

**THE NORTHWEST SEAPORT ALLIANCE**  
**MEMORANDUM**

**MANAGING MEMBERS**  
**ACTION ITEM**

**Item No.** 5C  
**Date of Meeting** August 4, 2020

**DATE:** July 22, 2020

**TO:** Managing Members

**FROM:** John Wolfe, CEO

**Sponsor:** Commissioners Bowman, Calkins, Marzano and McCarthy

**Project Manager:** Sean Eagan, Government Affairs Director

**SUBJECT:** Technical updates to Catalogue of Government Affairs Positions

**A. ACTION REQUESTED**

Request approval of technical updates to the Catalogue of Government Affairs Positions based on positions previously adopted by the Managing Members.

**B. SYNOPSIS**

This action would provide technical update to the Catalogue of Government Affairs Positions based on positions previously adopted by the Managing Members.

**C. BACKGROUND**

The Northwest Seaport Alliance Managing Members Bylaws states in Article 13B that, "The Alliance shall take official positions on policy and significant legislative issues only when the issue impacts the Alliance and only after" a vote of the Managing Members.

In 2015, the Managing Members approved the Catalogue for Government Affairs Positions. The catalogue includes position statements approved by the Managing Members on issues not already included in the government affairs agendas. It serves as a guide for how staff will respond to unanticipated issues. The catalogue was also intended to serve as a repository for positions in past government affairs agendas approved by the Managing Members.

## D. SCOPE

The Legislative Work Group recommends amending the catalogue to include language from legislative agendas previously approved by the Managing Members since 2016. Added language is underlined, while delete language is crossed out in the attached document.

Where possible, the exact language approved by Managing Members was used. Some technical edits were included for readability sake or to blend slightly different versions of language that had been adopted through time or across agendas. The intent is to avoid making any substantive changes and to uphold the original intent of the Managing Members. The exact language previously approved by Managing Members is bracketed in red for comparison's sake. [NOTE: the red bracketed language is provided only for this purpose and are not intended to be included in the final version of the catalogue if approved by the Managing Members].

Overall, this is intended only as a technical clean-up of policy documents. Managing Members may wish to make other substantive changes in the future. The Legislative Work Group would recommend addressing those later to keep this update relatively simple and something that could be adopted on the consent calendar.

## E. FINANCIAL IMPLICATIONS

None.

## F. ALTERNATIVES CONSIDERED AND THEIR IMPLICATIONS

- **No action alternative:** The Managing Members have adopted many positions since the formation of the alliance in 2015. These positions, however, are scattered across multiple legislative agendas adopted throughout the years. This limits transparency to the alliance's public policy positions. It also results in a fractured understanding of the alliance's position for staff and commissioners (especially new ones) as they guide staff.
- **Alternative 1:** The Managing Members could both adopt technical and substantive amendments to the Catalogue at the same time. The Legislative Work Group, while open to substantive amendments, would recommend against combining these changes with the technical amendments to avoid confusion. Adopting the technical amendments first would provide a clean version of the Catalogue from which the Managing Members to work if additional changes are needed in the future.
- **Recommended action:** Consolidating all the previously adopt policy positions language into one place provides greater transparency to the alliance's public policy positions. This consolidation will provide a common touchstone for commissioners (especially new ones) to refer to in guiding staff. Moreover, this

consolidation will better guide the government affairs staff as they confront issues in Washington, DC, Olympia or elsewhere. By utilizing positions already adopted by the Managing Members, this amendment, hopefully, would be non-controversial and something commissioners could adopt via the consent calendar.

**G. ENVIRONMENTAL IMPACTS / REVIEW**

None

**H. ATTACHMENTS TO THIS REQUEST**

- Draft update

**I. PREVIOUS ACTIONS OR BRIEFINGS**

- December 5, 2017      Second amendment to the catalogue
- October 19, 2016      First amendment to the catalogue
- January 12, 2016      Catalogue adopted

## Catalogue of Government Affairs Positions

1. **Competitiveness:** Support tax, regulatory and international trade policies that result in the increased movement of goods through the Puget Sound gateway, with particular attention paid towards exports. The intention is that this will lead to increases in well-paying Alliance-related jobs and revenues, while also driving logistics and trade-related infrastructure investments in our region.
  - a. Engage with local, state and national partners to advocate for trade policies—such as the Trans-Pacific Partnership— that open new markets and level playing fields for Washington employers and others who use the NWSA as their international gateway, while creating verifiable, measureable and enforceable standards to protect workers and the environment.

