

WASHINGTON PUBLIC PORTS ASSOCIATION

THE MANIFEST



*A rainbow over the Port of Klickitat's newest building in Dallesport, Washington.
Photo courtesy of the Port of Klickitat.*

October Updates at WPPA

With the leaves on the trees across from WPPA World HQ exploding with red and orange leaves, and with the whole staff having descended on Campbell's Resort last week... it must be fall!

It's only been a month since our last Manifest, but it feels like a thousand things have happened in that time. Carly and Mandy hosted another excellent Environmental Seminar; James joined the Northwest Marine Trade Association's event in La Conner just after wrapping up our Port Academy Series in Aberdeen; Eric went to Denmark; and Martin helped execute his first M84-M5 Roundtable down in Vancouver, WA, earlier this month. And then of course Small Ports, with planning for the Annual Winter Meeting already well under way. You can [register](#) for that in the Highlighted Events section below, and if you're anything like us here in the WPPA office, you will continue referring to it as the Annual Meeting at least fifteen times.

That's right, the re-branded "WPPA Winter Meeting" will take place December 9-11 in Vancouver, WA, and the [agenda](#) is already taking shape. If you're headed to the area and looking for a bit of additional education, don't forget about one new exciting development: the first training out of the WPPA's recently updated Port Governance

[Read More on our website](#)

and Management Guide. We are working with Maul Foster & Alongi (MFA) and Jim Darling, along with plenty of port staff volunteering their time as editors, to keep the so-called “Big Book” fresh and up to date. Over this summer, Chapters 1 through 3 have undergone revision and will be officially completed by the end of November. Just before the Winter Meeting, [MFA will lead a training on the contents of those three chapters on Tuesday, December 8th, from 1-4 p.m.](#)

Before we get ahead of ourselves, let's rewind the clock to when it was still touching 80 degrees on the west side and the 2026 Environmental Seminar was in full swing (make sure you ask your colleagues about it). Hosted at the Renaissance Hotel in downtown Seattle, the Seminar's notable keynotes and packed seminar sessions ensure it will go down as one of the weightiest environmental seminars in recent WPPA memory. We had the Director of the State Department of Ecology, Casey Sixkiller, as the keynote for lunch one day. And the following day, we were joined by the Commissioner of Public Lands, Dave Upthegrove, to kick off our Friday morning session. There were panels on PFAS and pests, on stormwater and battery storage, on agency liaisons and the Shoreline Management Act. Most importantly, there were spirited group discussions in dark corners of the hotel lobby, and lots of laughter and appreciation during the “Show Me Something Cool” open share portion on Thursday afternoon. Many thanks to all who made it such a great event—we hope to see you all next year.

It is true that Eric left early from the Environmental Seminar to take a long flight to Denmark (which you can read more about below in his monthly edition of *As Arthur Sees It*). But just before he left for Denmark, he officially announced the debut of another new WPPA offering: the Port Mentor Program. With WPPA serving primarily as the matchmaker and coordinator, this program will pair new commissioners and staff—or even seasoned port leaders who want to keep learning!—with others who have put themselves forward as willing to serve in a mentoring capacity.

Mentorship is no doubt already happening organically across our port network. In fact, one of our favorite things about hosting robust conference programs, like the environmental seminar, is seeing these connections happen in real time. However, during our 2024 Strategic Planning process, a more formal mentorship program was suggested as a way of bringing more folks into the fold. Commissioner Ng mentioned an interest in kicking off such a program during our look ahead at his years as our WPPA Executive Committee President. Thus, in early October, we began soliciting participants. Quite a few commissioners and staff have come forward to join as either mentors or mentees. *If you want to get involved, contact Eric ffitch directly at effitch@washingtonports.org.*

Finally, before we leave the late summer and early fall behind, one more word of gratitude to any and all who were involved with this year's Port Academy Series. In our second year offering this new, casual approach to port-on-port education, we had three more inspiring events around the state hosted by the following ports: the Port of Olympia in April, Moses Lake in June, and the Port of Grays Harbor in September. Each event is only possible thanks to the hard work done by the staff of the host ports. James and Mandy are due plenty of credit on the organizational side, but it is dwarfed by the sheer time and effort put in by every port we've visited so far.

