

THE NORTHWEST SEAPORT ALLIANCE
SPECIAL MEETING MINUTES
TUESDAY, OCTOBER 1, 2019
The Pacific Grill Events Center, Pacific Ballroom
1530 Pacific Avenue, Tacoma, Washington

SEATTLE COMMISSIONERS PRESENT:

Stephanie Bowman
Ryan Calkins
Fred Felleman
Courtney Gregoire
Peter Steinbrueck

TACOMA COMMISSIONERS PRESENT:

Don Johnson
John McCarthy
Dick Marzano
Don Meyer

EXCUSED:

Clare Petrich

STAFF PRESENT:

John Wolfe, CEO
Kurt Beckett, Deputy CEO
Don Esterbrook, Deputy CEO
Carolyn Lake, Legal Counsel
Tom Tanaka, Legal Counsel
Tong Zhu, Chief Commercial and Chief Strategy Officer
Pearse Edwards, Sr. Director External Affairs, POS
Deirdre Wilson, Sr. Planning Manager
Emma Del Vento, Capital Program Leader, POS
Dakota Chamberlain, Chief Facilities Development Officer
Joseph Gellings, Sr. Planner, POS
Judi Doremus, Executive Assistant to CEO, Commission, Managing Members
Juliet Campbell, Clerk of the Port

10:45 AM – CALL TO ORDER AND EXECUTIVE SESSION:

1. **CALL TO ORDER:** Commissioner Bowman called the meeting to order at 10:45 a.m. and then recessed into executive session.
2. **EXECUTIVE SESSION:** Commissioners met for 60 minutes to discuss one litigation item (RCW 42.30.110(1)(i)). No votes or actions were taken during executive session.

12:00 NOON – PUBLIC SESSION:

3. **RETURN TO ORDER:** Commissioner Bowman reconvened the meeting at 12:02 p.m. and lead the Pledge of Allegiance.
4. **CHIEF EXECUTIVE OFFICER'S REPORT:**
CEO Wolfe provided an overview of the day's agenda.
5. **CONSENT AGENDA:**
 - A. Minutes of September 3, 2019
 - B. Check Certification

Commissioner McCarthy requested the items be considered separately.

It was moved and seconded to approve the September 3, 2019 minutes as amended.
The motion carried unanimously.

It was moved and seconded to approve item the payment of checks 705987 through 706102, and wire transfers in the total amount of \$16,343,995.56 during the period of August 24, 2019 through September 20, 2019.

The motion carried unanimously.

6. PUBLIC COMMENT:

Ralph Ibarra: President, DiverseAmerica Network. Spoke to the Terminal 5 (T5) Modernization Program RFQ. He stated he supports what the NWSA is doing regarding reconfiguring the North Harbor. He offered to assist the NWSA in meeting the RFQ goals relevant to the utilization of diverse businesses, apprenticeships, and training.

Glen Stockwell: Chairman, Washington State Economic Development Non-Profit Corporation. Requested the NWSA write a letter to the Washington State Economic Development Non-Profit Corporation and Grant County Office of the Board of County Commissioners accepting an offer to meet to discuss fast track completion of the Columbia Basin Project and expansion of ports.

7. ACTION AGENDA:

A. VESSEL SERVICE AGREEMENTS

Presenter(s): Andre Elmaleh

It was moved and seconded to authorize the Chief Executive Officer or his delegate to enter into Vessel Service Agreements with the following customers from October 1, 2019 through October 30, 2020: Mitsui OKS (MOL Ro-Ro), World Logistic Services (WLS), and "K" Line Ro-Ro.

The motion carried unanimously

Discussion:

Staff confirmed for Commissioner McCarthy that the request is to enter these three specific agreements. Commissioner McCarthy explained this action request for the public. Public ports publish rates, charges and rules and regulations with the Federal Maritime Commission. Sometimes full tariff rates are negotiated to less than full tariff rates. That is where Vessel Service Agreements come in. For transparency purposes it is important that Vessel Service Agreements come back before the commissioners in a public for approval.

The reasons for using tariffs and offsetting tariffs with contract rates were discussed. Exclusivity, and the ability to apply tariff to certain aspects of the business were given as examples.

CEO Wolfe said differential between the public tariff and the contracted rates amounts to a \$150,000 discount collectively annually for the three contracts.

8. STAFF BRIEFINGS:

A. INDUSTRIAL LAND USE

Presenters: Kurt Beckett, Pearse Edwards, Deirdre Wilson

Discussion:

Commissioners were briefed on industrial, maritime and manufacturing land issues impacting the organizational interests of the NWSA, Port of Seattle, and Port of Tacoma. Pressures on the Manufacturing Industrial Centers (MICs) in both the North and South harbors were discussed.

B. TERMINAL 5 MODERNIZATION PROGRAM QUARTERLY UPDATE

Presenters: Kurt Beckett, Dakota Chamberlain, Emma Del Vento, Anne Porter

Discussion:

Staff provided the Terminal 5 (T5) modernization Q3 update. Emma Del Vento, the new Capital Program Manager for T5 was introduced.

The Program is currently on schedule. There were no changes to the authorized budget, and the Program is on track with projected cash flows.

Risks to cost and schedule were summarized and include stormwater system design and crane stability. Commissioners were informed that the tenant, after signing off on the design, expressed concerns related to crane stability of their preferred crane. The NWSA has been clear that the tenant bears the cost associated with any changes. Staff is working through an issue with Seattle City Light related to a code interpretation that could impact the location of a sub-station. Discussion is also underway with industrial neighbors related to the Quiet Zone.