The 2016 Federal Government Affairs Agenda said, “Support passage of the Trans-Pacific Partnership agreement that increases opportunities for Washington state’s workers, exporters and economy while creating verifiable, measurable and enforceable standards to protect workers and the environment.”

The 2017 and 2018 Federal Government Affairs Agendas said, “Engage with local, state and national partners to advocate for trade policies that open new markets and level playing fields for Washington employers and others who use the NWSA as their international gateway, while creating verifiable, measurable and enforceable standards to protect workers and the environment.

- b. The NWSA believes tariffs and quotas should be used as a measure of last resort and, when necessary, be narrowly targeted to minimize unintended impacts on American producers and consumers.

The 2019 and 2020 Federal Government Affairs Agenda said, “Advocate for new trade agreements and productive engagement that ensure a fair and level playing field for mutually beneficial trade and that protect workers and the environment. The NWSA believes tariffs and quotas should be used as a measure of last resort and, when necessary, be narrowly targeted to minimize unintended impacts on American producers and consumers.”

- c. Support legislation exempting vehicles shipped as marine cargo that operate within a port area from requirements to register with the state.

This language is identical to language in the 2019 State Government Affairs Agenda.

2. **Harbor Maintenance Tax:** Support reforms to the Harbor Maintenance Tax (HMT) to ensure U.S. tax policy does not disadvantage U.S. ports and maritime cargo, and to provide greater equity for HMT donor ports through expanded uses of harbor maintenance tax revenue. Support funding for the “donor port” rebate program authorized under Section 2106 of the 2014 Water Resources Reform and Development Act (WRRDA) to address the HMT cost disadvantage relative to Canadian ports.

This language is identical to language in the 2016, 2017, 2018, 2019 and 2020 Federal Government Affairs Agendas.

3. **Infrastructure:** Support freight infrastructure funding, policies, and projects that have potential to maintain, preserve, or increase capacity at NWSA assets. This includes:
- a. Emphasize projects identified in the Alliance’s strategic commercial plan<sup>i</sup>.

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<sup>i</sup> Examples include, but are not limited to terminal improvement projects, the Seattle Harbor Deepening Project, the Tacoma Harbor Deepening Project and the Port Community Technology System and other comparable data solutions.

References to terminal improvement projects were include in the:

- 2016 Local Government Affairs Agenda: “Support efficient and transparent permitting process for Terminal 5 modernization project.”;
- 2017 Local Government Affairs Agenda: “Support efficient and transparent permitting for NWSA high priority projects including Terminal 5 in North Harbor and Terminal 3/4 backland reconfiguration and gate complex in South Harbor.”;
- 2017 State Government Affairs Agenda: “Support the use of Port and Export Related Infrastructure fund dollars within the state capital budget to partially finance the completion of the Pier 4 Terminal Modernization Project in Tacoma and the Terminal 5 Modernization Project in Seattle to meet changing container industry requirements.”; and
- 2018, 2019 and 2020 Federal Government Affairs Agendas: “Support federal funding for the Terminal 5 Modernization Project to meet changing container industry requirements and ensure the long-term competitiveness of the gateway and meet our environmental and community goals.”

References to the Seattle Harbor Deepening Project were included in the:

- 2016 Federal Government Affairs Agenda: “Support \$1.5 million for the Seattle Harbor Feasibility Study of deepening the federal channels serving T-18, T-30 and T-5 (\$500,000 for FY15, FY16 and FY17). On completion of the study and Chief’s Report, support authorization and funding for design and construction.”;
- 2017 Federal Government Affairs Agenda: “Support \$500,000 in FY17 for the final year of the feasibility study on deepening the federal channels serving T-18, T-30 and T-5. On completion of the study and Chief’s Report, support authorization and funding for design and construction.”; and
- 2018, 2019 and 2020 Federal Government Affairs Agendas: “Support authorization and appropriation for design and construction to deepen the federal channels serving T-18, T-30 and T-5 in Seattle Harbor.”

References to the Tacoma Harbor Deepening Project were included in the 2018, 2019 and 2020 Federal Government Affairs Agendas: “Support authorization and funding to begin a feasibility study of deepening channels in Tacoma Harbor in order to accommodate ultra-large container ships at key NWSA cargo facilities.”