We developed this educational offering to help early- and mid-career port professionals see firsthand how other ports operate and to create a forum for them to connect. Many of our participants don't regularly come to conferences, and otherwise might not meet their port counterparts from across the state. Seeing all of these people get to know each other, seeing how much the hosts enjoy meeting other port people, and having our staff participate and be part of the positive environment as well—it's really been beyond what we could have expected. Thank you all for participating, hosting, attending, and being open to a new port experience.

With that, we look forward to more new experiences together, and seeing you all in Vancouver!

Spotlight: Port of Klickitat: Growing intentionally in Southwest Washington



The entrance to Building 153 in Dallesport, home of Columbia Distillery.

Photo courtesy of the Port of Klickitat.

The Port of Klickitat has long been an agent of transformation for the region. Focusing on slow, steady development and pursuing economic opportunities that align with the needs of their region has created an environment that sustains good jobs and continuous economic progress.

Unmanned Aerial Innovation

The port was first formed in 1945 with a property in the community of Bingen. 20 years later they expanded, purchasing a property adjacent to an Army Corps of Engineers dam at The Dalles that would eventually become the Dallesport Industrial Park.

“That development was the backbone of the port, even to this day. Back then it was literally dirt, no utilities, no water, no nothing,” said Margie Ziegler, Executive Director for the Port of Klickitat.

Since those early days, the port has grown to operate two business parks—the Bingen Business Park and the Dallesport Industrial Park—as well as nearby parks and wetland properties.

Located 20 miles from one another, the two business parks have been wildly successful incubators for local businesses. They serve as anchors for industry in the region, supporting a diversity of tenant operations. Additionally, the 660-acre Dallesport Industrial Park hosts the port's own facilities, including buildings, a quarry, a rail spur, and a barge dock.

The port's greatest economic success story was born farther west, in the smaller 143-acre business park in Bingen. It was here that Insitu, a manufacturer of unmanned aerial vehicles (UAVs), got its start in the 1990s.

"Insitu started here in this building," said David Sauter, Deputy Director at the port. "They grew, and we built them another building, then another, and another."

The company's first products were UAVs for weather reconnaissance and seafloor mapping. When the Iraq War broke out in 2003, Insitu pivoted to developing UAVs for military purposes like the ScanEagle, a small reconnaissance drone that can be launched from the field without the need for a runway. Following their success, Insitu was acquired by Boeing, and then later by Archer Aviation in 2026.



Insitu's ScanEagle. The company's presence in the region has led to one of the highest concentrations of engineers living anywhere in the state. **Photo: Wikimedia Commons**

"They started as a couple guys in a garage, and the port helped incubate them into a huge success," Sauter said. "Insitu is now the largest employer in the area, and they got their start here. It's a huge point of pride for us."

The port takes great pride in supporting companies like Insitu. While its other work may be less glamorous than cutting-edge aerospace, it is no less important to the port's continued growth. For instance, the port is improving and marketing the barge dock facilities at the Dallesport Industrial Park. It also recently completed renovation of a rail spur in Dallesport.

Small but mighty

The rail spur had been out of service since 2016. Identifying the retired infrastructure as a potential opportunity, the port secured funding from the USDA Rural Development Program and WSDOT to get it back in working order. The biggest hurdle for the port was the timeline: they needed to complete the rail spur by July 22.

“This was a pretty big project with only four staff,” Ziegler said. “It involved a lot of hoop-jumping with two different granting agencies who had conflicting requirements, but we navigated them all. Don’t count us out—we’re small but we’re mighty.”

