

about its ability to address the problem. The success of this program relies on the Department of Natural Resources and counties to faithfully pursue implementation.

This bill creates a Joint Select Committee on Domestic Timber Processing. I urge that Committee to work with my office over the interim to monitor implementation. I would also urge the Committee to review the possibility of providing compensation to school trusts and counties for setting aside land for jobs as well as for conservation. If I am not satisfied with the program, then I believe we will be forced to go to Congress and work toward a federal solution.

Section 10 of the bill requires the Governor and the Commissioner of Public Lands to jointly report to legislative committees on responses to federal or judicial decisions which affect timber supply. This section is redundant and needless, since we have always made any responses available to the Legislature on a timely basis in the past. When requested, we have always testified before committees to report on our activities.

Section 11 requires the Governor and the Commissioner of Public Lands to jointly develop an official state response to Forest Service plans by August 1, 1989. Such a response must supersede any previous state response. The intent of this section is unclear and redundant. The state has already officially responded to the individual forest service management plans and these responses were made within the official public comment periods for each of the forests. We have already agreed to work with the Department of Natural Resources as well as relevant federal agencies during the next few months on this issue.

While I am vetoing these sections, I want to assure you that my office will continue to work closely with all state and federal agencies to address the problems of timber supply and we will continue to be available to report on those activities at your request.

I applaud the Legislature for the other sections of this bill, as well as other items in the budget which will enhance our state's ability to respond to the problems of timber firms, communities and employees. I think we are going in the right direction and am looking forward to continuing to work with you during the next few months.

With the exception of sections 10 and 11, Engrossed Substitute Senate Bill No. 5911 is approved."

CHAPTER 425

[Substitute Senate Bill No. 5648]

FEDERATION OF WASHINGTON PORTS

AN ACT Relating to creation of a federation of Washington ports; amending RCW 53.06.020, 53.06.030, 53.29.010, 53.29.020, 53.29.030, 53.29.900, and 53.31.900; adding a new section to chapter 53.06 RCW; and creating new sections.

Be it enacted by the Legislature of the State of Washington:

NEW SECTION. Sec. 1. The legislature finds: (1) That the continuous development of Washington's ports should be a long-term goal for the state of Washington; (2) that Washington's ports are a valuable economic development resource, whose strength as a combined, coordinated entity for the purpose of trade and tourism development would far exceed their individual strength's in those areas; and (3) that, therefore, the ports should work together as a federation, coordinating their efforts further still with other public entities as well as the private sector.

The legislature concurs with the 1989 report of the economic development board on a long-term economic development strategy for Washington state as follows: (a) Competition for tourism dollars, as well as dollars to purchase Washington's goods and services, is global in nature and to compete, the state must identify its unique market niches, and market its trade, travel, and tourism assets aggressively; (b) the ports of the state of Washington are an integral part of the technological and physical infrastructure needed to help the state compete in the international marketplace; and (c) links among public agencies, associate development organizations, including ports, universities, and industry-oriented organizations must be strengthened in an effort to improve coordination, prevent duplication, and build local capacity.

NEW SECTION. Sec. 2. A new section is added to chapter 53.06 RCW to read as follows:

The Washington public ports association is authorized to create a federation of Washington ports to enable member ports to strengthen their international trading capabilities and market the region's products worldwide. Such a federation shall maintain the authority of individual ports and have the following purposes:

(1) To operate as an export trading company under the provisions enumerated in chapter 53.31 RCW;

(2) To provide a network to market the services of the members of the Washington public ports association;

(3) To provide expertise and assistance to businesses interested in export markets;

(4) To promote cooperative efforts between ports and local associate development organizations to assist local economic development efforts and build local capacity; and

(5) To assist in the efficient marketing of the state's trade, tourism, and travel resources.

This section shall expire July 1, 1994, and shall be subject to review under chapter 43.131 RCW.

Sec. 3. Section 2, chapter 31, Laws of 1961 and RCW 53.06.020 are each amended to read as follows:

It shall be the duty of the port district commissions in the state to take such action to effect the coordination of the administrative programs and operations of each port district in the state and to submit to the governor and the legislature biennially a joint report or joint reports containing the recommendations for procedural changes which would increase the efficiency of the respective port districts. Beginning with the 1990 legislative session, the association shall report on steps being taken to establish a federation of Washington ports pursuant to section 2 of this 1989 act.