References to the Port Community Technology System were included in the 2018 State Government Affairs Agenda: “Support a \$3 million allocation in federal FAST formula funds received by Washington state for the Port Community Technology System. This system would implement an electronic platform that allows for the secure exchange of information between the NWSA, private and public sector stakeholders to improve the efficiency of the NWSA-related supply chain. This will cover NWSA terminals, trucks, rail and waterways; and their interactions with each other.”

- b. Infrastructure investments to occur across all modes—rail, road, bridge and water as well as the intermodal connectors between them.<sup>ii</sup>

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<sup>ii</sup> Examples include, but are not limited to the Puget Sound Gateway Project, the Interstate 5/Port of Tacoma Road Interchange Project, the Lander Street Grade Separation and the East Marginal Way Improvement Project. This includes support for proposals to authorize tolling on the Puget Sound Gateway Corridor as well as toll scenarios that incentivizes the use of these corridors by freight vehicles.

References to the Puget Sound Gateway project were included in the

- 2016, 2017 and 2018 State Government Affairs Agendas: “Support continued appropriations for the Puget Sound Gateway project, the Port of Tacoma Road Interchange project, and the Lander Street Grade Separation contained in the Connecting Washington transportation package.”;
- 2019 State Government Affairs Agenda: “Support the on-time and early implementation of the Puget Sound Gateway project (SR 167/SR 509). To ensure early delivery of the project, the alliance supports proposals to authorize tolling on the corridor, expedited funding for the project, and ensured project cost savings are reinvested in the corridor. The alliance also supports toll scenarios that incentivizes the use of these corridors by freight vehicles.”; and
- 2020 State Government Affairs Agenda: “The alliance supports the on-time implementation of the Puget Sound Gateway project (SR 167/SR 509), including efforts to address the existing \$110 million program shortfall.

References to the Lander Street Grade Separation were included in the 2016 and 2017 State Government Affairs Agendas: “Support continued appropriations for the Puget Sound Gateway project, the Port of Tacoma Road Interchange project, and the Lander Street Grade Separation contained in the Connecting Washington transportation package.”

References to the Interstate 5/Port of Tacoma Road Interchange Project were included in the:

- 2016, 2017 and 2018 State Government Affairs Agendas: “Support continued appropriations for the Puget Sound Gateway project, the Port of Tacoma Road Interchange project, and the Lander Street Grade Separation contained in the Connecting Washington transportation package.”;
- 2020 State Government Affairs Agenda: “The alliance supports the City of Fife as it seeks additional funding to complete the second phase of the Interstate 5/Port of Tacoma Road Interchange.”
- 2020 Local Government Affairs Agenda: “Support and work with our jurisdictional partners in obtaining grant funding that enhances freight corridors that improve the competitiveness of Alliance properties, benefits the local community and improves safety. Priority projects include:
  - Interstate 5/Port of Tacoma Road Interchange Phase 2
  - East Marginal Way Corridor Improvement Project.”

References to East Marginal Way Corridor Improvement Project were included in the 2020 Local Government Affairs Agenda: “Support and work with our jurisdictional partners in obtaining grant funding that enhances freight corridors that improve the competitiveness of Alliance properties, benefits the local community and improves safety. Priority projects include:

- c. Support reforms to Army Corps of Engineers processes that benefit NWSA properties.
- d. Support implementation and increased federal funding for a strengthened national multimodal freight strategy and related grant programs, including continued authorization and funding for a variety of discretionary grant programs including, but not limited to, BUILD, INFRA, and PIDP. Support establishing a sustainable funding source for freight infrastructure and ensure user fee proposals 1) do not hurt the competitiveness of the Northwest trade corridor relative to others in North America; 2) are mode neutral; and 3) funds should spent on improvements that benefit users who pay the fees and not diverted to other uses.

References to support for the National Freight Strategy and various freight funding programs were include in the:

- 2016 Federal Government Affairs Agenda: “Support implementation and funding for a national multi-modal freight strategy and related projects that recognizes the significance of U.S. West Coast ports which currently handle two-thirds of U.S. international trade and are among the largest job generators in the United States.”;
- 2017 Federal Government Affairs Agenda: “Support implementation and funding for a national multimodal freight strategy and related grant programs that recognize the significance of U.S. West Coast ports, including continued authorization and funding for the TIGER Discretionary Grant program.”;
- 2018 Federal Government Affairs Agenda: “Support implementation and increased federal funding for a strengthened national multimodal freight strategy and related grant programs, including continued authorization and funding for the TIGER Discretionary Grant program.”;
- 2019 Federal Government Affairs Agenda: “Support implementation and increased federal funding for a strengthened national multimodal freight strategy and related grant programs, including continued authorization and funding for the TIGER/BUILD discretionary grant program. Support establishing a sustainable funding source for freight infrastructure and ensure user fee proposals 1) do not hurt the competitiveness of the Northwest trade corridor relative to others in North America; 2) are mode neutral; and 3) funds should spent on improvements that benefit users who pay the fees and not diverted to other uses.”