Despite timeline and requirement constraints, the port’s team completed the spur in nearly one month, reviving an important piece of infrastructure. By identifying and resourcefully addressing this underutilized piece of infrastructure, the port’s dedicated team has increased the capacity of the Dallesport Industrial Park.

Deliberate development

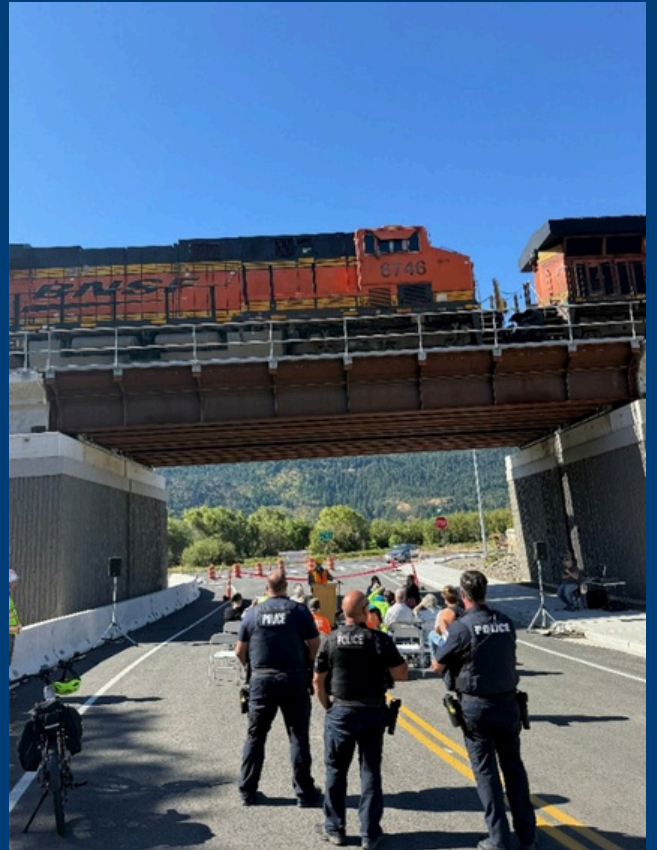
The rail spur project illustrates how the Port of Klickitat is thoughtful about its work and its assets. The port applies a similar thoughtfulness to every aspect of economic development, supporting local entrepreneurs and attracting businesses that truly fit the landscape, culture and needs of its service area.

“We don’t take any company that comes through the door—there’s some filtering that goes on,” Ziegler said about prospective port tenants. “We ask if it fits the community, if it will create good jobs, and what impact it will have on our other services. We’d rather have slow, steady growth that fits our culture.”

This philosophy has paid off, not just in the case of Insitu’s wild success but in the overall prosperity of the area. A jobs report conducted by Klickitat County found that 15 to 16 percent of all employment in the county was within a port-owned facility. The port has built a reputation as a strong partner in an area where businesses can thrive.

“I once gave a tour to a prospective client of one of our buildings in Dallesport, another UAV company, and when I finished the tour we found a rattlesnake in the middle of the front office,” Sauter said, laughing. “In spite of that, they still rented from us, they still wanted that space!”

In a county of fewer than 30,000 people, the Port of Klickitat has found ways to foster responsible growth and bring jobs to its community—and that’s nothing to shake your tail at!



A BNSF train passes overhead at the dedication ceremony for a new underpass, developed by the port in collaboration with WSDOT in Dallesport. Photo courtesy of the Port of Klickitat.

Legislative Spotlight: State Revenue Forecast

Martin Presley, Director of Transportation and Economic Development Policy

You may have heard this before, but budget health and spending priorities will be a central focus during the 2027 Legislative Session. With the start of the new biennium approaching, the Governor and budget writers in Olympia will be hard at work crafting their budgets, addressing shortfalls, fielding legislator requests, and taking account of the new bills passed during the upcoming 105-day session.