Commissioner Felleman asked for a waterfront electrification plan that looks at all the assets of the North harbor waterfront to see how projected demands relate to what is available and the possibility of federal funds. Staff confirmed a draft is in development.

The Maritime Administration (MARAD) Grant for Port Infrastructure Development was submitted in September requesting \$33 million for six upland project components. Awards are to be announced in December or January. There is a \$4.4 million budget proviso in the state budget for shore power infrastructure at T5. Electrification of T5 is estimated at \$50 million.

C. WASHINGTON STATE AGRICULTURE HISTORY PROJECT

*Presenters: Marie McCaffrey, Executive Director, HistoryLink
Jennifer Kilmer, Director, Washington State Historical Society
Kara Rowe, CEO, North by Northwest*

Discussion:

Representatives requested support from the Managing Members for the Washington State Agriculture History Project. HistoryLink is the online free encyclopedia of Washington state history. The funding request is within the amount of the delegated authority of the homeport executive directors. This was an information briefing.

9. GENERAL BUSINESS:

A. CEO ANNOUNCEMENTS, EVENTS AND RECOGNITIONS: None.

10. COMMISSIONER COMMENT:

Commissioner Meyer: Thanked Commissioner Marzano for his role in the 167 Gateway Project.

Commissioner Gregoire: The Port of Seattle unveiled two new high-speed electric vehicle charging stations in the Sea-Tac Airport cell phone lot. These chargers are expected to be the busiest in the state. These are in addition to the 56 existing chargers in the Sea-Tac parking garages. This helps address the core emission challenge for ground transportation.

11. ADJOURNMENT: There being no further business, Commissioner Bowman adjourned the meeting at approximately 3:07 p.m.



Clare Petrich, Co-Chair
The Northwest Seaport Alliance

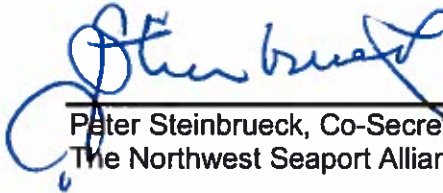


Stephanie Bowman, Co-Chair
The Northwest Seaport Alliance

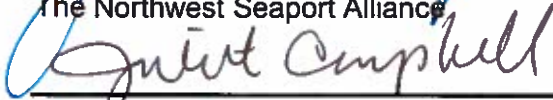
ATTEST:



John McCarthy, Co-Secretary
The Northwest Seaport Alliance



Peter Steinbrueck, Co-Secretary
The Northwest Seaport Alliance



Juliet Campbell, Clerk of the Port
The Northwest Seaport Alliance



Mark T. Anderson

CEO / President, Anderson Hay & Grain Co., Inc.

“Agriculture in Washington State is at the heart of many of our communities and an essential part of this states global relationships. It is my desire that all young people in our state have a chance to know this great heritage and its global importance. Hence, I fully support the work of the Washington State Agriculture History Project.”

John Stuhlmiller

Chief Executive Officer, Washington State Farm Bureau

“I hope you will give generous support to the ag history project. Washington Farm Bureau is fully behind this effort. As you know, ports have been a major participant in our ability to grow our industry to the state’s second largest industry. Over \$13 billion in food and ag products move through ports each year, enabling famers to reach markets all over the world. As a key part of our story, we hope you will help us with this exciting project designed to tell our story.”



Steve Sewell

Board Secretary, Washington Maritime Federation

At the Washington Maritime Federation, as a statewide organization, we have often recognized that we may be too “Puget Sound Centric” and need to reach out more broadly to partners around the state. By the same token, Northwest Seaport Alliance marine terminals serve, and are supported by, shipments from around the state, most notably, agricultural products.

By supporting, through the requested funding, HistoryLink’s project highlighting the historic importance of agriculture in our state, you will be sending a strong message of support to your agricultural shippers and producers, whose trade helps fund your future terminal investments. For these reasons, and because you can count on a high-quality product from HistoryLink, we request that you support HistoryLink’s project and request for funding.

Pat Jones

HistoryLink Board Member

"We know agriculture has been and remains a core economic sector in the state, and like ports, is facing the continual challenge of educating citizens about its history, role and future challenges. This joint project is an ideal way to build that better understanding through an innovative curriculum. The state agriculture industry and the ports of the state have been and will continue to be close strategic allies in building our economy and the transportation system that supports it...this project deserves strong port support."



HistoryLink: What you need to know about Washington state history in one place.

We are dedicated to the principle that history belongs to the entire community, and that a better understanding of past events can improve public debate and decisions and enrich the lives of individuals. HistoryLink continues to promote community-based historical research and education by building and expanding HistoryLink.org, the free online encyclopedia of Washington state history.

HistoryLink was incorporated in 1997 and became the first original encyclopedia of community history created expressly for the Internet. Its creation was concurrent with Google and preceded Wikipedia.

Then and Now

When HistoryLink.org launched in 1999, we focused on the histories of Seattle and King County. The site launched with expanded content in March 2003 to embrace the history of the entirety of Washington state.

The site is continually growing, and currently comprises more than 7,500 original, fully sourced articles. On an average day, thousands of visitors access HistoryLink.org. New content is regularly added. HistoryLink.org's front

page, "This Week Then," is updated weekly to feature historical anniversaries, new articles, and additional content related to current events. A weekly digital newsletter alerts subscribers to currently relevant historical happenings.

