ATTACHMENT 1 TO RESOLUTION 2026-13-PT

Port of Tacoma
Comprehensive Scheme of Harbor Improvements
Revised and Amended November 1~~8~~7, 202~~5~~6

I. What is a Comprehensive Scheme of Harbor Improvements?

Historical Background

Washington State's ports provide diverse economic development opportunities ranging from recreational marinas to international shipping terminals. Regardless of a port's physical size or function, each port was created by the same process as directed by the Revised Code of Washington (RCW). This process was established in 1911 granting local citizens the ability to create and manage public port districts for the movement of goods and cargo. With the legislation enacted, citizens could then elect commissioners to administer their port districts and oversee development and operations. This process made Washington state ports public, thereby elevating each port's accountability to the people it serves and endowing each district with the expectation that it become an economic driver in its community and region.

Subsequent legislation granted authority to port districts to pursue industrial development, operate marinas, docks, airports, railroads, recreational facilities and promote tourism. This allowed for port districts to take a long view and invest in economic activities that would unlikely be developed or improved if left entirely to the private sector. Ports also can develop the infrastructure necessary to attract job-creating businesses. This infrastructure includes waterways, roads, rail, utilities and other such facilities. Port-owned properties and facilities are often leased by the port to private-sector businesses that generate jobs in the community.

The codified requirements that relate to port districts have evolved from the original 1911 legislation. The original intent of Comprehensive Scheme of Harbor Improvement (CSHI) was to require the Port commission, prior to entering into any scheme of improvement, to place before people the actual plan disclosing with reasonable definiteness the character of any planned improvements. Later, this requirement was relaxed to require public notice and hearing prior to a vote of the Port Commission's vote and adoption of a comprehensive scheme of harbor improvements, which set forth in general terms the Port's planned improvements. The current statutory requirements for the CSHI is Chapter 53.20.010 of the Revised Code of Washington (RCW), which requires port districts to prepare and update a "comprehensive scheme" of their proposed capital improvements. The mandate ensures transparency in the expenditure of public funds and requires expenditures to be consistent with the adopted scheme.

> **53.20.010 Adoption of Harbor Improvement Plan**.
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> *It shall be the duty of the port commission of any port district, before creating any improvements hereunder, to adopt a comprehensive scheme of harbor improvements in the port district, after a public hearing thereon, of which notice shall be published once a*

week for two consecutive weeks in a newspaper of general circulation in the port district, and no expenditure for the carrying out of any harbor improvement shall be made by the port commission other than necessary salaries, including engineers, clerical and office expenses of the port district, and the cost of engineering, surveying, preparation and collection of data necessary for the making and adoption of the general scheme of harbor improvements in the port district, unless and until the comprehensive scheme of harbor improvements has been so officially adopted by the port commission.

53.20.020 Improvement to Follow Plans Adopted.

When such general plans shall have been adopted or approved, as aforesaid, every improvement to be made by said commission shall be made substantially in accordance therewith unless and until such general plans shall have been officially changed by the port commission after a public hearing thereon, of which at least ten days' notice shall be published in a newspaper in general circulation in such port district.

53.25.090 Conditions precedent to making improvements.

No expenditure for improvement of property in an industrial development district, other than the expense of preparing and submitting a plan of improvement shall be made by a port district, and no property shall be acquired by it therefore except as provided for hereinbefore until it has been made a part of the comprehensive scheme of harbor improvements and industrial developments or amendments thereto.

That said comprehensive scheme or amendments thereto shall provide for the development or redevelopment of those marginal lands acquired and a provision for the continuing of the land uses which are hereby declared to constitute public uses and the purposes for which public moneys may be advanced and provide property acquired.

Comprehensive Scheme is Not a GMA Comprehensive Plan or GM Planning Tool

The Port of Tacoma is a dynamic and vibrant industrial employment center, which expects to grow and evolve. The Port is not however an agency subject to or empowered by the state's planning law, the Growth Management Act "GMA." The state GMA governs various land use planning requirements to which certain cities and counties (general purpose government agencies) must adhere. A Comprehensive Scheme thus should not be confused with GMA's requirement for a Comprehensive Plan or the Port Container Element mandated for cities that have a container port. Instead, Port growth continues to occur under the umbrella of existing general purpose government land use laws and regulatory requirements such as:

- Local zoning
- State Environmental Policy Act (SEPA)
- Shoreline Management Act (SMA)
- Growth Management Act (GMA), inlcuding
    - Container Port Element required by GMA and as adopted in collaboration with the City of Tacoma

- Critical Areas Ordinance (CAO)
- Endangered Species Act (ESA)
- Storm and surface water management
- Noise control statutes