These efforts begin with the state's economic and revenue forecasts, guided by the Washington Economic and Revenue Forecast Council. These forecasts, issued quarterly, inform the Governor and legislators of the economic trends and revenue projections that are the basis for all state-level spending decisions. The general fund revenues forecast backs the state's operating budget, and forecasted transportation revenues inform the state's transportation budget. The two September 2026 budget forecasts paint different pictures of fiscal health, so we wanted to provide our members with an overview of both.

Disclaimer: unless noted, we will focus on comparing the September 2026 forecasts with the February 2026 forecasts, since the February forecast is what the Legislature uses to craft their budgets.

General Fund

This is where the above disclaimer comes in handy. If one compares the September forecast with the June 2026 forecast, the outlook shows revenue increases through 2031. But comparing September to February paints a different picture. As compared to what the Legislature utilized for their adopted 2026 budget, 2025-27 revenues are reduced by \$405 million, with 2027-29 revenues down by \$20 million.

Although this appears relatively small in the context of a budget that utilizes \$80.2 billion in general fund revenue, it is only the latest in a long line of forecasts that do not align with state spending plans. Total 2025-27 revenues are only projected to be \$76.3 billion. I went to law school because I could not pass Calculus 2, but even I can calculate a \$3.9 billion gap for the remainder of this biennium.

Despite a bleak overall budget picture, one area stands out: the state's new income tax is projected to bring in hundreds of millions of dollars more than previously expected. Income tax revenues are forecasted to bring in \$3.503 billion in 2027-29 (an \$805 million increase from June 2026) and \$9.435 billion in 2029-31 (a \$2.536 billion increase from June 2026). This is the driving force behind the forecasted revenue increases in 2027-29 and 2029-31.

Even then, there is uncertainty. The state has no income tax collections history on which to base these projections, and an initiative threatens to repeal the tax before it even begins. This edition of the Manifest is out a few weeks before election day, so it remains to be seen if the newly adopted law will survive its initiative challenge.

Transportation

While the transportation revenue outlook is not as dire as the general fund outlook, projected revenues are still declining. Projected transportation revenues for 2025–27 are down \$36.6 million from the estimates used to develop the budget. Over the six-year period through 2031, revenues are now expected to total \$600.3 million less than anticipated when the Legislature adopted its balanced transportation spending plan. Inflation-adjusted revenues will likely increase, but the 10-year motor vehicle fuel tax projection, the largest funding source for the transportation budget, shows an 11.4% decline. Offsets from fees on electric vehicles absolutely help, but even then, the combined projections from fuel tax and electric vehicle fees are estimated to drop by 0.9%.

What this means is that the budget has little wiggle room—the forecast is simply over revenue. It does not account for cost overruns, additional priorities (new ferries come to mind), new investments, or new programs. Budget writers will spend the 2027 session debating how to cover the fuel tax shortfall, address project cost increases, and set both near- and long-term transportation priorities.

The next revenue forecasts will be issued in mid-November, with Governor Ferguson's proposed budgets delivered in December. This will be the first opportunity to gauge the Governor's budget strategy and priorities before the upcoming session. After that, this work hinges on legislative budget writers and the revenue updates provided in February. WPPA will ensure its members remain informed on the status of the state's budgets while zealously promoting and protecting our members' funding priorities.

State Rulemaking Update: Shoreline Management Act

Carly Michiels, Senior Director of Environmental Policy

The Washington Department of Ecology has developed proposed updates to the Shoreline Management Act (SMA), which we have featured in our last few conferences and seminars. The proposed SMA Rulemaking is a “once-in-a-generation” update to shoreline planning and development requirements in Washington. The updates focus on planning for sea level rise and storm severity, improving resiliency, and expanding designated critical areas. This is important for any port on a shoreline—whether that is the coast, Puget Sound, rivers, or lakes—and it will have implications for any developed and working waterfront in the state.