Methodology

HistoryLink.org's content is produced by historians, freelance writers, community experts, and volunteers. All articles (except anecdotal "People's Histories") are fully sourced and carefully edited before posting, and updated or revised as needed.

Education

Our Education Resource features free materials including curricula, study aids, lesson plans, links to other education resources, and numerous tips on how to integrate HistoryLink into the classroom. We partner with schools and organizations in the community to host workshops and presentations.



A Trusted Source

HistoryLink.org enjoys top rankings on Google and other search engines. Teachers and students represent approximately one-third of HistoryLink.org's traffic, and journalists, scholars, government and business researchers, tourists, novelists, filmmakers, as well as the general public, use the site heavily. Approximately 60 percent of HistoryLink.org traffic originates in Washington state.

A Public Information Utility

We are a 501(c)(3) not-for-profit corporation established in 1997 to pioneer innovative approaches to historical research, education, and publishing in the public interest.

Commissioned Work

Though our online encyclopedia HistoryLink.org is HistoryLink's primary product, we serve our community in many ways. When you work with us, you are not only getting top quality work, but also helping to sustain HistoryLink. All funds that come into HistoryLink help to grow our online encyclopedia.

Books

HistoryLink has been publishing high-quality books for 20 years, and our trained team of researchers, writers, and designers, together with our new publishing partner Documentary Media, can take a book project all the way from concept to distribution. Clients include Seattle Children's Hospital, Bartell Drugs, the Port of Seattle, Lakeside School, and Chateau Ste. Michelle.

Displays

Our team has the design, research, writing, and editing skills to create high-quality exhibits for both permanent and temporary displays, such as the traveling displays for the Alaska-Yukon-Pacific Exposition Centennial and the 75th anniversary of the Seattle Housing Authority, and permanent displays at the award-winning Milepost 31.

Events

HistoryLink works with event planners to bring historic context and vision to special events. HistoryLink.org was originally conceived in 1997 as an encyclopedia to celebrate the sesquicentennial of Seattle. Since its launch in 1999, we've been involved with numerous anniversary events and celebrations, including those for the 1962 Seattle World's Fair, the cities of Seattle and Bellevue, and the Port of Seattle.

In-Depth Research and Websites

Delivering content for web and mobile applications is a rapidly growing sector for HistoryLink. Our historians and web technologists produce websites that present history in an engaging way. We have designed numerous features geared toward tourists that detail both the history of Seattle neighborhoods as well as cities and towns across Washington.

Innovative Approaches to Section 106 Mitigation

HistoryLink historians are especially skilled at taking complex reports written by archaeologists, preservationists, and other experts, and turning them into stories that communicate the history of a place to a general audience. These articles are made available to everyone and maintained in perpetuity on HistoryLink.org. When you have Section 106 mitigation, think of us.



HistoryLink
93 Pike Street, Suite 315B
Seattle, WA 98101
Office: 206.447.8140



HistoryLink thanks 4Culture, King County, and the City of Seattle's Office of Arts and Culture for sustained support.

HistoryLink does for history what we try to do in our own films: bring us closer to events. When we were researching events in Seattle for our documentary film about Prohibition, we relied on HistoryLink's vast resources for information, context and photos that helped us bring our own story to life.

**— Lynn Novick & Ken Burns,
Documentary Filmmakers**

As our 75th anniversary approached we immediately thought of HistoryLink. They helped us share our story in so many ways. We could not have been more pleased.

**— Al Levine, Former Seattle
Housing Authority, Deputy
Executive Director**

To celebrate the 50th anniversary of the 1962 World's Fair we partnered with HistoryLink, MOHAI, and KCTS9 to produce a book, a film, a museum exhibit, and a curriculum. Their creativity and credibility were just what we needed to bring the past to life.

**— Tracy Robinson, Former Executive
Director, Seattle Center Foundation**



Farming Washington State

The Washington State Agriculture History Project

Agriculture is one of the largest industries in the state of Washington and is responsible for 12 percent of the state's economy. Washington-grown agricultural products are a major source of the export cargo that moves through Washington ports, creating an industry that binds our state together. We believe that all Washington students should have a working knowledge of the history of agriculture and its impact on our way of life.

To this end, HistoryLink, the online encyclopedia of Washington state history, the Washington State Historical Society, a family of museums and research centers, and North by Northwest, a digital studio, have joined forces to create the history project with the goal of telling the rich history of Washington agriculture to a new generation through articles, videos, and curriculum.

"Agriculture is vital for Washington and the world and its heritage and future should be part of every young student's education."—Alex McGregor, McGregor Land and Livestock, a 135-year-old family farm

These materials on the history of agriculture in Washington state will be available for free to schools, educators, and students in our state. The articles that will be paired with video and audio, can be used as a stand-alone resource or with curriculum. Curriculum will be available for free and prepared in consultation with the Office of the Superintendent of Public Instruction, and will align with state standards.



Above: Hay bales, Palouse region of Eastern Washington State

Advisory Committee

Alex McGregor Ph.D., McGregor Land and Livestock, a 135-year-old family farm

Leann Krainick, Washington state Dairy Farmer

John Stuhlmiller, CEO, Washington Farm Bureau

Karla Salp, Public Engagement Specialist, Washington State Department of Agriculture

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Washington State University

Outreach to Schools

Creating and publishing these resources is only the first step. The Washington State Agriculture History Project is committed to publicizing these resources to ensure that educators, students, and the general public know about these resources and that they are available for free. Not only will this content be available on HistoryLink, it will be actively promoted and circulated throughout the Washington school districts and other educational communities.