Sec. 4. Section 3, chapter 31, Laws of 1961 and RCW 53.06.030 are each amended to read as follows:

The port district commissions in this state are empowered to designate the Washington public ports association as a coordinating agency through which the duties imposed by RCW 53.06.020 may be performed, harmonized or correlated. The purposes of the Washington public ports association shall be:

(1) To initiate and carry on the necessary studies, investigations and surveys required for the proper development and improvement of the commerce and business generally common to all port districts, and to assemble and analyze the data thus obtained and to cooperate with the state of Washington, port districts both within and without the state of Washington, and other operators of terminal and transportation facilities for this purpose, and to make such expenditures as are necessary for these purposes, including the proper promotion and advertising of all such properties, utilities and facilities;

(2) To establish coordinating and joint marketing bodies comprised of association members, including but not limited to establishment of a federation of Washington ports as described in section 2 of this 1989 act, as may be necessary to provide effective and efficient marketing of the state's trade, tourism, and travel resources;

(3) To exchange information relative to port construction, maintenance, operation, administration and management;

~~((3))~~ (4) To promote and encourage port development along sound economic lines;

~~((4))~~ (5) To promote and encourage the development of transportation, commerce and industry;

~~((5))~~ (6) To operate as a clearing house for information, public relations and liaison for the port districts of the state and to serve as a channel for cooperation among the various port districts and for the assembly and presentation of information relating to the needs and requirements of port districts to the public.

Sec. 5. Section 1, chapter 56, Laws of 1967 and RCW 53.29.010 are each amended to read as follows:

It is declared to be the finding of the legislature of the state of Washington that:

(1) The servicing functions and activities connected with the ocean-borne and overseas airborne trade and commerce of port districts, including customs clearance, shipping negotiations, cargo routing, freight forwarding, financing, insurance arrangements and other similar transactions which are presently performed in various, scattered locations in the districts should be centralized to provide for more efficient and economical transportation of persons and more efficient and economical facilities for the exchange and

buying, selling and transportation of commodities and other property in world trade and commerce;

(2) Unification, at a single, centrally located site of a facility of commerce, i.e., a trade center, accommodating the functions and activities described in subsection (1) of this section and the appropriate governmental, administrative and other services connected with or incidental to transportation of persons and property and the promotion and protection of port commerce, and providing a central locale for exhibiting, and otherwise promoting the exchange and buying and selling of commodities and property in world trade and commerce, will materially assist in preserving the material and other benefits of a prosperous port community;

(3) The undertaking of the aforesaid unified trade center project by a port district or the Washington public ports association has the single object of preserving, and will aid in the promotion and preservation of, the economic well-being of ~~((the))~~ port districts and the state of Washington and is found and determined to be a public purpose.

Sec. 6. Section 2, chapter 56, Laws of 1967 and RCW 53.29.020 are each amended to read as follows:

In addition to all other powers granted to port districts, any such district, the Washington public ports association, or the federation of Washington ports as described in section 2 of this 1989 act may acquire, as provided for other port properties in RCW 53.08.010, construct, develop, operate and maintain all land or other property interests, buildings, structures or other improvements necessary to provide a trade center including but not limited to:

(1) A facility consisting of one or more structures, improvements and areas for the centralized accommodation of public and private agencies, persons and facilities in order to afford improved service to waterborne and airborne import and export trade and commerce;

(2) Facilities for the promotion of such import and export trade and commerce, inspection, testing, display and appraisal facilities, foreign trade zones, terminal and transportation facilities, office meeting rooms, auditoriums, libraries, language translation services, storage, warehouse, marketing and exhibition facilities, facilities for federal, state, county and other municipal and governmental agencies providing services relating to the foregoing and including, but not being limited to, customs houses and customs stores, and other incidental facilities and accommodations.

Sec. 7. Section 3, chapter 56, Laws of 1967 and RCW 53.29.030 are each amended to read as follows:

(1) In carrying out the powers authorized by this chapter and chapter 53.06 RCW, port districts and the Washington public ports association are authorized to cooperate and act jointly with other public and private agencies, including, but not limited to the federal government, the state, other

ports and municipal corporations, other states and their political subdivisions, and private nonprofit trade promotion groups and associate development organizations.