Concerns remain with how these changes will be implemented while still allowing for essential infrastructure maintenance, economic development, and greater certainty for permitting and project completion. There is limited guidance for water-dependent and water-related uses, and pathways for maintenance, repair, or modernization of critical infrastructure remain unclear.

If you want to give feedback: there are a few in-person public hearings and comment periods remaining, and the deadline to [submit online written comments](#) is November 17th at midnight. Please view the [Ecology rulemaking webpage](#) for more details, including the proposed rule changes.

To inform our engagement and public comments, WPPA has assembled a work group of interested port members. This coordinated effort has been incredibly helpful as we review the hundreds of pages of proposed changes—THANK YOU to all those that have participated thus far!

If you have any questions, please reach out to Carly at cmichiels@washingtonports.org. Check out our presentation at the 2026 Environmental Seminar [here](#) to learn more.

Knowing the Waters

In this month's Knowing the Waters, Tim Schermetzler of CSD Attorneys at Law shares a recipe—not for dinner, but for budgeting. Tim walks us through a typical budgeting schedule for a port, highlighting key ingredients and the precise sequencing that will produce a perfect budget every time, just like Grandma used to make. For more, check out Knowing the Waters [here](#).

Grants and Resources for Ports

Washington Department of Ecology Diesel Reduction and Volkswagen Enforcement Action Grants – Applications Due December 10, 2026

The Washington Department of Ecology is accepting applications for approximately \$18.5 million in funding through its [Diesel Reduction and Volkswagen Enforcement Action Grant Program](#). The program supports projects that reduce air pollution and greenhouse gas emissions by replacing or repowering older diesel-powered equipment with zero-emission alternatives.

For ports, eligible projects may include the replacement of cargo-handling equipment, yard trucks/terminal tractors, forklifts, and other diesel-powered equipment, as well as the installation of associated charging infrastructure. Ports with fleet modernization, terminal electrification, or emissions-reduction goals may find this program particularly valuable.

- Eligible projects: Replacement or repowering of eligible diesel equipment with zero-emission alternatives and installation of supporting charging infrastructure
- **Applications are due: December 10, 2026, at 5:00 p.m. Pacific Time**

Additional information, eligibility requirements, **application materials and [funding guidelines](#)** are available through the [Washington Department of Ecology](#).

Diesel Emissions Reduction Act Program funding – applications due January 22, 2027

The U.S. Environmental Protection Agency (EPA) is offering approximately \$180 million under the [Diesel Emissions Reduction Act \(DERA\) Program](#). Port authorities that have **jurisdiction over transportation or air quality are eligible to apply**.

Eligible activities include the retrofit or replacement of existing diesel engines, vehicles, and equipment with certified engine configurations and verified retrofit and idle reduction technologies, as well as reduction of long-duration idling.

Awards funded under this opportunity are expected to have a 2- to 4-year project period, and 4-12 awards are anticipated in each EPA region (Washington is in Region 10). Eligible diesel vehicles, engines, and equipment include:

- Class 5 – Class 8 heavy-duty highway vehicles
- Marine engines
- Nonroad engines and equipment used in construction, handling cargo (including at ports and airports), agriculture, mining, or energy production (including stationary generators and pumps)

All application packages must be submitted electronically to EPA through Grants.gov no later than Friday, January 22, 2027, at 11:59 p.m. (ET) to be considered.

For more information on DERA funding, please visit www.epa.gov/dera.

Washington Recreation and Conservation Grant Opportunities: Applications due November 3

Boating Facilities Program (RCO)

The [Washington Recreation and Conservation Office](#) offers funding through the [Boating Facilities Program](#) to help eligible entities to **acquire, develop, and renovate facilities for motorized boats and other watercraft**. This can apply to boat ramps, guest moorage, support facilities, and more. The [information manual](#) and an [application webinar](#) are available on the grant webpage. These grants come around every second year on the even years (2022, 2024, 2026, 2028...), so don't wait until 2028 if you have a boat facilities project to start now.