A powerful partnership

HistoryLink: The mission of HistoryLink is to pioneer innovative approaches to history. Our primary product is HistoryLink.org, a free, authoritative, and easily accessible local history resource serving students, teachers, journalists, scholars, researchers, and the general public. HistoryLink was founded in 1997, and currently has more than 7,000 articles on HistoryLink.org. About one-third of HistoryLink's traffic is students and teachers.

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For more information contact:



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93 Pike St. Suite 315B, Seattle, WA 98101
Phone: 206-447-8140

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Kara Rowe, CEO, North by Northwest
903 W Broadway Ave, Spokane, WA 99201
Phone: 509-252-2572



Jennifer Kilmer, Director, Washington State Historical Society
1911 Pacific Avenue, Tacoma, WA 98402
Phone: 253-798-5900

Key Points

Themes will include, but not be limited to:

- Trade
- Sustainability
- Water
- Agricultural Practices over time
- Selected subjects, including, but not limited to, tree fruit, hay, grapes, potatoes, and dairy products

Media:

- Articles
- Videos
- Curriculum
- Personal stories

Educational tools will be targeted to:

- Seventh grade students
- High school level
- College level

Release date:

The bulk of the project will be available in 2020. Content will become public as it is produced from 2020 though 2021.

Budget

Articles on HistoryLink	\$70,000
Videos.....	\$70,000
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Interviews and personal stories	\$45,000
Management and outreach	\$45,000
Total	\$300,000

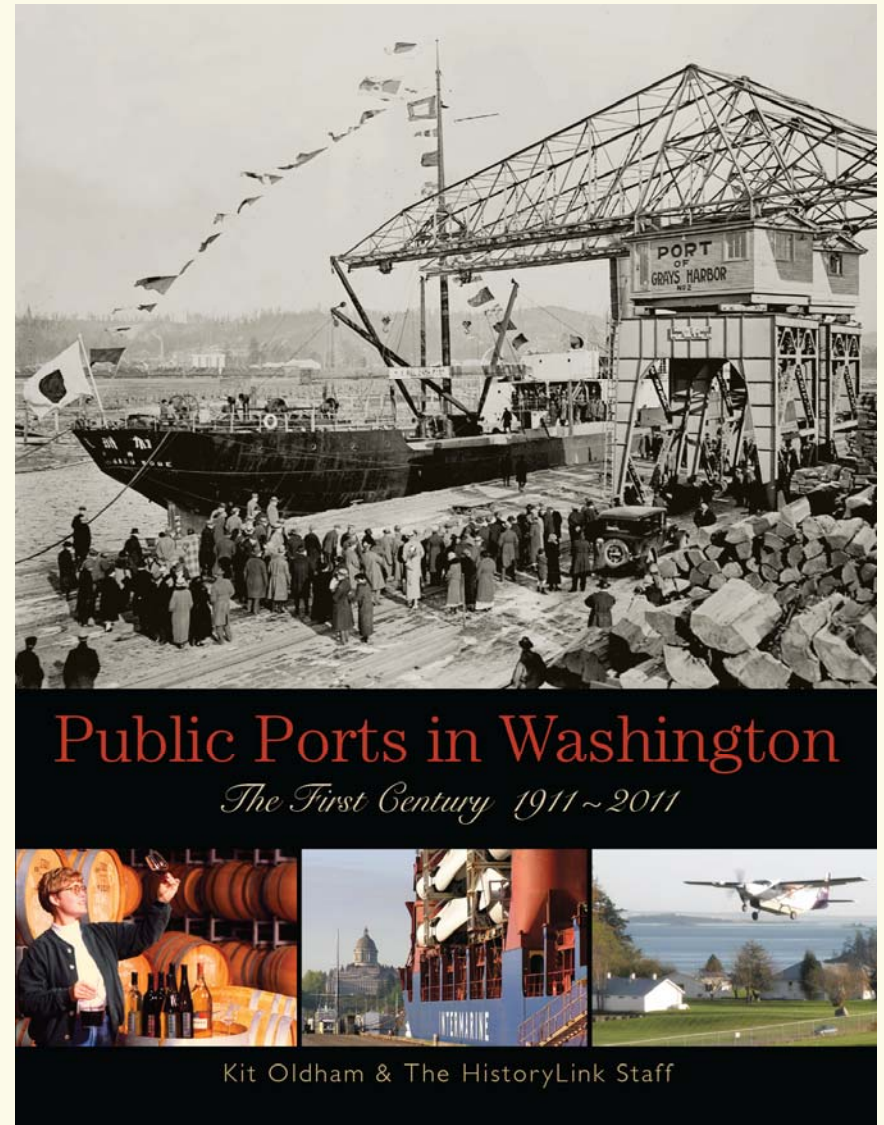
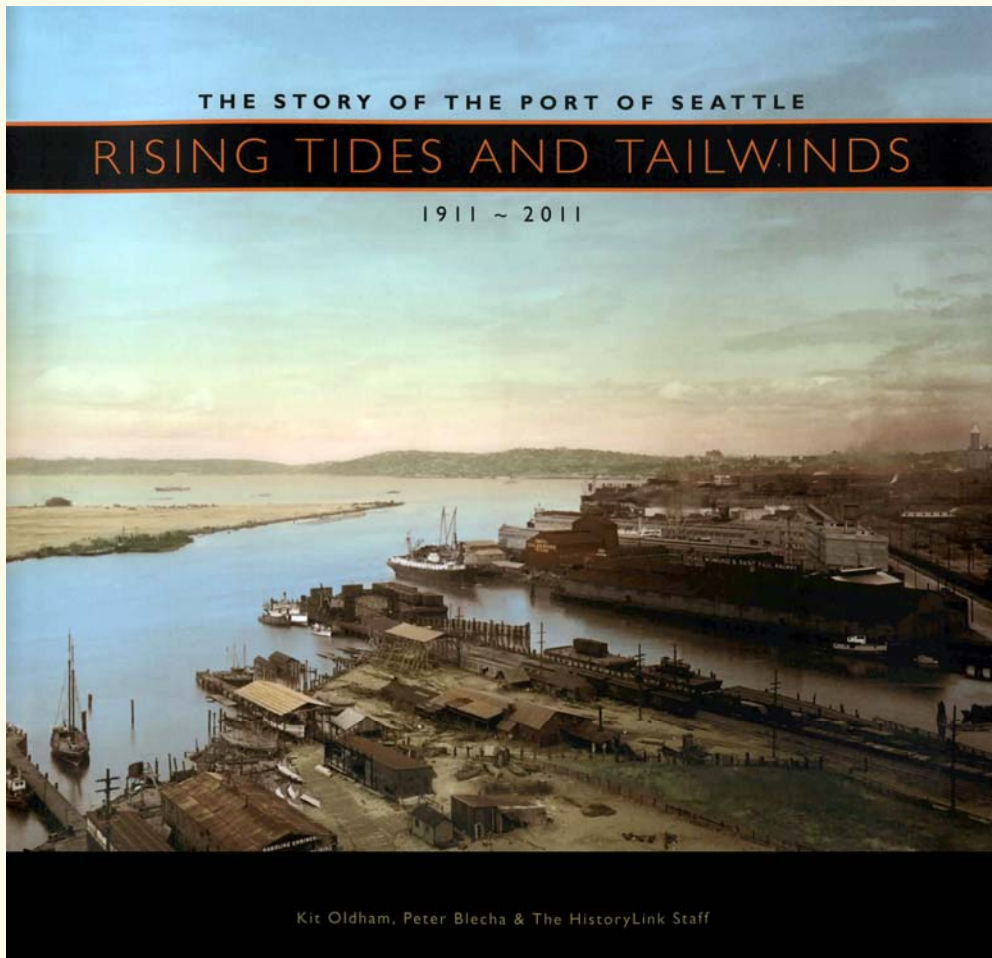
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HistoryLink



