discusses Washington ports' statutory authority for economic development, from the 1911 Port District Act through multiple legislative iterations over the last 115 years. The article closes with some food for thought for ports considering an innovative project for the public good.

Grants and Resources for Ports

Industrial Symbiosis Technical Assistance (applications due July 8) and Conference (held June 28-30 in Vancouver, WA)

Our partners at the [Center for Sustainable Infrastructure](#) (CSI) are providing two significant opportunities in the [Industrial Symbiosis](#) world this month! ¹

Eligible entities can now apply for **technical assistance from CSI**, which will be provided to at least six Washington communities through a grant from the state's new [Industrial Symbiosis Technical Assistance Program](#) (ISTA). This will support communities seeking to develop industrial symbiosis parks composed of shared sites or properties where organizations co-locate and partner in the use of resources more sustainably through integrating waste streams into production processes, such as waste materials, wastewater, or waste heat.

- **Applications for technical assistance are due no later than 5 p.m. on July 8.**
- Collaborations amongst multiple local organizations are encouraged. CSI will implement the ISTA program with selected communities in a four-phase approach over 10-12 months, with all work to be completed by June 30, 2027.

CSI is also hosting the first-ever [Pacific Northwest Industrial Symbiosis conference in Vancouver, WA June 28 -30](#). The featured speaker will be the Ambassador of Denmark to the United States, [Jesper Møller Sørensen](#). This two-day conference brings together the Pacific Northwest's leading industrial symbiosis practitioners, business innovators, economic development professionals, and industry leaders from both the public and private sectors.

Complete a Survey: Potential RCO Accessibility Improvements Grant Program

The Washington State Recreation and Conservation Office (RCO) is seeking input on a potential capital grant program focused on accessibility improvement and barrier removal at existing parks and recreation spaces. The program could provide funding support for American Disability Act (ADA) improvements, incorporating universal design aspects, or supporting adaptive recreation at parks, trails, water access points, and outdoor athletic facilities. Before they request funding, the RCO would like to hear more about the scale of need for such a program.

- If you're interested, please [fill out the survey](#) by **Tuesday, June 30**.
- If you would like to connect directly with RCO, please contact [Leah Dobey](#).

Complete a Survey: Washington Industrial Development Districts (IDD)

Over the last year, WPPA staff have noted resurgent member interest in industrial development districts (IDD). As we heard more from members, both those who have utilized IDD and those who have not, the need to shore up both staff's and WPPA members' understanding of IDD became readily apparent.

For background, IDD are geographic areas designated by a port commission where some of or all the real property is "marginal lands" in need of port expenditures for industrial development and harbor improvements. Designation of an IDD permits the port district to make certain improvements within the IDD and provides port districts with additional levy authority for IDD purposes. In the main, **IDDs are an**

¹Pioneered in Denmark, industrial symbiosis is an innovative approach to infrastructure and economic development in which one facility's waste streams—energy, water, materials, and residuals—become valuable inputs for other businesses. This model maximizes resource efficiency, lowers costs, reduces greenhouse gas (and other) emissions, and stimulates economic growth.

economic development tool unique to ports that facilitates the improvement, development, or redevelopment of land within the district.

In support of the WPPA's work to better grasp the industrial development district universe, staff have created an IDD Survey! The idea is to hear from all of you on what member ports did to establish their IDD (or IDDs), how they have utilized IDDs, whether they have utilized the IDD levy authority, and more. The goal is to synthesize those responses into a helpful one-stop-shop for IDD development best practices, and to uncover potential gaps in member ports' understanding of IDDs and how the WPPA communicates the value of IDDs to its members.

If you are interested in providing information, **please [respond to the survey](#) by Monday, July 6.**

Washington Zero-Emission Incentive Program – Funding Available Now

The Washington State Department of Transportation (WSDOT) [Washington Zero-Emission Incentive Program \(WAZIP\)](#) is offering up to \$112 million in vouchers to help businesses purchase zero-emission medium and heavy-duty (MHD) commercial vehicles and equipment. Technical assistance is available [here](#) on the WAZIP webpage.

RCO Boating Infrastructure Grants – applications due July 15, 2026

RCO administers a US Fish and Wildlife Service funding stream for developing, renovating, and maintaining public boating facilities, boating information, and boater education in Washington: the [Boating Infrastructure Grant Program](#). Projects may include acquisition, development, maintenance, and/or renovation of facilities that serve recreational boats at least 26 feet in length providing day use or stays of up to 15 days. Up to \$288,046 is available for Tier 1 (state reviewed) project applications, and up to \$1.4M for Tier 2 (federally reviewed) projects.