Adoption of the CSHI requires a SEPA threshold determination under Chapter 43.21c RCW. As the Port of Tacoma operates within a comprehensive regulatory framework of Federal, State, and local regulations, environmental impact is primarily mitigated through compliance with these other regulations. Where changes from existing conditions in use or future development actions are contemplated in the CSHI, it may be too early to identify environmental impacts. The extent of the contemplation of uses or physical improvements is a declaration of intent to expend funds and effort on evaluating use changes or physical improvements or to acknowledge those currently present in the Port of Tacoma's portfolio. Future actions will be consistent with the regulatory framework referenced herein and the physical improvements or environmental changes effected will be subject to a subsequent alternatives analysis and environmental threshold determination if necessary. Consequently, no environmental impacts are authorized or development decisions concluded solely through adoption or alteration of the CSHI.

II. Introduction to the Port of Tacoma

The Port of Tacoma was officially established by Pierce County voters in 1918, it started on 240 acres of unimproved tideflats but today encompasses an area covering over 2,500 acres. The Port of Tacoma has a vision to be a national model for innovative solutions, job creation, customer service, and environmental sustainability for generations to come.

The Port of Tacoma's Mission

The Port of Tacoma strategically invests in our harbor and community to promote prosperity, trade, and jobs, while protecting and enhancing our environment.

The Port of Tacoma's Goals

1. **Economic Vitality.** Advance living-wage job creation and business development opportunities in Pierce County with a focus on marine trade and transportation.
2. **Environmental Leadership.** Protect and enhance the environment of the Commencement Bay and Puyallup River watersheds by continuing to implement innovative ways to clean up contaminated land, improve habitat and water quality, and minimize air emissions from Port operations.
3. **Organizational Success.** Create and sustain a transparent culture prioritizing the Port's fiduciary role as trustee of public assets and commitment to financial responsibility.
4. **Transporation Advocacy.** Promote marine, road, rail, and navigation infrastructure and technology improvements to strengthen and diversify the regional maritime industry and economy.

5. **Community Connections.** Engage and advance strong and trusting relationships with the Pierce County community and beyond.

6. **Workforce Development:** Partner with local and regional organizations to facilitate career development in the maritime, logistics, manufacturing, and construction trades.

The Port of Tacoma's Core Values

- **Integrity and Transparency:** The Port conducts all business and decision-making with integrity and transparency, inside and outside of the organization.
- **Excellence:** The Port strives for excellence throughout our workplace to best serve the needs of our team, our customers, and our community.
- **Adaptability and Innovation:** As an enterprise government, the Port is committed to adapting to the challenges of a dynamic workplace and market environment.
- **Stewardship:** The Port is a responsible steward of our natural environment and the public financial resources that are entrusted to us.
- **Teamwork and Partnerships:** The Port is committed to internal teamwork and external partnerships in pursuit of a shared vision for the future.
- **Health and Safety:** The Port is committed to the health and safety of our employees, labor partners, customers, and community.
- **Workplace Culture:** The Port is committed to cultivating a welcoming and supportive workplace that promotes a sense of belonging for all employees.

III. The Updated and Amended Comprehensive Scheme of Harbor Improvements

The Port is required to maintain a Comprehensive Scheme of Harbor Improvements (CSHI) as mandated by state law and it has done so since April 1919. To continue to do business effectively, which includes managing the Port's physical growth, developing effective and sustainable environmental mitigation sites, creating new infrastructure, and developing supportive industrial and commercial real estate, the Port must align the CSHI to an appropriate geographic area to continue to develop under the existing umbrella of land use laws and regulatory requirements mentioned above, give the public a reasonably detailed pictures of what the Port to do, and provide plans that "fairly inform voters of the nature and extent of proposed improvements."

- The Port of Tacoma's planning boundary includes the geographic bounds of Pierce County for which it serves. Exhibit A identifies properties presently owned or intended for acquisition by the Port of Tacoma and their planned use.
- The Port's intent is to engage in the implementation of its Strategic Plan for 2021-2026 to guide the organization in achieving its next chapter of economic growth and business success. This growth will occur within its geographic planning area and under its guiding

policies in order to satisfy the Port's Mission and Goals.

- The Port's Strategic Plan, together with the Program Budget and this Comprehensive Scheme of Harbor Improvements, will in concert describe the Port's plans and intended future improvements and initiatives.
- **Fossil Fuels**. The Port of Tacoma chooses not to develop new facilities for the international export of bulk fossil fuels on port owned property.

EXHIBIT A

LIST OF PROPERTIES OWNED BY

THE PORT OF TACOMA