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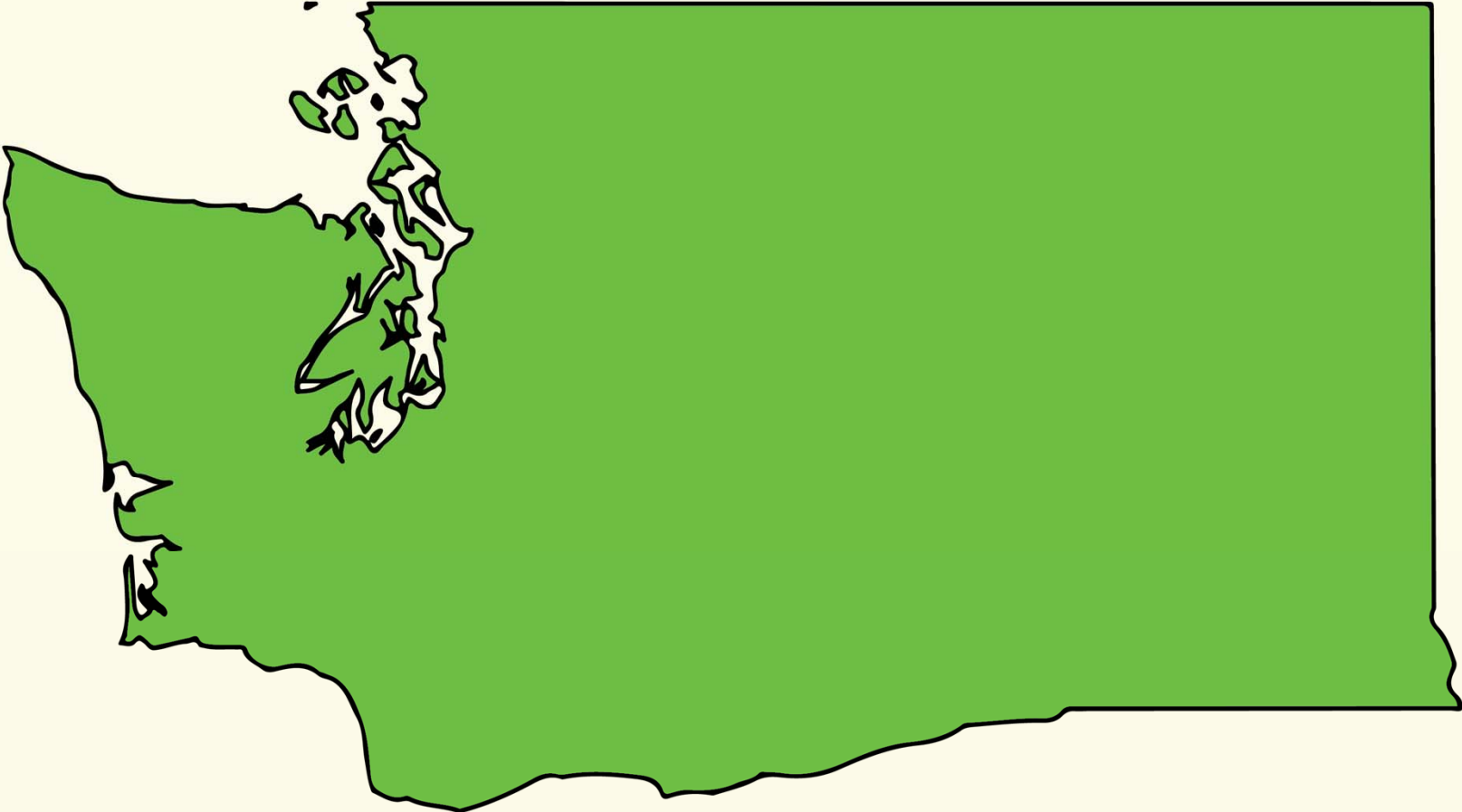
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September 16, 2019

