

INSIDE



WISEMAN VOTED IN



TIME TO INVEST

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ADVISORS**

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Joe Melroy • *Treasurer*
Bruce Wiseman • *Secretary*

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Brent Grening • *CEO*
Nelson Holmberg • *VP of Innovation*
Laurie Olin • *VP of Operations*
Wonder Baldwin • *Admin Assistant*
Jeanette Ludka • *Accounting Mgr*
Pat Kirby • *Maintenance*
Kevin Oldham • *Maintenance*

ADVISORS

Bill Eling • *Port Counsel*
Scott Fraser • *Commercial Real Estate*
Susan Trabucco • *Communications
& Marketing*

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111 West Division St,
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360.887.3873
portridgefield.org

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BUILDING OUR COMMUNITY: PORT KEEPS THINGS MOVING IN 2018

2017 was an eventful year for the Port of Ridgefield, and 2018 is shaping up to be an exciting one as well. To keep our citizens informed of the **many moving parts** that comprise our work to help build our community, we're presenting a review of the port's active and recently-completed projects. In some cases we've provided a little historical context to assist newcomers.

MOVING PARTS, PAGE 2

HAVE A JOLLY TROLLEY NEW YEAR FROM YOUR PORT!

The Port of Ridgefield recently purchased two well-priced "people-moving" trolleys. The trolleys, both of which can hold 40 people, will be used for port-sponsored events, and when available, for other community events.

Pictured in front of one of the trolleys are, L-R: Susan Trabucco, communications consultant to the port; Ethan Perry, intern; Pat

Kirby, maintenance; Scott Hughes, commissioner; Laurie Olin, vice president of operations; Joe Melroy, commissioner; Jeanette Ludka, accounting manager; Nelson Holmberg, vice president innovation; Bruce Wiseman, commissioner; Wonder Baldwin, administrative assistant; Brent Grening, CEO and Kevin Oldham, maintenance.





CONTINUING THE TRADITION OF 'GETTING IT RIGHT'

JOE MELROY,
PORT COMMISSIONER

In January it's natural to reflect upon accomplishments of the past year, but more importantly it's time to look ahead to goals for the upcoming year.

At the port, our effort to secure the right to develop broadband infrastructure for the Discovery Corridor continues to be at the forefront of our focus in 2018. If it isn't yet abundantly clear why the port thinks this is so critically important, let me explain.

Our community has made its mark by thinking far into the future when it comes to infrastructure development. For example, over 20 years ago, we pushed for a new I-5 interchange to improve transportation access, and it happened. The same is true for a rail overpass - it's happening. Our water and sewer system backbone - done. All of these things have helped create the desirable community we live in - and one well-poised to manage the inevitable growth that's coming as the path of development pushes north up I-5.

But we're still missing one piece of important infrastructure, and that's high-speed broadband. In today's world, it is not a luxury, it's a necessity. We don't have it, and we need it. We need it so we can be more productive, so businesses in the Discovery Corridor can be more competitive, and so we have access to online services and smart technology that can enhance educational opportunities and improve community safety.

The bottom line is that if we don't have high-speed broadband infrastructure in Ridgefield and the Discovery Corridor, businesses won't move here, and attracting talent will be more difficult. We've got to get infrastructure right.

And right now, broadband is the most critical infrastructure we need for our people and our economy.



MANY 'MOVING PARTS' PORT UPDATE 2018

MOVING PARTS CONT. FROM PAGE 1

1. BROADBAND INFRASTRUCTURE

The port continues to work together with several other Washington ports in a push for state and federal legislative approval that will allow port authorities to develop broadband infrastructure in Washington State. This work is being done because connectivity is mission critical to the port's efforts to create 21st century infrastructure for a 21st century economy in Ridgefield.

While it's clear that economic growth is headed for the Discovery Corridor, redundant broadband is the last piece of critical infrastructure needed by modern companies. In smaller communities, like those of us across North Clark County, gaining access to broadband capacity has become a necessity. And with the rapid expansion of emerging technologies, infrastructure needs to keep up. Because private broadband service providers find it difficult to justify the infrastructure expense associated with serving smaller communities without large anchors, those communities are underserved.

The port's work educating state and federal legislative representatives about broadband's role as a critical piece of community infrastructure - and why ports should be allowed to build such infrastructure - has been positive. Our efforts continue as we head into the planned 60-day session of the Legislature.