(2) Port districts operating trade center buildings or operating association or federation trade centers, shall pay an annual service fee to the county treasurer wherein the center is located for municipal services rendered to the trade center building. The measure of such service fee shall be equal to three percent of the gross rentals received from the nongovernmental tenants of such trade center building. Such proceeds shall be distributed by the county treasurer as follows: Forty percent to the school district, forty percent to the city, and twenty percent to the county wherein the center is located: PROVIDED, That if the center is located in an unincorporated area, twenty percent shall be allocated to the fire district, forty percent to the school district, and forty percent to the county.

Sec. 8. Section 4, chapter 56, Laws of 1967 and RCW 53.29.900 are each amended to read as follows:

This chapter, which may be known and cited as the "Trade Center Act", shall be liberally construed, its purpose being to provide port districts, and their related association and federation, with additional powers to provide trade centers and to promote and encourage trade, tourism, travel, and economic development in a coordinated and efficient manner through the ports of the state of Washington. The powers herein granted shall be in addition to all others granted to port districts.

NEW SECTION. Sec. 9. (1) There is created a temporary task force for purposes of examining cooperative measures available to ports and local associate development organizations to improve coordination and increase efficiency, and examining methods to build local capacity by implementing recommendations contained in the 1989 report of the economic development board.

(2) The task force shall study and make recommendations in the following areas:

(a) The feasibility of joint marketing efforts to advance the goals and mission of ports and local associate development organizations;

(b) Measures available to enhance the economic development and trade development mission of ports and local associate development organizations, including the establishment of joint trade offices and joint efforts to assist businesses to export;

(c) Opportunities to enhance the financial base of ports and local associate development organizations independent of additional taxation measures;

(d) Opportunities for ports and local associate development organizations to enter into contracts to assist local economic development efforts and build local capacity; and

(e) Such other areas as the task force determines are relevant to the mission of the task force: PROVIDED, That the task force shall not consider, nor shall its findings or recommendations include, matters relating to rates, rate setting, or price-fixing by Washington ports or local associate development organizations.

(3) The task force shall consist of the following twenty members:

(a) A member of the governing board of each county-wide port district in a class A or AA county selected by the respective port commissions;

(b) The executive director of each county-wide port district in a class A or AA county;

(c) A member of a governing board of a port district which is located east of the Cascade mountains, appointed by the governor;

(d) A member of a governing board of a port district which has an industrial area and a marine terminal, appointed by the governor;

(e) An executive director of a port district which is located east of the Cascade mountains, appointed by the governor;

(f) An executive director of a port district which has an industrial area and a marine terminal, appointed by the governor;

(g) Four members from the general public representing business, labor, and community organizations, appointed by the governor;

(h) Two executive directors of local associate development organizations, one of which is located east of the Cascade mountains, appointed by the governor;

(i) The directors, or the directors' designees, of the department of community development and the department of trade and economic development to serve as nonvoting members; and

(j) A representative from each of the four legislative caucuses. The president of the senate shall appoint the two senate members and the speaker of the house of representatives shall appoint the two house members. The legislators shall serve as nonvoting members.

(4) The governor shall designate the chair of the task force.

(5) The department of trade and economic development and the department of community development shall provide staff assistance as required.

(6) Task force members may be reimbursed for necessary travel expenses in accordance with RCW 43.03.050 and 43.03.060.

(7) The task force shall report its findings and recommendations to the legislature by January 1, 1990.

(8) The task force shall expire on March 1, 1990.

****NEW SECTION. Sec. 10. The temporary task force shall also identify opportunities to expand the state's air cargo capacity by identifying air cargo trends worldwide, identifying existing, planned, and potential air cargo capabilities and facilities in the state, analyzing the economic feasibility of planned and potential air cargo facilities with respect to transport shipping***

costs, and developing alternative policies for state and local government action to help ensure Washington remains competitive with respect to air cargo facilities.

***Sec. 10 was vetoed, see message at end of chapter.**

NEW SECTION. Sec. 11. Nothing in section 9 or 10 of this act shall be construed to limit or impinge upon the autonomy of port districts.