The Honorable Ryan Mello
Chair, Growth Management Policy Board
Puget Sound Regional Council
1011 Western Ave., Ste. 500
Seattle, WA 98104
VIA EMAIL: VISION2050@PSRC.ORG

Re: Comments on Draft Vision 2050 Regional Plan

Dear Chair Mello,

Thank you for the opportunity to provide comments on the first draft of Vision 2050. This letter and the attached detailed comments represent the collective perspective of the ports of Bremerton, Everett, Seattle, and Tacoma along with The Northwest Seaport Alliance. Our programs touch the lives of Puget Sound residents in numerous ways, ranging from economic engines as the state's largest cargo terminals to quality of life through our travel and recreation facilities.

Our mission is to create family wage jobs by advancing trade and commerce, promoting manufacturing and maritime growth, and stimulating economic development. The Growth Management Act recognized the importance of our facilities by designating them as essential public facilities, both the maritime ports and Sea-Tac International Airport. Our ports are assets of statewide significance, serving as national and international gateways for trade, industry, travelers, and tourism. These facilities have developed over decades, with unique interactions among existing land uses and critical transportation infrastructure.

These gateways cannot be relocated nor replicated elsewhere and provide a crucial function in the resiliency of our state's economy. As an indication of what an asset our cargo gateways are consider that nearly 40% of all jobs in Washington State are directly dependent on trade¹. To protect and recognize our collective significant investments, we request that Vision 2050 include a new "Coordination with Ports" element in the Regional Collaboration chapter. Coordinating land use and transportation planning with ports is crucial for the success of our region.

We urge policymakers to recognize that industrial lands play a critical role in addressing housing affordability by providing family wage jobs. Jobs in our industries provide career paths at a range of education levels and their pay is superior to that of typical service sector jobs. A 2017 analysis by local firm Community Attributes Inc. found that, in the Seattle-Bellevue-Tacoma statistical area, 81% of

¹ Washington Council on International Trade, 2018

industrial jobs have an educational requirement of less than a bachelor's degree. The same study found that 38% of the industrial jobs pay more than \$50,000 annually².

The preferred growth strategy recognizes the region's significant investments in non-single occupancy transportation modes, such as high capacity transit. We share the concern about congestion on our highways and support alternative modes of travel. However, high capacity transit station locations, in some instances, are located in, or adjacent to, our Manufacturing Industrial Centers (MICs). Please make sure our industrial lands are protected from incompatible land uses that are traditionally consistent with transit-oriented development (TOD), such as high-density housing. Industrial land encroachment is a threat to the economic engines of our region.

Another aspect of ports and industrial centers that has been routinely underappreciated is the importance of freight mobility. Close in industrial centers are critical to minimizing unnecessary transportation movements and the costs and impacts thereof. We appreciate PSRC's initiative earlier this year to develop the Freight Briefing Paper. As the paper explains, there are several notable trends afoot in the freight system that warrant further study if we are to properly plan the freight system. Nationally, truck traffic is expected to grow by 44% between 2015 and 2045³, e-commerce is projected to grow from 11.1% of retail sales in 2019 to 15.1% in 2022 and may eventually reach 25% or more. Internet-impacted sales are forecast to total more than \$2.4 trillion and account for more than 58% of total retail sales by 2022⁴. How are we as region going to prepare for these dramatic increases? We as a region must prepare to for these increases in freight volume to maintain mobility and ensure sustainability.

Finally, we would like to take this opportunity to point to the extensive efforts that will be required, region-wide, to address climate change. A coalition of seven Pacific Northwest ports was able to show a reduction in greenhouse gasses over an 11-year period ending in 2016 – even as port cargo volumes were increasing. Moving forward, each agency will have different role to play. For this reason, we request that Vision 2050 echo the targets that already have broad-based support. The most appropriate of these targets are those adopted by the King County Cities Climate Collaborative in 2014 and the Paris Climate Accord of 2016.

We invite you to review the attached detailed comments and look forward to working with you, the GMPB and additional stakeholders on Vision 2050.