- **Applications are due on November 3, 2026.**
- A [comprehensive recreation or conservation plan is required for application](#) and must have been submitted by September 1, 2026.
- The grant program has a 25% match requirement.

Firearms and Archery Range Recreation Program (RCO)

Washington RCO is offering grants for the **acquisition, development, and renovation of firearm ranges and archery training facilities** on the same timeline as the Boating Facilities Program. The [Firearms and Archery Range Recreation Program](#) has a 50% match requirement and a grant limit of \$150,000, with a total available funding of \$600,000.

- **Applications are due on November 3, 2026.**

USDA Grants and Loans - Applications Accepted on a Rolling Basis

USDA Community Facilities Program

The United States Department of Agriculture (USDA) offers an ongoing [Community Facilities Direct Loan and Grant Program](#) for public bodies (including ports), community-based non-profit corporations, or Federally Recognized Tribes to **develop essential community facilities in rural areas** (cities, villages, townships and towns including Federally Recognized Tribal Lands with no more than 20,000 residents according to the latest [U.S. Census Data](#)). Applications are accepted on an ongoing basis from October 1-September 30.

The program **prioritizes small communities with a population of 5,500 or less** and low-income communities having a median household income below 80% of the state nonmetropolitan median household income.

USDA Water & Waste Disposal Loan & Grant Program

USDA offers an ongoing [Water & Waste Disposal Loan & Grant Program](#) to provide **funding for clean and reliable drinking water systems, sanitary sewage disposal, sanitary solid waste disposal, and storm water drainage** to households and businesses in eligible rural areas (rural areas and towns with populations of 10,000 or less, Tribal lands in rural areas, and Colonias).

Applications are accepted on an ongoing basis from October 1-September 30.

USDA Strategic Economic and Community Development (SECD) funding to support implementation of strategic community investment plans

The [SECD program](#) is a **funding program to support multi-jurisdictional and multi-sectoral strategic community investment plans**. Created by local stakeholders, these plans help build rural prosperity by amplifying a community's unique strengths. For more information, reach out to rd.secd@usda.gov.

To be eligible for SECD, a project must:

- Be eligible for the covered program (listed below).
- Be carried out in a rural area.
- Support a multi-jurisdictional and multi-sectoral strategic community investment plan.

Covered Rural Development Programs

Priority may be given to applications submitted through the following programs:

- [Community Facilities Direct Loan and Grant Program](#) (application open)
- [Community Facilities Guaranteed Loan Program](#) (application open)
- [Water and Waste Disposal Loan and Grant Program](#) (application open)
- [Water and Waste Disposal Loan Guarantees](#) (application open)
- [Rural Business Development Grants](#) (applications currently closed)
- [Community Connect Grants](#) (applications currently closed)

EPA Targeted Brownfields Assessments – Applications Accepted on a Rolling Basis

The US Environmental Protection Agency (EPA) has once again offered funding to support communities, through the [Targeted Brownfields Assessments \(TBA\) in Region 10](#) (Alaska, Oregon, Idaho, and Washington), with **free environmental assessments, cleanup planning, and visioning services for brownfield properties** with redevelopment potential. Applications are currently open and accepted on a rolling basis.

Visit the [website](#) or view the [factsheet](#) for more information about the program, and reach out to the EPA Region 10 TBA Coordinator, Molly Vaughan (vaughan.molly@epa.gov) with questions or with a completed [application form](#).

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.

MRSC Trainings for Local Government: Virtual and In-Person

Upcoming Municipal Research and Services Center of Washington (**MRSC**) **webinars are open for registration**, covering a variety of topics. 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 between 50,000 and 90,000 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. Applications are due by June 1, 2027.

The [Tier 2 Early Adopter Incentive Program](#) will provide a base incentive of \$0.30/square foot to owners of buildings between 20,000 and 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](#). Applications for covered buildings are due by July 1, 2027.

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 \(CETCAP\)](#).