- e. Support the implementation and increased state funding for a strengthened Washington State Freight Mobility Plan.

- (1) Support legislation enhancing FMSIB’s freight network planning and investment capabilities, with a focus on rail.

The 2016 State Government Affairs Agenda said, “Support legislation enhancing FMSIB’s freight network planning and investment capabilities, with a focus on rail.”

- (2) Support the adoption of, and funding for, state grants for infrastructure projects for ports handling marine cargo, including, but not limited to, highway or rail infrastructure that

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- Interstate 5/Port of Tacoma Road Interchange Phase 2
  - East Marginal Way Corridor Improvement Project.”

develops or extends intermodal connectivity, intermodal facilities, marine terminal equipment, wharf construction or redevelopment, vessel alternative fueling access and distribution, fuel efficient cargo handling equipment, freight intelligent transportation systems, and digital infrastructure systems.

The 2020 State Government Affairs Agenda said, “The alliance supports the adoption of a competitive grant program in the next statewide transportation package for infrastructure improvement projects for ports handling marine cargo. Eligible projects could include, but are not limited to, highway or rail infrastructure that develops or extends intermodal connectivity, intermodal facilities, marine terminal equipment, wharf construction or redevelopment, vessel alternative fueling access and distribution, fuel efficient cargo handling equipment, freight intelligent transportation systems, and digital infrastructure systems.”

- (3) Encourage Washington state to develop a strategy for developing additional truck parking capacity in areas where demand regularly surpasses supply, with an emphasis on the Interstate 90 corridor between Issaquah and North Bend.

The 2018 State Government Affairs Agenda said, “Encourage Washington state to develop a strategy for developing additional truck parking capacity in areas where demand regularly surpasses supply, with an emphasis on the Interstate 90 corridor between Issaquah and North Bend.”

- f. Support the implementation of ~~the National Freight Strategy, Washington State Freight Mobility Plan,~~ the Seattle Freight Master Plan, and the Tacoma Transportation Master Plan.

4. **Environmental Policies:** Support environmental policies<sup>iii</sup> based on science that are achievable, verifiable and provide substantive environmental benefit, and can be implemented in ways that minimize negative impacts on competitiveness and cargo diversion.

- a. Support increased federal resources for Puget Sound and Southern Resident Killer Whale restoration, including funding to support habitat restoration and other strategies to sustain Chinook and other species critical to SRKW recovery, to help cleanup legacy sources of contaminants that affect SRKW, and to manage stormwater runoff. Support appropriations for the Puget Sound Nearshore Ecosystem Restoration Project, the National Estuary Program, the Puget Sound Geographic Program and the Pacific Coastal Salmon Recovery Fund.

References to Puget Sound Recovery were included in the:

- 2017 Federal Government Affairs Agenda: “Support increased federal resources for Puget Sound restoration, including appropriations for the Puget Sound Nearshore Ecosystem Restoration Project”;

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<sup>iii</sup> Including clean water standards.

The 2016 State Government Affairs Agenda said, “Support clean water standards predicated on data and science to ensure they are achievable, provide substantive environmental benefit and are cost effective so as to avoid cargo diversion.”

- 2018 Federal Government Affairs Agenda: “Support increased federal resources for Puget Sound restoration, including appropriations for the Puget Sound Nearshore Ecosystem Restoration Project, the National Estuary Program, the Puget Sound Geographic Program and the Pacific Coastal Salmon Recovery Fund.”;
- 2019 and 2020 Federal Government Affairs Agendas: “Support increased federal resources for Puget Sound and Southern Resident Killer Whale restoration, including funding to support habitat restoration and other strategies to sustain Chinook and other species critical to SRKW recovery, to help cleanup legacy sources of contaminants that affect SRKW, and to manage stormwater runoff. Support appropriations for the Puget Sound Nearshore Ecosystem Restoration Project, the National Estuary Program, the Puget Sound Geographic Program and the Pacific Coastal Salmon Recovery Fund.”

b. Support maintaining the ability of ports and others to engage in environmentally appropriate dredging and disposal.