Sincerely,



Commissioner Peter Steinbrueck
Port of Seattle Commissioner and Northwest Seaport Alliance Managing Member
GMPB Ports Representative

² P. 38 "City of Seattle Industrial Lands Land Use and Employment Study" Community Attributes, Inc. November 14, 2017

³ <https://faf.ornl.gov/fafweb/>

⁴ <http://www.cbre.us/real-estate-services/real-estate-industries/omnichannel/the-definitive-guide-to-omnichannel-real-estate/by-the-numbers/how-high-will-e-commerce-sales-go>

Detailed Comments: Draft Vision 2050 Regional Plan

The ports of Bremerton, Everett, Seattle and Tacoma, along with the Northwest Seaport Alliance, are pleased to join together to submit these detailed comments on scoping for the draft Vision 2050 Plan. Undertaking major infrastructure investments – and understanding how that infrastructure attracts and anchors commerce – is at the heart of our work as port authorities. Our approach to infrastructure is aligned with the Growth Management Act’s goal for efficient utilization of urban infrastructure. We share the following comments:

Introduction

A Vision for 2050 (Page 1)

Economy

Please insert “maritime” after “industry” and replace “maintained” with “enhanced.”

Toward a Sustainable Future

Page 2: In the third sentence, please replace “transit” with “transportation” as this sentence is contemplating transportation in a very broad sense.

Planning for 2050 (Page 3)

Please add “which supplements the roads, rail, and maritime transportation system” at the end of the fourth sentence.

Sustain a strong economy (Page 5)

Please edit the last sentence to read:

“Regional manufacturing/industrial centers, working waterfronts, and airports provide important global connections and living-wage jobs for residents.”

Keep the region moving (Page 6)

Please add “Freight and goods will move more efficiently around the region to homes, businesses, and terminals” after the third sentence of the second paragraph. We would recommend mentioning WSDOT’s Puget Sound Gateway Program, and the NWSA’s efforts to make both harbors big-ship ready, so that the Pacific Northwest maintains direct access to global markets. Further freight-focused system improvements will be necessary in the future.

Grow in centers and near transit (Page 7)

Please add the following sentence at the end of the first paragraph:

“Transit-oriented within or near development near stations in manufacturing/industrial centers will function differently from development in other centers to maintain the region’s focus in protecting and developing our industrial lands, jobs, and the region’s overall economic vitality.”

Act collaboratively and support local efforts (Page 7)

Please edit the first sentence of the second paragraph to read:

“Coordinated planning between cities, counties, ports and other special purpose districts, agencies, tribes, and military installations is a fundamental part of Vision 2050.”

See a related comment below under the heading of “Distributing Growth Using Regional Geographies (Page 27).” It discusses problems and remedies associated with adding major military installations and tribes as regional geographies.

Regional Collaboration (page 15)

Similar to the edits to the collaboration section on page 7, please edit the first sentence of the second paragraph to include ports.

“Coordination with Ports” (New Section on Page 17)

Ports are a vital part of the region, home to tens of thousands of jobs, and major contributors to the region’s economy. They vary in size and character, and include marine ports, airports, industrial uses, and recreational and natural lands. They act as employment and job development centers and create tens of thousands of off-terminal jobs—in Snohomish County, the home of the Port of Everett, 60% of all jobs are trade-dependent. Whether it is planning for development near ports, or considering transportation projects and programs to serve them, it is crucial to involve port officials in regional and local planning efforts.”

The following provides comments and edits to the Regional Collaboration Policies:

- Under MPP-RC-1, please add ports to the list of entities coordinating planning efforts.
- After MPP-RC-6, add a new policy for ports:

“MPP-RC-X—Consult with ports in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside port boundaries.”
- Rewrite MPP-RC-7 as follows: “Direct sub-regional funding, especially county-level and local funds, to countywide centers, local centers, and local high-capacity transit areas with a station area plan. County and local jurisdictions may also decide it is appropriate for county-level and local funding to be prioritized to regional centers.”

Access to High Capacity Transit (Page 26)

After the fourth sentence please add “Transit-oriented development near stations located in or near manufacturing/industrial centers needs to function differently, with different uses than development in other centers to maintain our focus on protecting our industrial lands, jobs, and the region’s overall economic vitality.”

Distributing Growth Using Regional Geographies (Page 27)

The ports are very concerned about the diminished meaning of “regional geographies” reflected here. Vision 2050 should be improving the clarity on coordination between agencies / entities. Instead that clarity is going to suffer based on this scheme’s inclusion of major military installations and tribes – but not ports – as regional geographies. Note that the Ports of Everett, Seattle and Tacoma and The Northwest Seaport Alliance all meet the definition of Transportation Facilities of Statewide Significance

(RCW 47.06.140), which in turn, makes them essential public facilities that are to be afforded special treatment per the Growth Management Act (RCW 36.70A.200).

We note that Vision 2040 had a much clearer usage of regional geographies in that it was part of the system for allocating growth targets. In that scheme every regional geography received an allocation (natural resource lands were a regional geography that received an allocation of no growth, but zero growth is still an allocation to a geography that is subject to GMA.) Military installations and tribes do not receive growth allocations under GMA – they are exempt from GMA altogether.

The above is not meant to detract from the value of coordination with military installations and tribes. We recommend a much clearer treatment of these issues, which is to label tribes and major military installations as “exempt but impacting geographies.”

MPP-RGS-7

At the end of the policy please add “keeping in mind that housing is incompatible with industrial areas.”

Climate Change Chapter

Technology (Page 63)

At the end of the first paragraph please add: “To reduce emissions from drayage activities, the NWSA Clean Truck Program now ensures that all 4,000 trucks entering international marine terminals have a 2007 or newer engine or a certified equivalent emission control system.”

At the end of the sixth sentence, please add: “and the potential for development of electric aviation technology.”

At the end of the first paragh, please add the sentence: “Meanwhile, on the aviation side, Washington state remains a national leader in laying the groundwork to implement sustainable aviation fuels at Seattle-Tacoma International Airport. The Port of Seattle has set aggressive goals on sustainable aviation fuels implementation, and is working with the state legislature and an array of partners to make that goal a reality.”

