



**THE NORTHWEST
SEAPORT ALLIANCE**
Gateway to Solutions

ITEM NO.: 5A
MEETING DATE: 1/03/17

2017 legislative agenda

Action requested

Staff is seeking four actions:

- Approval of the NWSA 2017 federal legislative agenda;
- Approval of the NWSA 2017 state legislative agenda;
- Approval of the NWSA 2017 local legislative agenda;
and
- Amendment of the catalogue of government relations positions to address climate change policy.



Federal legislative agenda

- **Harbor Maintenance Tax (HMT)**

Support reforming the HMT to ensure United States tax policy does not disadvantage United States ports and maritime cargo, and to provide greater equity for HMT donor ports through expanded use of Harbor Maintenance Trust Fund revenues.

- **WRRDA Section 2106**

Support \$50 million appropriation for the “donor port” rebate program authorized under Section 2106 of the Water Resources Reform and Development Act (WRRDA) to address the HMT cost disadvantage relative to Canadian ports.

- **Seattle Harbor Deepening Project**

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.



Federal legislative agenda (continued)

- **National freight policy**

Support implementation and funding for a national multimodal freight strategy and related grant programs that recognize the significance of U.S. West Coast ports.

- **Safe and efficient cargo screening**

Support expedited deployment by Customs and Border Patrol (CBP) of radiation portal monitors capable of scanning containers in a more efficient manner for marine container terminals utilizing straddle carriers. Support adequate CBP staffing levels to ensure efficient movement of cargo through the Puget Sound gateway.

- **Trade Liberalization and Expansion Policy Advancement**

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, measureable and enforceable standards to protect workers and the environment.



Action requested- federal

Request approval of the NWSA 2017 federal legislative agenda as presented.



State legislative agenda

- **Competitiveness**

Support tax and regulatory policies that result in the increased movement of goods through the Puget Sound gateway, with particular attention paid to exports.

- **Land use**

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.

- **Pier 4 and Terminal 5 modernization projects**

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.



State legislative agenda (continued)

- **Port Community Technology System**

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.

- **Connecting Washington investments**

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.

- **Hydraulic Project Approvals (HPA)**

Support pragmatic solutions that are protective of aquatic habitats and appropriately define the Department of Fish and Wildlife's regulatory authority.



Action requested- state

Request approval of the NWSA 2017 state legislative agenda as presented.



Local legislative agenda

- **Streamlining Priority Projects**

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.

- **Preserving maritime and manufacturing lands**

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



Local legislative agenda (continued)

- **SODO arena development**

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.

- **Maintaining and improving the regional freight system**

Influence the regional competition for grant funding to enhance freight corridors and systems that improve the competitiveness of our Alliance properties and ensure future transportation infrastructure projects consider negative impacts to freight mobility/capacity.



Local legislative agenda (continued)

- **Milwaukee Street vacation**

Support City of Tacoma staff in advancing and completing the Milwaukee Street Vacation, improving service for the Union Pacific domestic intermodal rail facility.



Action requested- local

Request approval of the NWSA 2017 local legislative agenda as presented.



Action requested

Amend catalogue of government relations positions to insert the following:

Climate Change: Support funding for environmental projects at seaports that result in substantive and measureable greenhouse gas and black carbon emissions reductions and improved resiliency of port infrastructure in the face of climate change. Support efforts to reduce greenhouse gas and black carbon emissions provided those efforts do not result in a net 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.

