

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

Item No.	<u>9C</u>
Date of Meeting	<u>March 7, 2023</u>

DATE: February 17, 2023

TO: Managing Members

FROM: John Wolfe, CEO

Sponsor: Lindsay Wolpa, Strategic Projects

SUBJECT: Resolution 2023-02 – US Coast Guard Base Seattle Expansion

A. ACTION REQUESTED

SECOND READING: Request Managing Members of The Northwest Seaport Alliance adopt Resolution number 2023-02, stating their current preferred position on the proposed US Coast Guard Base Seattle Expansion.

B. SYNOPSIS

US Coast Guard (Coast Guard) Base Seattle is important not only for the direct support it provides to maritime operations in Puget Sound, but also it is a key facility supporting the Coast Guard's broader national security, environmental protection and scientific research mission areas, especially as it relates to the service's Arctic mission. The Coast Guard has a major project underway to modernize Base Seattle and prepare for the arrival of new polar security cutters. In addition to the modernization project, the Coast Guard also is exploring expanding the base to accommodate up to four additional major cutters.

All the alternatives the Coast Guard is considering for base expansion would require the Port of Seattle to sell the Coast Guard portions of properties that are licensed to the Northwest Seaport Alliance (NWSA) for marine cargo operations. At the February public meeting, the NWSA Co-chairs introduced a resolution that laid out the Alliance's preferences relating to base expansion and provide direction for how

the Alliance will engage the Coast Guard and other stakeholders as the federal entity continues their planning process.

C. BACKGROUND

Base expansion alternatives

The alternatives being considered for the base expansion are outlined in the Draft Programmatic Environmental Impact Statement for the Expansion and Modernization of Base Seattle dated October 10, 2022 (DEIS). The Coast Guard's three alternatives are:

- Alternative 1: Expand to the north; acquire 27 to 54 acres of land at T46 and build two berths at Terminal 46 (T46).
- Alternative 2: Expand to the south, including by acquiring 5 to 21.5 acres of Terminal 30 (T30) and building one berth on currently owned Coast Guard property and a second berth at T30. Alternative 2 also entails acquisition of about 5.5 acres of T46.
- Alternative 3: Expand to the north; acquire 22 to 30 acres of land and build one berth at T46; build a second berth on currently owned Coast Guard property.

All alternatives would involve some level of impact to cargo operations. In particular:

- Expanding north into T46 would involve loss of one of the terminal's two cargo berths and reduce the size of the upland cargo handling area, which would in turn reduce cargo throughput capacity.
- Expanding south into T30 would reduce cargo storage area at T30 but is unlikely to affect cargo volume at the terminal.

Summary of resolution

The draft resolution lays out the following positions and preferences:

- NWSA recognizes the importance of the Coast Guard's mission.
- NWSA will assist the Coast Guard in designing and implementing a base development plan that both enables the Coast Guard to accommodate an expanded presence in Seattle and allows the NWSA to maintain or increase capacity in Seattle for cargo operations.

- Impacts on marine cargo operations should be minimized.
- NWSA intends to continue to use T30 and T46 for cargo activities and seeks to preserve the potential for a two-berth cargo operation at T46.
- The resolution encourages the Coast Guard to engage affected governments, tribes and stakeholders and to mitigate the impacts of base expansion.

D. ATTACHMENTS TO THIS REQUEST

- Redline Draft Resolution on Coast Guard Base Expansion
- PowerPoint presentation