The working group of ports has also gained support from private broadband service providers, who see the benefits of avoiding the high

cost of building their own networks to serve business and residential customers in more rural areas by leasing port-owned broadband fiber.

The Port of Ridgefield will not be a service provider as a result of any broadband infrastructure development it undertakes. Current authority specifically limits ports to providing "open access infrastructure," which the working group strongly supports, and is not seeking to change.

2. PIONEER STREET RAIL OVERPASS PROJECT

The port has been working since 2007 to raise funds and construct a rail overpass at Pioneer Street to allow pedestrians and motorists safe and time-efficient passage between Downtown Ridgefield and the waterfront.

Over a 10 year period, the port secured the necessary funds from a variety of sources toward construction of the nearly \$17 million project. Phases I and II of the three-phase project have been completed. Phase I, completed in 2013, included road improvements at the foot of Pioneer Street. Phase II was completed in 2015. This phase saw the construction of an overpass approach road between Division and Mill Streets, and the construction of a new sewer lift station that serves as a key component of the new regional sewer system serving Ridgefield and North Clark County.

The third and final phase, the construction of the overpass span which will connect Pioneer Street

and the approach roadway, will be completed with already-awarded state and federal funds. However, due to federal requirements specific to the port's documentation of its Right-of-Way purchase from BNSF Railway Company, the project has been delayed slightly while it awaits final state and federal approval. A late spring 2018 start date is now anticipated with completion in 2019.

3. DISCOVERY CORRIDOR

The Discovery Corridor, roughly the area straddling I-5 between Salmon Creek and the La Center exit, continues on an upward trajectory.

With its strategic location in the path of the Portland Metro area's steady northern expansion, the area is known for its supply of industrial land, top-ranked K-12 schools, outstanding higher education facilities, state-of-the-art health facilities, educated population, and skilled workers, the Discovery Corridor is well-positioned to attract high-wage, high-tech and other knowledge based businesses.

Taken together, the Discovery Corridor offers an uncommon mix of livability, lifestyle and productivity. A variety of projects are now underway that will boost the area's future economic potential. Ridgefield School District is well into a second round of investment in facilities, WSUV is planning a new 'life sciences' building, Clark College's proposed north-county campus is advancing, and the Vancouver School District will soon break ground on I-Tech Prep - a science, technology, engineering and math magnet school on the

WSU-Vancouver campus.

The Discovery Corridor is emerging as a center for education, research, healthcare, entertainment and value-added employment. With people and employers moving to the area, the Discovery Corridor is recognized for its talented people and economic potential.

In short, the Discovery Corridor possesses the elements necessary for positive, productive growth that will serve to strengthen our community's economic health.

4. WDFW BUILDING

The Washington State Department of Fish & Wildlife's Region 5 Headquarters Building project was the culmination of a 10 year effort by the port to locate WDFW to Ridgefield. To meet the state's facilities policy, the port leased the property and building to WDFW for a 10-year period with a renewal option at the end of the lease term.

With a successful project completion and a grand opening in July 2017, WDFW is now fully-operational in its new facility. WDFW brought approximately 100 jobs to Ridgefield.

5. DISCOVERY RIDGE

In 2017, out of interest in building

a robust economy that can keep pace with rapid residential development, the Port and City of Ridgefield began an in-depth conversation about how to make Ridgefield a more attractive climate for high-wage jobs.

One of the most common criticisms of Ridgefield and north Clark County is the lack of retail services. The absence of a grocery store, restaurants, dry-cleaners etc. have dissuaded some employers from investing here.

To understand the connection between services and high-wage, high-skill job development, Port and City leadership took a look at what other communities have done to attract talent. We looked at the cities of Vancouver, Dupont and Kennewick, Washington; Hood River, Oregon and Bozeman, Montana. The projects that stood out in these communities were those that were well-integrated with surrounding neighborhoods and created safe, walkable, enjoyable experiences for the user/visitor.

What we found was both challenging and exciting. There is a direct link between urban services and private job-producing investment. The Grand Central development in Vancouver is a great local example in which a grocery-centered development was key to attracting large-scale investment by Home Depot, which is expected to bring over 1,500 professional jobs to the area. But to be truly successful, public leaders and private developers must have a shared vision, commitment to quality and a concerted plan to manage additional development.

