

## 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.
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.
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.
  - b) Infrastructure investments to occur across all modes—rail, road, bridge and water as well as the intermodal connectors between them.
  - c) Support reforms to Army Corps of Engineers processes that benefit NWSA properties.
  - d) 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 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.
5. **Sustainability:** Support funding for environmental projects at seaports that result in substantive and measurable sustainable benefits, while aiding economic development.
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.
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.
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.
11. **Workforce Development:** Support state investments in workforce development in the maritime, manufacturing and industrial sectors for Washington state students and citizens.
12. **NWSA Governance:** Oppose legislation that would change the balance of the two homeport's governing authority of The Northwest Seaport Alliance.

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