- A match of 25 percent is required.
- Applicants contributing 26 percent or more will receive additional evaluation points.
- **Applications are due July 15, 2026**

RCO Planning for Recreation Access Grants – applications due July 15, 2026

The RCO [Planning for Recreation Access program](#) funds planning projects in communities lacking adequate access to outdoor recreation opportunities, including diverse, urban, and small rural communities across the state. Up to \$1.7M is set aside to fund activities such as planning, community engagement, and collaboration to define needs and priorities for projects that would lead to capital investment.

- No match is required.
- **Applications are due July 15, 2026.**

FEMA Building Resilient Infrastructure and Communities – applications due July 23

The Federal Emergency Management Agency (FEMA)'s [Building Resilient Infrastructure and Communities \(BRIC\) program](#) will fund up to \$1 billion in hazard mitigation activities via the [2026 Notice of Funding Opportunity](#). These activities include proactive upgrades and modernization projects to promote resilience and protect communities from the growing risks of natural hazards.

- **Applications are due July 23, 2026.**

Port Governance & Management Guide - Updates and Trainings in 2026-2028

WPPA is partnering once again with MFA and Jim Darling of Leeward Strategies to update the [WPPA Port Governance & Management Guide](#). These updates, completed over the course of the next two years, will bring Guide content up to date and inform semi-annual CTE sessions offered at the WPPA Winter & Spring Meetings. Each session will cover approximately one quarter of the Guide, as chapters are updated. We hope to lean on the engagement and expertise of our port and associate members throughout this process—please don't be surprised if we reach out to invite you to join a committee covering a portion of the Guide in the coming months!

MRSC Trainings for Local Government – July-August, Virtual and In-Person

July's and August's Municipal Research and Services Center of Washington (MRSC) webinars are open for registration, covering Land Use Case Law and MRSC services, respectively. Check out [their website](#) for a list of all currently planned trainings; additional information will be added as it becomes available.

Puget Sound Clean Air Agency (PSCAA) Diesel Program – Grants Available

If your organization's diesel emissions reduction project prioritizes old, large engines, engines with daily usage, and/or engines that operate within areas or close to businesses or communities with high diesel pollution, [send your project information to PSCAA](#) for a chance to receive a 25-60% reimbursement for diesel equipment replacement.

Clean Buildings Performance Standards: Resources and Grants Available

The [Tier 1 Early Adopter Incentive Program](#) will provide up to \$16 million in incentives for approved applicants. Tier 1 applies to non-residential, hotel, motel, and dormitory buildings greater than 50,000 square feet. Demonstrated early compliance with the Clean Buildings Performance Standard can earn building owners a one-time base incentive payment of \$2/square foot, up to \$75 million. This incentive is to cover up to half the cost of energy-saving measures identified in an energy audit. A [Tier 1 incentives estimator](#) is now available to assist building owners in planning their Clean Buildings Performance Standard compliance path.

The [Tier 2 Early Adopter Incentive Program](#) will provide a base incentive of \$0.30/square foot to owners of buildings between 20,000-50,001 square feet who benchmark their building's energy use, identify an energy use intensity target, and develop and implement an energy management plan and operations and maintenance program. Additional incentives are available for multifamily building owners who are willing to sign an [anti-displacement agreement](#).

Commerce Clean Energy Tax Credit Assistance Program

Commerce provides **technical assistance in accessing federal tax credits for clean energy projects**, including solar, battery storage, wind energy, geothermal systems, electric vehicles (EVs), and EV charging infrastructure through the [Clean Energy Tax Credit Assistance Program \(CETCAP\)](#).

The Community Builders Collective: A Statewide Network for Project Leaders

Launching this fall, the Community Builders Collective (CBC) is a free, statewide peer network from CERB for the people behind community and economic development infrastructure projects in rural, tribal, and historically under-resourced communities.

CBC members get:

- **A statewide network of peers** facing similar challenges and opportunities
- **Practical resources and tools** to support project development
- **Live training and learning opportunities** focused on real-time needs
- **24/7 access to the community** (plus CERB staff when needed)

If you're navigating complex infrastructure projects with limited time and staff— the CBC is here to help you get it done, together. For more information sign up [here](#).

Washington State Treasurer's LOCAL Program

The LOCAL program, offered through the Office of the Washington State Treasurer, **provides Washington municipalities with a cost-effective way to finance equipment and/or real estate projects**. Participants can take advantage of the current program rating of Moody's Aa1, low fees and expenses, technical assistance, and access to the tax-exempt bond market.