With this in mind, the port recently repositioned its 30-acre Discovery Ridge property (SE corner of Pioneer and 45th Avenue) for a mixed-use retail center. The conversations have begun that are needed to make Discovery Ridge an exciting retail and social draw -

right in the heart of Ridgefield.

For more information find an article about Discovery Ridge placemaking on the front page of the port's Fall 2017 newsletter, available on the port's website.

6. ENVIRONMENTAL CLEAN-UP

By the end of 2017, working under the direction of the Washington State Department of Ecology, the port had facilitated the environmental remediation of 29 yards in the neighborhood directly adjacent to the port's waterfront property. At this writing, eight more properties located on the east side of Main Street are awaiting funding in order to move forward on further clean-up.

Ecology deemed clean-up was necessary for some properties after conducting soil testing. Under its direction, port-managed contractors undertook a multi-phase remediation project in which soil was removed from parcels, and new soil and replacement landscaping was provided for affected property owners.

This work signifies the last steps in a 20-year effort that saw contaminants clean-up in the Ridgefield waterfront area due to historical wood-treating operations by a prior port tenant - Pacific Wood Treating. Contaminants were successfully removed from Millers' Landing - the port's 41-acre waterfront development site - as well as Carty Lake and Lake River. Millers' Landing was given the green light for development by Ecology in 2013.

SIMPLY SAID: 2018 LEGISLATIVE PRIORITIES

Broadband Policy

- Promote public policies that support investment in local high speed broadband infrastructure

For a complete list of port state and Federal legislative priorities, visit portridgefield.org

Freight Mobility & Transportation

- Promote road improvements that support driver safety, freight mobility and congestion relief

Environmental Policy Support

- Promote support for Corp of Engineers funding to study dredging of the mouth of Lake River and continuation of funding for other environmental clean-up projects

Economic Development Support

- Promote public investment in education, local infrastructure, research and development, job creation and other tools to improve the economic health of our community

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PORT OF RIDGEFIELD GETS CLEAN AUDIT FROM STATE

The Port of Ridgefield is pleased to announce it earned its 11th consecutive year of clean audits from the Washington State Auditor's Office. For the Period of Accountability Audit from January 1, 2014 to December 31, 2016, the audit examined procurement of public works and contract compliance, payroll and benefits, financial condition, credit card disbursements, state grants and loans and debt covenants.

The auditor's office found that the Port complied with applicable requirements and provided adequate safeguarding of public resources, and also complied with state laws and regulations and its own policies and procedures in the areas examined.

Additionally, the auditor's office found no deficiencies in the port's Financial Statement reporting for the period of January 1, 2015 to December 31, 2016. They also found the port's financial statements presented fairly, in all material respects, the financial position of the Port of Ridgefield.

Port CEO Brent Grenning gave credit for the port's long history of successful audits to port Accounting Manager Jeanette Ludka.

"Jeanette's knowledge of municipal accounting practices and attention to detail have been instrumental in helping the port maintain its good standing with the state auditor's office."

The audit reports are available on the Port website at portridgefield.org/about/finance.



WISEMAN VOTED IN TO SERVE ANOTHER TERM

In November last year, Ridgefield resident and business owner Bruce Wiseman was elected to his fourth term as commissioner for the Port of Ridgefield starting in January. Wiseman has served three contiguous six-year terms.

"After 18 years, I'm proud of the work we've done to clean up the Ridgefield waterfront, but there's still more good work to be done for our community, and I'm excited about doing it," Wiseman said.

Wiseman was sworn in at the port's December 13 meeting.



ON THE LEVEL

2018: IT'S TIME TO INVEST

BY BRENT GRENING, CEO

In 2018, roads, bridges and broadband infrastructure will be part of the national debate. Investment in local infrastructure will bring jobs and economic growth to SWW and lift our state and our region. We're the growth center for a metro of 2.4 million people. We're attractive and affordable – so more residential growth is surely on the way north - making this a great place to grow jobs. But jobs and the economy are built on infrastructure, so we have a choice. Are we going to invest now or defer to another day?

If we want safe, healthy, sustainable communities, we must get infrastructure right. If we want prosperity, we need modern infrastructure connecting us to the metro and to the world. People, freight and data all need to move – because when they do, we thrive.