The 2016 State Government Affairs Agenda said, “Support legislation to maintain the ability of ports and others to engage in environmentally appropriate dredging and disposal.”

c. To better manage the public funds that ports provide for environmental initiatives, including enhanced stormwater treatment, support regulatory updates clarifying that marine cargo wharves without industrial activities as defined by, and consistent with, EPA’s multisector general permit are not subject the NPDES permit program driven by the Federal Clean Water Act (CWA). Industrial activities are defined by CWA as vehicle maintenance, equipment cleaning operations, airport deicing operations.

The 2019 State Government Affairs Agenda said, “NWSA takes its environmental responsibilities seriously and recognizes stormwater management is key to the health of the Salish Sea. To better manage the public funds that ports provide for environmental initiatives, including enhanced stormwater treatment, we support regulatory updates clarifying that marine cargo wharves without industrial activities as defined by, and consistent with, EPA’s multisector general permit are not subject the NPDES permit program driven by the Federal Clean Water Act (CWA). Industrial activities are defined by CWA as vehicle maintenance, equipment cleaning operations, airport deicing operations.”

5. **Sustainability:** Support funding for environmental projects at seaports that result in substantive and measurable sustainable benefits, while aiding economic development.<sup>iv</sup>

<sup>iv</sup> This includes, but is not limited to, air quality projects associated with shore power infrastructure, cargo handling equipment and truck retrofits and scrapping.

References to air quality projects were found in the:

- 2018 State Government Affairs Agenda: “Support the use of federal funds flowing through the Department of Ecology associated with the partial Volkswagen settlement Agency for port-related projects to reduce nitrogen oxide (NOx) emissions. This includes projects related to port drayage trucks and shore-power for ocean-going vessels.”;

- a. Support the authority for public ports to invest in air quality improvement equipment, fuels and other methods that provides emission reductions for engines, vehicles and vessels.

The 2018 State Government Affairs Agenda said, “Support legislation clarifying statutory authority for public ports to invest in air quality improvement equipment, fuels and other methods that provides emission reductions for engines, vehicles and vessels.”

- b. Support funding for remediation projects at the homeports as well as mechanism to increase and stabilize the Hazardous Substance Tax revenue generated under the Model Toxics Control Act to support the pursuit of a healthier Puget Sound and efforts to stabilize the MTCA account to ensure long-term funding availability for programs.

The 2018 State Government Affairs Agenda said, “Support legislative action to ensure remediation projects at the Port of Tacoma and the Port of Seattle identified in the 2015-17 capital budget are funded. Support mechanisms to increase and stabilize the Hazardous Substances Tax revenue generated under the Model Toxics Control Act to support the pursuit of a healthier Puget Sound and efforts to stabilize the MTCA account to ensure long-term funding availability for programs.”

6. **Climate Change:** Support funding for environmental projects at seaports that result in substantive and measurable greenhouse gas and black carbon emissions reductions and improved resiliency of port infrastructure and equipment in the face of climate change. Support efforts to reduce greenhouse gas and black carbon emissions provided those efforts do not result in a consequential loss of cargo volumes in the gateway; should these efforts generate additional revenue for the government (such as through a mechanism like a carbon tax), support efforts to invest this revenue into climate change adaptation, further emission reductions, energy conservation and transportation and freight mobility infrastructure.

Support enactment of legislation that will incent the implementation of transportation fuels that reduce emissions related to port operations. Specifically, support adoption of a state clean fuels standard that supports the deployment of clean transportation fuel technologies and reduces the carbon intensity of fuels sold in Washington, and that can promote price competitiveness between the market for sustainable transportation fuels in Oregon, California, and Washington states.

- 2019 State Government Affairs Agenda: “Support funding for alliance air quality projects to improve the long-term sustainability and competitiveness of alliance facilities. Specifically, support:
  - Increased state appropriations for transportation electrification in the Clean Energy Fund;
  - using Clean Energy Fund dollars for investments shore-power infrastructure and clean cargo handling equipment;
  - other capital or transportation budget investments; and
  - authorizing municipal utilities to engage in and promote the build-out of shore-power infrastructure.; and
- 2020 State Government Affairs Agenda: “The alliance supports redirecting a capital budget appropriation of \$1.1 million from the alliance’s clean truck program to a shore power infrastructure investment at Husky Container Terminal. The alliance also supports the use of Volkswagen settlement funds—and other grant programs—for additional shore power investments at alliance facilities, thereby improving the long-term sustainability and competitiveness of alliance facilities.”