Check out the [LOCAL Program guide](#) and visit the [Program FAQs](#) for more information.

Climate Resources at Washington Climate Action

The [Washington Climate Action](#) website is a first-stop shop for funding or other resources related to climate and natural resources, including grant writing support and contracting information.

Commerce Brownfields Revolving Loan Fund (RLF) – applications accepted on rolling basis

The [Brownfields RLF](#) provides **low interest loans to entities undertaking cleanup of contaminated properties** to support redevelopment, promote public health and safety, improve environmental quality, and create jobs at and around brownfield sites. Average loan amounts are approximately \$500,000 and up to 50% of the loan may be forgiven for public entities. Loan terms are typically 5 years or less, and the interest rate is negotiated based on project need. A 1% loan fee is required.

Commerce Small Business Credit Initiative – accepted on a rolling basis

Through the Washington State Small Business Credit Initiative (SSBCI), the Washington State Department of Commerce is collaborating with Heritage Bank to offer the Owner-Occupied Commercial Real Estate Loan Program. The program **allows Heritage to make loans to businesses that own the buildings in which they operate, and who wish to purchase new buildings or expand current operations**. This means port tenants who are contemplating expansion but need capital could have access to low-interest loans to support their downpayment.

Heritage Bank administers the program. You can find more information [on their website](#). The bank has also worked with Commerce to [publish an informative one-pager](#).

DOE Energy Ready Charging Smart Program – free technical assistance

The U.S. Department of Energy (DOE) [Energy Ready Charging Smart Program](#) offers free technical assistance to help local governments adopt procedures and practices that facilitate the growth of electric vehicles (EVs).

DOE E2C Program Expert Match – free technical assistance

The DOE's [Energy to Communities \(E2C\): Expert Match](#) program offers free, short-term technical assistance to address near-term energy challenges in local communities.

179D Energy Tax Credit – expiring soon

Act now to take advantage of the [179D deduction](#) before it expires. Recent federal legislation discontinues several energy tax credits including the 179D deduction, but there is still time to take advantage of the program before it ends. **To qualify, construction must begin by June 30, 2026, meet energy efficiency standards, and building owners must obtain proper documentation and certification**, including an energy study and allocation forms.

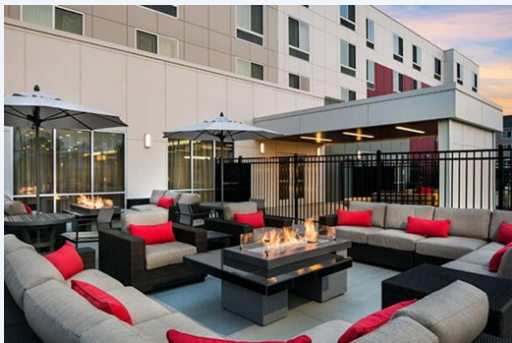
The Federal Funds Grant Writing Assistance Program

The [Federal Funds Grant Writing Assistance Program](#) is designed for tribes, community-based organizations, local government agencies, and other entities to help prepare and submit federal grant applications. This resource is available now and can include services such as grant application planning, writing, and review and guidance for managing federal awards.

Federal Clean Energy Tax Assistance Program – free and available now

Administered through Commerce, the [Federal Clean Energy Tax Credit Assistance Program](#) offers tax incentives to eligible entities (including ports) through the Inflation Reduction Act. Free resources, including personalized support from clean energy tax attorneys, are available [here](#).

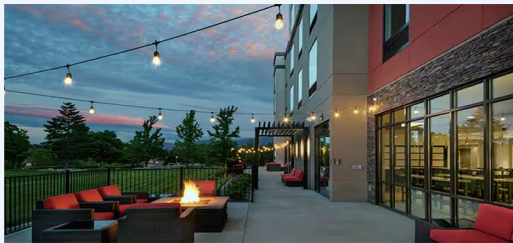
Highlighted Events



Outdoor seating area at the Courtyard by Marriott in Pullman

Directors Seminar, July 8 - 10 at the Courtyard by Marriott in Pullman

Registration [is now open](#) for the [2026 Directors Seminar](#), held this July for the first time in Pullman and we hope to see you there! Read more in our [event FAQs](#) and reach out to **Mandy Lill** if you have any questions or if you still need a hotel room. **Optional:** there will be an informal gathering on the afternoon of July 8th for anyone who would like to arrive a bit early.