The people of SWW are a great investment. Better infrastructure will make us a stronger, healthier region and state. The key to infrastructure is having the political will to fund it – our leaders must believe that investment in infrastructure is an investment in the potential of our people. With modern infrastructure we can compete with anyone, anywhere.

Keeping our infrastructure up to snuff is expensive – but neglecting it is truly foolish. Under-investing hurts us now; it sets us back. It allows the problem to get worse and makes solutions more expensive and less effective.

If we pull together, we can ensure our infrastructure is safe, cost-effective and efficient. The Port of Ridgefield believes state-of-the-art infrastructure is the best way to ensure many happy, prosperous New Years to come – and that is our wish for you and yours.

JOB OPPORTUNITY

JOB OPPORTUNITY APPLY BY JAN. 21, 2018

With the upcoming retirement of longtime port Accounting Manager Jeanette Ludka, the port is searching for her replacement.

The salary for the port's Accounting Manager position is \$55,000 to \$85,000, depending on experience. The position also offers a full benefit package that includes healthcare and retirement.

For the full job description and application, visit portridgefield.org/Opportunity/Careers or find us on Indeed.com or GlassDoor.com.

The Port of Ridgefield is an affirmative action and equal opportunity employer. All qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, gender expression, national origin, age, protected veteran or disabled status, or genetic information.

ETHAN PERRY AMBITIOUS INTERN ASSISTING PORT

Have you noticed the port has been posting more and different things on Facebook lately? Credit part-time Port of Ridgefield intern Ethan Perry, a senior at Washington State University-Vancouver with majors in Public Affairs and Political Science.

Ethan's been using his internship to study social media and apply what he's learning on the port's Facebook site. He's also participating in the port's commission meetings, attended a Washington Public Ports Association meeting, and has taken on other duties as assigned with gusto.

Port CEO Brent Grening said he's happy with the arrangement, and feels it is worth the time port staff and commissioners are giving Ethan in his pursuit of skills and knowledge.

"We're pleased to provide a learning opportunity for this young man in return for some additional resource to help enhance our social media presence," said Brent Grening, port CEO. Grening also credited WSU-Vancouver for partnering with local businesses and organizations to give students the opportunity to work in an active business environment.

"To foster talent, we must let our youth be exposed to real-world business, and WSU-Vancouver is making that possible."



PORT'S PAT KIRBY RETIRING



The port's longtime maintenance manager, Pat Kirby, hung up his tool belt at the end of December.

"I'm ready for a rest, and to do nothing in retirement," said Kirby with a signature smile and twinkle in the eye.

Port CEO Brent Grening praised Kirby for his commitment to the port for his many years of service.

"We could count on Pat to manage the maintenance department and keep our facilities in good working order," said Grening. "We wish him well, and we shall miss him."

The port will not be seeking a replacement to fill Kirby's position.

JOHN HUDSON SR. TO BE HONORED

The late John Hudson, Sr. will be honored by the naming of an important new trail. The John Hudson Trail will provide a safer, drier pedestrian route along Main Avenue between downtown Ridgefield and the Carty Lake Unit of the Ridgefield National Wildlife Refuge. The new trail will loop back to meet with the Port of Ridgefield's waterfront trail. Construction on the trail is set to begin in 2018 and will open to the public in 2019.

Hudson, who died in 1996, was a Ridgefield resident and longtime teacher and principal in its elementary school system. He was also a passionate environmentalist – Hudson was the founder of the 46 year-old Ridgefield schools' Cispus program, which annually sends student participants to the Cispus Learning Center, a 68-acre campus located in the Gifford Pinchot National Forest that offers a unique northwest outdoor learning environment.

Ridgefield resident Allene Wodaeye, who spearheaded the trail-naming for Hudson, is pleased the trail was named for a man she admired greatly.

"John was very much an environmentalist who brought nature to life for so many young people," she said. "It is perfect that this trail be named after him."

The trail construction has been made possible through the Main Avenue Access Improvement Project, a collaborative effort of the Ridgefield National Wildlife Refuge, City of Ridgefield, Clark County, and the Federal Highway Administration through a Federal Lands Access Program (FLAP) grant. For more information visit ridgefieldwa.us.