The State 2019 Government Affairs Agenda said, “Support legislative action to ensure remediation projects at the Port of Tacoma and the Port of Seattle identified in the 2015-17 capital budget are funded. Support mechanisms to increase and stabilize the Hazardous Substances Tax revenue generated under the Model Toxics Control Act to support the pursuit of a healthier Puget Sound and efforts to stabilize the MTCA account to ensure long-term funding availability for programs.”

7. **Industrial Lands:** ~~Support preservation of industrial lands, freight corridors, and buffers in local land use plans to avoid encroachment and conflict with non-industrial uses. Support land use and transportation policies and mechanisms that maintain or enhance maritime and manufacturing lands, and the critical road and rail infrastructure required for freight mobility.~~

2017 Local Government Affairs Agenda said, “Support local land use and transportation policies and mechanisms that maintain or enhance maritime and manufacturing lands, and the critical road and rail infrastructure required for freight mobility.”

- a. Support mechanisms to ensure the state articulates its interests in local land use decision making when it comes to the preservation and health of essential public facilities.

The 2017 State Government Affairs Agenda said, “Support mechanisms to ensure the state articulates its interests in local land use decision making when it comes to the preservation and health of essential public facilities.”

- b. Oppose efforts to locate new professional sports facilities in the area south of downtown Seattle, known as “SoDo.” The goals being to preserve industrial lands, freight mobility, allow for the anticipated development of marine cargo facilities and support the growth of related middle-class jobs. This will include supporting stakeholder efforts to seek an alternative site for an arena, opposing the vacation of a portion of Occidental Avenue and ensuring a balanced and thorough review of all possible impacts of the proposal.

The 2016 Local Government Affairs Agenda said, “Oppose efforts to locate new professional sports facilities in the area south of downtown Seattle, known as “SoDo.” The goals being to preserve industrial lands, freight mobility, allow for the anticipated development of marine cargo facilities and support the growth of related middle-class jobs. This will include supporting stakeholder efforts to seek an alternative site for an arena, opposing the vacation of a portion of Occidental Avenue and ensuring a balanced and thorough review of all possible impacts of the proposal.

- c. Support and advance the City of Tacoma’s sub-area plan for the Tideflats area with a goal of preserving industrial lands, freight corridors, and buffers to avoid encroachment and conflict with non-industrial uses and allowing for the predictable and affordable development of marine cargo facilities.

The 2016 Local Government Affairs Agenda said, “Support and advance the City of Tacoma’s sub-area plan for the Tideflats area with a goal of preserving industrial lands, freight corridors, and buffers to avoid encroachment and conflict with non-industrial uses and allowing for the predictable and affordable development of marine cargo facilities.

8. **Cargo Security:** Support sustainable security funding for seaports—including adequate Customs and Border Patrol staffing—as well as effective and efficient cargo screening and other security policies, that improves economic development and public safety.

9. **Efficiency:** Support harmonizing regulations across jurisdictions to avoid duplication of effort and make compliance more predictable and cost effective, while ensuring that our jurisdictional authority remains intact.
10. **Supply Chain Optimization:** Advocate for policy and regulatory environment that maximizes our ability to engage with other supply chain stakeholders to improve performance and facilitate goods movement. This includes Federal Maritime Commission approved discussion agreements between the NWSA and its terminal operators regarding key performance indicators and operational efficiencies.

The 2016 Federal Government Affairs Agenda said, "Support approval by the Federal Maritime Commission of a discussion agreement between the NWSA and its terminal operators regarding key performance indicators and operational efficiencies."

11. **Jones Act:** Support the Jones Act and its crucial role in providing the institutional framework that helps keep the US domestic maritime industry viable. NWSA endorses maintaining limited flexibility to grant waivers from Jones Act regulations in extraordinary cases when domestic shipping capacity is insufficient to respond to a given need and when Puget Sound domestic maritime stakeholders validate that a waiver is necessary to support the vitality of their industry.
12. **Workforce Development:** Support state investments in workforce development in the maritime, manufacturing and industrial sectors for Washington state students and citizens.
13. **NWSA Governance:** Oppose legislation that would create an imbalance of commissioners between the two homeports in their governing of The Northwest Seaport Alliance, and further, advocate that any legislative proposal that would alter the previously voter-established governing structure of either homeport include ratification by citizen vote within the respective homeport district(s).
14. **Immigration:** Support policies that ensure a fair and transparent immigration system to allow for the consistent flow of goods through the gateway.