NEW SECTION. Sec. 12. If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected.

Sec. 13. Section 10, chapter 276, Laws of 1986 and RCW 53.31.900 are each amended to read as follows:

This chapter shall expire July 1, (~~(+1991)~~) 1994, and shall be subject to review under chapter 43.131 RCW.

Passed the Senate April 18, 1989.

Passed the House April 14, 1989.

Approved by the Governor May 14, 1989, with the exception of certain items which were vetoed.

Filed in Office of Secretary of State May 14, 1989.

Note: Governor's explanation of partial veto is as follows:

"I am returning herewith, without my approval as to section 10, Substitute Senate Bill No. 5648 entitled:

"AN ACT Relating to creation of a federation of Washington ports."

Substitute Senate Bill No. 5648 amends existing port district enabling legislation to authorize the creation of a federation of Washington ports by the Washington Public Ports Association. The legislation establishes a temporary task force to examine options for cooperation between port districts and local associate development organizations. The legislation also directs the temporary task force to identify international air cargo trends and state air cargo capabilities and facilities, and to identify alternative policies to ensure state competitiveness in air cargo facilities.

Our ports have been and remain critically important to the state's role in the international economy. Efforts to increase cooperation among the port districts and between port districts and associate development organizations to enhance state and local economic development activities are necessary and important. New air cargo transport technologies and increased volumes of international air cargo traffic may require the development of new types of facilities, which would have major implications to the state economy.

I am in agreement with the Legislature's identification of this latter issue as one deserving state involvement to identify problems and opportunities affecting the state's economy. However, the Legislature has not funded the study of air cargo trends provided for in section 10 of this bill. If the state is to anticipate the problems and opportunities we face in the international economy, the Legislature must adequately fund the associated state agency activities. I am also concerned about the practicability of examining air cargo trends through a temporary task force intended to examine cooperation between port districts and associate development organizations.

For these reasons, I am vetoing section 10 of Substitute Senate Bill No. 5648.

However, an examination of the issues identified is valuable and timely. I will explore methods of conducting such an examination on the part of the state and with the cooperation of local government and the private sector.

With the exception of section 10, Substitute Senate Bill No. 5648 is approved.*

CHAPTER 426

[Substitute Senate Bill No. 5289]

REGIONAL FISHERIES ENHANCEMENT GROUPS

AN ACT Relating to fisheries enhancement; adding a new chapter to Title 75 RCW; adding a new section to chapter 75.08 RCW; and making an appropriation.

Be it enacted by the Legislature of the State of Washington:

NEW SECTION. Sec. 1. The legislature finds that it is in the best interest of the salmon resource of the state to encourage the development of regional fisheries enhancement groups. The accomplishments of one existing group, the Grays Harbor fisheries enhancement task force, have been widely recognized as being exemplary. The legislature recognizes the potential benefits to the state that would occur if each region of the state had a similar group of dedicated citizens working to enhance the salmon resource.

The legislature authorizes the formation of regional fisheries enhancement groups. These groups shall be eligible for state financial support and shall be actively supported by the department of fisheries. The regional groups shall be operated on a strictly nonprofit basis, and shall seek to maximize the efforts of volunteer and private donations to improve the salmon resource for all citizens of the state.

***NEW SECTION.** Sec. 2. *Any interested person may become a member of a regional fisheries enhancement group. To obtain funding from the regional fisheries enhancement group account, the membership of each group shall select its board members and chair by a democratic process. It is desirable for the group to have representation from all categories of fishermen that have interest in salmon within the region, as well as the general public.*

The director shall appoint a department employee to serve as a liaison between the department and the group. The department liaison shall actively participate in the activities of the group and facilitate its operation in any way possible.

*Sec. 2 was vetoed, see message at end of chapter.

***NEW SECTION.** Sec. 3. *Eight regional fisheries enhancement groups are authorized:*

- (1) *Columbia river, and its tributaries, above Bonneville dam;*
- (2) *Columbia river, and its tributaries, below Bonneville dam;*
- (3) *Grays Harbor;*
- (4) *Willapa Bay;*
- (5) *North Coast and the Straits of Juan de Fuca;*
- (6) *Puget Sound, and adjacent rivers and lakes, north of Everett;*