Development Patterns Chapter

Figure 24 (Page 76)

This figure helps clarify some aspects of the role of centers in the regional plan. Presently, though, its design misses an opportunity to clarify perennial issue for MIC’s -- that they are not appropriate locations for housing or for transit-oriented development (with housing being included in most definitions of transit-oriented development). Please make this distinction clear.

Industrial Lands (Page 81):

Change “harmful” impacts reference in the third sentence to “challenging” impacts

Add “commercial” in front of “general aviation” in final sentence of the paragraph, reference to protecting against encroachment of incompatible uses at airports.

MPP-DP-50

At the end of the first sentence please add “for highways, arterials, and other major streets.”

DP-Action 2

Please add “protect and enhance” after “preserve.”

Housing Chapter**MPP-H-6**

At the end of the policy please add “High concentrations of jobs are located in manufacturing/industrial centers, careful consideration for protection of industrial land must be given when considering housing in proximity to a MIC.”

MPP-H-10

Please add “in housing format” after “flexibility.”

Economy Chapter**MPP-EC-5**

Restore “protect” after “Recognize” at the beginning of the EC-5 policy, reflecting PSRC’s goal of protecting essential public facilities against encroachment of incompatible uses, as called for the Growth Management Act. Simply “recognizing” the airports as critical economic assets does not accomplish the same planning outcome of requiring cities, counties, and MPOs to plan for their efficient functioning and protect against incompatible uses.

Transportation Chapter (Pages 111 to 124)

Vision 2050’s goals for quality of life, a healthy economy, and social equity are dependent not only on the movement of people, but also a well-functioning and efficient multimodal freight system. We, as ports, could not fulfill our role as economic development agencies, growing both jobs and the economy as a whole, without a well-functioning, efficient freight transportation system that includes and connects all modes. Yet, the introduction to the Transportation chapter of the multi-county policies is entirely focused on transit and the movement of people, without a single mention of the role freight plays in achieving these goals. There is no mention of the fact that 40% of jobs in Washington (and 60% in Snohomish County) —many supported by our ports -- are freight-dependent. Nor is there any recognition of the fact that e-commerce has an increasingly negative impact on congestion in the region. Nationally, truck traffic is expected to grow by 44% between 2015 and 2045⁵, e-commerce is projected to grow from 11.1% of retail sales in 2019 to 15.1% in 2022, and may eventually reach 25% or more.

⁵ FAF 4

Digital-impacted sales are forecast to total more than \$2.4 trillion and account for more than 58% of total retail sales by 2022⁶. We as a region must prepare to for these increases in freight volume to maintain mobility and ensure sustainability.

As the region's major planning document, Vision 2050 must ensure that decision makers throughout the region understand the role freight plays in achieving quality of life, social justice and economic growth goals. The region as a whole has a responsibility to ensure that freight can move efficiently, which means that protecting, maintaining and improving major freight corridors crossing jurisdictional boundaries is both a regional and local responsibility.

Please rewrite the introduction, and the "Supporting the Economy" section to provide emphasis on the importance of freight mobility. PSRC's Freight Briefing Paper can serve as resource for missing information, and our staff would be happy to support this effort.

The following provides detailed comments on transportation policies and actions:

- The policies related to freight mobility (Policies MPP-T-24 through 26), in combination with the broader policies providing for a safe, efficient and reliable transportation system for all users (MPP-T 1, 8, 14, 23 and 34) would enable the ports, and the businesses that depend on them, to function well—if they were implemented with the same thoroughness as those for other modes. Unfortunately, projects that would improve freight mobility often do not get the same funding support as non-motorized and transit facility projects. As indicated in our comments on the introduction to the Transportation Chapter, there is a role for PSRC in facilitating greater understanding of the role freight plays to achieve better balance.
- MPP-T-19 is elevating high-capacity transit station areas to the same level as regional growth centers, potentially diluting scarce transportation funds even further. At the same time, the policy is silent on the needs of Manufacturing Industrial Centers. There should be a parallel policy for Manufacturing Industrial Centers.
- Staff appreciates the inclusion of a new action on freight mobility, T-Action-3. However, the action is focused on the "growth and impacts of and goods movement and delivery." It does not address freight mobility needs in general, or the needs of our ports. It is vague on what the implementation steps would be. PSRC's current data collection and analysis program for freight is crude compared to other modes. The action should explicitly include a more robust freight data collection program, and a major update to PSRC's truck model, and ensure that all types of freight are covered. We recommend using the typology of WSDOT's 2017 Freight System plan, as listed in the Freight Briefing Paper.
- Given the current work underway at the Port of Seattle to accommodate current aviation demand through our Sustainable Airport Master Plan, and associated investments, we would ask that the language in T-Action 5 be amended to reflect the Port's leadership in addressing current capacity. Currently, it reads "PSRC will work in cooperation with the state, which will play a lead role in addressing aviation capacity needs." We would like to see the final document say the following: "PSRC will work in cooperation with the state, which will play a lead role in addressing future aviation capacity needs."

⁶ <http://www.cbre.us/real-estate-services/real-estate-industries/omnichannel/the-definitive-guide-to-omnichannel-real-estate/by-the-numbers/how-high-will-e-commerce-sales-go>

We hope that PSRC will carry out the new actions contained in the policy section of the draft to ensure that the region works together to maintain and improve the freight transportation system.