Federal clean energy tax credits are expiring soon – act soon if you have a project for which you are seeking federal clean energy tax credits. Expiration dates vary by project/technology type.

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 [timeline](#), 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 – applications accepted on a rolling basis

The [Brownfields Revolving Loan Fund](#) 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 – applications 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 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 down payment.

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.

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. This program is funded through June 2027.

Highlighted Events

Winter Meeting: Dec. 9-11, Hilton Vancouver, Vancouver, Washington



Hilton Hotel in Vancouver, courtesy of the Resort

[Registration](#) is now open for the [2026 Winter Meeting](#)! We're returning to the Hilton Vancouver, December 9-11, for three days of learning, networking, and connection. Registration is also open for two pre-conference programs on December 8: the CLE Seminar and the Port Governance & Management Guide Training Session. Visit our website for [the agenda](#), hotel information, and [other event details](#).

Book your hotel room before the **room block expires on November 7th!** Reservation information can be found on the [FAQ page for this event](#). For questions, sponsorship opportunities, or to reserve a table at the Associate Member Reception, please contact [Mandy Lill](#).

Save The Dates for WPPA's Winter and Spring 2027 Event Calendar

- **2027 Port Day on the Hill: February 3** (Reception on February 2), Capitol Building, Olympia
- **2027 Spring Meeting: May 19-21**, Historic Davenport Hotel, Spokane
- **2027 Finance & Administration Seminar: June 23-25**, Courtyard by Marriott Richland, Richland

As Arthur Sees It

Notes from the Executive Director and his dog

When I woke up on the morning of September 21st, I had a funny thought. Not quite a moment of panic, but more of an arresting realization: in four days I'd be leaving for the Kingdom of Denmark!

Life lately has been a maze of motels and a flurry of ferry rides, as I spend most of my summer on the road either at WPPA conferences, at member ports, or touring some marina or industrial site in a far-flung corner of the state. Add to that a few personal trips and the general hubbub of everyday life, and I had made it to this third week of September without confronting the reality of my impending international travel.

Don't get me wrong—I'm not so irresponsible that I hadn't made the necessary travel arrangements, located my passport and confirmed it hadn't expired, and let my loved ones know that I'd be headed overseas. But I hadn't so much as looked up one word of Danish, reviewed the itinerary for the Industrial Symbiosis Study Tour on which I was about to embark, learned much of local customs, or checked the weather. So as my

week began I started doing what any future stressed-out traveler does to relax: load after load of laundry. And with that came checking the weather, determining the Danish definition of “business casual,” and looking into the most important question: what do Danish people eat?

(NOTE: Regular readers of this column may recall that from time to time I enjoy eating hot dogs. Mostly at baseball games but also on ferry boats and at golf courses. I was in for a pleasant surprise—that’s basically the national food of Denmark!)

By the time our Environmental Seminar began in downtown Seattle on Wednesday, I was at least mentally prepared for the trip, if not fully packed. I had the good sense to get Carly’s advice on places to eat and drink in Copenhagen while she simultaneously executed her role as seminar host (effortlessly, I might add). And I even did something I never thought I would do: I asked John Flanagan what he wore while he was traveling there (now, before you all react to this concept with horror and derision, calm yourselves. It’s not as if I was taking his advice exactly. I was just curious how he’d approached business casual and figured I could base my own definition off his).

On Friday, I sped to the airport with a mild confidence in my level of preparation, feeling like a different man from the one who’d woken up on Monday morning wondering why I’d received a notification from the Scandinavian Airlines app.

Background: My trip to Denmark was part of an ongoing partnership between the Center for Sustainable Infrastructure and WPPA. We were initially engaged in this work after learning of an existing partnership between CSI and the Port of Pasco. And since my introductory coffee with CSI’s Executive Director Rhys Roth in March 2024, we’ve had CSI as a presenter at our conferences, we’ve jointly advocated for funding in the state Capital Budget to support developing industrial symbiosis parks, and four ports recently received a further round of funding through the Department of Commerce’s technical assistance program.