Outdoor seating on the riverfront at the Hilton Garden Inn in Wenatchee

Commissioners Seminar, July 20 - 22 at Hilton Garden Inn, Wenatchee

Registration [is now open](#) for the [WPPA Commissioners Seminar](#), taking place this July at the Hilton Garden Inn along the Columbia River in Wenatchee. Join fellow commissioners for a few days of learning, connection, and conversation in a beautiful setting. If you have questions or need assistance, please reach out to [Mandy Lill](#).

WPPA 2026 Conference Calendar - Save the Date

- **Environmental Seminar:** September 24-25, Renaissance Hotel, Seattle
 - *Registration for the Environmental Seminar will open towards the end of July*
- **Small Ports:** Oct. 22-23, Campbell's Resort, Chelan
- **Winter Meeting:** Dec 9-11, Hilton Vancouver
 - *Formerly known as the Annual Meeting*



As Arthur Sees It

Notes from the Executive Director and his dog

There is no denying it now: there's a World Cup on! What started as the occasional sight of soccer jerseys on dog walkers in the park and a few scattered signs at gas stations and bars, is now a full on roaring massive soccer tournament that has captured the attention of the country. With the eyes of the world watching, the U.S., Mexico, and Canada are playing host to the first-ever 48-year World Cup, and it has been a storming occasion so far.

In part because this is a global phenomenon happening *right here at home*, and in part because I am completely swept up in it, I am going to dedicate this column to some amateur World Cup reporting. Call me your travel soccer correspondent, pulling a laptop from my bag as I fly from one stadium to another, tracking all the action and intrigue that the tournament has brought so far.

And as a point of fact, I am typing this as I fly back from Dallas, where I watched the Three Lions of England take on longtime rivals Croatia at the AT&T Stadium. Now you might already spot an error in my reporting: this stadium, as have all others with corporate branding around the country, has been renamed for the tournament to Dallas Stadium. A key element of any World Cup is FIFA's tenacious (totalitarian?) policing of all branding, hence the big black banner over the "Lumen" in Seattle's Lumen Field, now redacted and renamed Seattle Stadium.

Back to the match: thanks to my father being born in England and raised by a very English mother and father, I've been a fan of the England team since before I can remember. Dad used to drag us to smoke-filled pubs and slip the bouncer cash to he could bring in his 9- and 11-year-old sons—my first memory of that treatment coming from Euro 96, the European-specific equivalent of the World Cup, which was hosted by England and which they came very close to winning. Since then, it's been basically heartbreak and frustration, so seeing England withstand some early wobbles to beat the Croatians by a final score of 4-2 sent the nearly 50,000 English fans (out of a total of 70,000) into hysteria, singing "Please Don't Take Me Home" all the way down the concourse and out of the stadium.

While in Dallas we also joined 5,000 or so Argentina fans –tiny tykes in ubiquitous Messi jerseys and older fans paying homage to Maradona— in a brilliant amphitheater of sound and passion at Dallas’s Fare Park, where Argentina thrashed Algeria and Messi delivered on his greatness by scoring a hat trick with relative ease. Not content with *just* soccer tourism, we visited the Sixth Floor Museum overlooking Dealey Plaza, to learn and honor the tragic legacy of the November afternoon when President Kennedy died to an assassin’s bullet. Joining us at this historic site: hundreds of World Cup fans, still sporting England jerseys and Argentina hats, somber but still buzzing from the night before. Even when we sought out famous Texas barbecue, we waited in line behind a Japanese family who’d just arrived for their upcoming match and sat next to a group dressed all in Mexico gear. There is just no escaping the beautiful game.

Having returned home Thursday evening, we mad fanatics immediately dove into the fray in Seattle, my parents and siblings joining me downtown in the sun-soaked hours before the U.S. vs. Australia match, to watch the world turn its eyes to our city. Victory Hall, across from T-Mobile Park, was packed to overflow with yellow-clad Australians, and they spilled onto First Avenue and stumbled giddily toward the stadium gates. We stood with American supporters watching the preceding game on a big screen in Occidental Square and watched the American Outlaws parade toward “Seattle Stadium.” Then we packed like sweaty sardines into a basement bar and watched the American team do something few had predicted: easily win their group, putting on a stylish and competent display of team soccer while doing it.

I’ve never seen Seattle like it was those next few hours, as those lucky enough to attend the match poured back out onto the streets and joined those of us who just wanted to be close to it. We hugged, marveled at the Aussies, recounted stories from that day and previous days, and wondered how we were just eight days into this festival of football. Now I head to Boston, to see England play Ghana and put an end to the baffling logistics of traveling for an international sporting event. Once home we’ll watch from couches and pubs and seek fraternity with fans from other countries, here to celebrate the world’s game alongside us. What a way to spend a summer.



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