Last fall, Carly and a group of port representatives ventured to Denmark to see more industrial symbiosis in action. Industrial symbiosis was pioneered there as an industrial development concept in the 1970s, and that small country continues to innovate approaches to growing their economy while conserving limited resources. I was impressed with the genuine enthusiasm and energy expressed by attendees from that first annual Ports Industrial Symbiosis Study Tour. This concept, with which I was unfamiliar until I’d heard Randy Hayden testifying at a Senate Capital Budget hearing in 2024, was now taking hold of a group of port leaders who saw the direct relevance to ports across Washington.



Arthur dreams of Danish hot dogs.

State Senator Mike Chapman is due some credit for this partnership that brought Carly and now me to Denmark. He summoned Rhys and me to the Hi-way 101 Diner in Sequim in the 2024 Legislative Interim to pitch us on a wild idea: why not make ports the focus of the state's investment in this type of industrial park? Why not actively pursue partnership, given the alignment between our role as industrial developers and CSI's role providing technical assistance to entities who are approaching development in this fashion? WPPA is now subcontracting to CSI on their technical assistance contract with the Department of Commerce, bringing us into formal partnership that I see carrying substantial mutual benefit.

Now, back to Denmark: given our role as one of the conveners of this trip, light on organizational responsibilities but integrally involved in developing the guest list and identifying the best port participants, Rhys asked if I would say a few words at the welcome gathering. I was honest when I shared what I hoped to see in Denmark: I hoped to see my enduring blend of optimism with a healthy portion of cynicism give way to a genuine understanding of what industrial symbiosis could mean for Washington ports. Up to this moment, I understood it theoretically. I had seen people I respect and trust buy into it and begin implementing it themselves. And I'd seen the state support it with repeated rounds of funding. But I had not seen it for myself, and that, I told the group, was what I wanted to gain through my seven days of touring this remarkable country.

You will hear more about the tour as we continue to talk about our work with CSI, with roundtables at upcoming meetings and maybe even a full panel of past trip participants speaking at the Spring Meeting in Spokane. For now, I will just share my satisfied conclusion: that I left there thinking that there is absolutely direct relevance to the work our ports are undertaking. And through continuing to explore this development theory, we could see real gains in efficiency and resource utilization.

We saw planned industrial parks that aren't unlike those developed by ports—just with one or two more deliberate steps taken by the master developer to help tenants understand one another's waste streams and input needs and identify opportunities to exchange resources. We saw municipalities where the deliberate approach to planning earned buy-in from neighbors on an industrial park where a group of farms once stood – not a blueprint for farmland gentrification (not all lessons will be taken back across the ocean), but certainly a story about public engagement in port planning. We saw ports who were serving tenants involved in the energy transition and the symbiosis theory: the first liquid carbon sequestration export tanks in Esbjerg, injecting captured carbon into spent oil wells in the North Sea. And we saw progress and economic growth in areas that had to reinvent themselves after old industries departed or declined.

Through it all we discussed some concepts that are key to making this type of development work – and they are concepts that I see across our port membership. Trust, and partnership, and communication. The developers of these parks connect tenants, who trust each other enough to share details about their business operations. They seek partnership with industries that can use each other's waste products as inputs, siting them adjacently or building the infrastructure to connect them.

Simple concepts like trust and partnership were discussed by bleary-eyed travelers on the bus ride back to Copenhagen, across the longest bridge I've ever been on and past hundreds upon hundreds of pig farms. It's a curious place, with a population smaller than Washington's and with (apparently?) twice as many pigs as people. Our hosts were generous and creative and excitable and eager to share their lives with us, from discussions of their personal habits (When do you do the dishes?) to bigger questions about this country's energy transition. I left Denmark sure I'd be back, full of more optimism than cynicism, and eager to share my experience with all of my partners back home.

Washington Public Ports Association

www.washingtonports.org

360.943.0760