



## Puget Sound Regional Council

### 2024 FHWA REGIONAL COMPETITION: PROJECT SPONSOR FOLLOW-UP QUESTIONS

AGENCY: Northwest Seaport Alliance

PROJECT: Port Community System

**Question #1:** In your application you indicate that the project will reduce congestion and lower emissions from idling and/or overflow onto public roadways from trucks queued at the entry gate for cargo terminals. There are not enough specific details provided to calculate the associated air quality benefits. Can you provide any additional information on baseline emissions figures, number of trucks generally queued, time spent idling, and/or any other data that will provide more detail on the expected emissions reductions that will result from the project?

**Answer #1:**

Week of	Queue Average	In-Terminal Average Time	Total Truck Trips	Total Queue Time (Minutes)	Total In-Terminal (Minutes)
3/30	37	62	21,474	794,538	1,331,388
4/6	34	59	21,811	741,574	1,286,849
4/13	43	61	22,124	951,332	1,349,564
4/20	35	52	19,487	682,045	1,013,324
4/27	34	55	21,453	729,402	1,179,915
Total	*	*	106,349	3,898,891	6,161,040

The primary focus of the project is to improve the appointment system, reducing or eliminating the queue for trucks to enter the terminal. The root of this has been found to be that the current appointment system is unreliable, not flexible, and not trusted by the trucking community. While there is expected to be added fluidity in the terminal from trucks arriving more reliably at their appointment time, we cannot commit to a specific reduction in the terminal, but expect a reduction in the amount of time drayage trucks spend in-terminal due to spillover effects from labor spending less time working with

trucks not matched with their appointment window, moving extra containers around to accommodate late or early arrivals, and rescheduling appointments. Using this past April as an example for all NWSA cargo terminals that would benefit from this project, over one month drayage trucks spent almost 65,000 hours queued to enter the cargo terminals, ranging from approximately 2,200 hours to over 3,100 hours a business day.

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**Question #2:** During your presentation, you mentioned that the trucker's subcommittee you engaged with represents diverse communities. Can you provide more information on the communities they represent and if they are reflective of any of the EFAs you included in your application?

**Answer #2:**

We collaborate with the truckers' subcommittee as a focus group representing the interest of the drayage truckers that serve the Gateway. The exact population of truckers this represents is fluid as some are part of larger companies with employee turnover, but many are independent operators or small outfits that work consistently with the NWSA. We engage with this group regularly about issues involving trucks in the NWSA Gateway. The last time we collected employment and demographics from survey respondents, the results were:

<b>Independent Owner-Operator</b>	81%
<b>Speak a language other than English as a first language</b>	39%
<b>Race or Ethnicity</b>	
<i>Black or African-American</i>	34%
<i>Eastern European</i>	34%
<i>Asian or Pacific Island</i>	23%
<i>Hispanic or Latino/Latina</i>	4%
<i>Middle Eastern</i>	2%
<i>Other/Prefer Not to Answer</i>	4%

As demonstrated in our application, this project will directly benefit smaller, independent owner-operators, and the numbers in the table above demonstrate that the trucker community we work with reflects that community. While this trucker community draws from a separate population, the equity focus area aligns with those of the project area community referenced in our application via PSRC's project selection resource maps. The caveat to this statement is we do not collect income data from the truckers, so we cannot assess whether this outreach aligned with the people of low incomes.

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**Question #3:** In the displacement section you mentioned that “The maritime cargo facilities supported by this project are located on industrially zoned lands not suitable for housing.” However, in this section, we're asking projects to identify anti-displacement policies in the jurisdiction where the project is located. What policies in the jurisdiction (or from NWSA) would be relevant for the typology you identified for your project?

**Answer #3:**

NWSA Terminals are in the cities of Tacoma and Seattle, both of which have anti-displacement policies that consider impacts on businesses and housing.

In Seattle, existing policies support strategies for industrial uses to remain in place as well as consolidating freight activity. A new proposed transportation policy reinforces this desire for households and businesses to remain in place when planning transportation investment. This project supports each of these policies by encouraging more efficient utilization of existing lands versus expanding the footprint of areas for trucks.

GS 1.8

*Use zoning and other planning tools to shape the amount and pace of growth in ways that will limit displacement of marginalized populations, and that will accommodate and preserve community services, and culturally relevant institutions and businesses.*

CP 1.3

*Discourage nonindustrial land uses, such as retail and residential, in industrially zoned areas to minimize conflicts between uses and to prevent conversion of industrial land in the vicinity of cargo-container terminals or their support facilities.*

T 5.11

*Explore freight demand management strategies that could consolidate freight delivery trips and encourage vehicles are sized appropriately for an urban environment.*

Proposed T 1.8

*Identify the potential impacts of transportation investments on communities that are at risk of displacement and collaborate across City departments to mitigate those impacts through project design and construction and implementation of anti-displacement strategies that enable households, businesses, and cultural anchors to remain in place.*

Tacoma's current Container Port Element of the Comprehensive Plan encourages the Port to contain activity within the core area as well as compatibility with surrounding uses. These policies in conjunction with Tacoma's housing displacement policies encourage investments that allow homes and businesses to remain in place. The project supports these policies by focusing on more efficient use of land that is already in operation for purposes of maritime cargo.

CP-12 Industrial/Commercial Buffer Area Uses

*The Industrial/Commercial Buffer Area contains a mix of industrial, auto-oriented commercial and retail uses that will provide an appropriate Industrial/Commercial Buffer between the Core Area and nearby residential or pedestrian-oriented commercial zones. Development standards for industrial and commercial activities in the Industrial/Commercial Buffer Area should ensure compatibility with the activity levels and physical character of adjacent less intensive community character.*

#### **CP-13 Retention of Industrial Uses**

*Industrial activity and development is an essential component of the Industrial/Commercial Buffer area. Recognizing the importance of industrial activity to the local and regional economy, industrial uses in the Industrial/Commercial Buffer area should be preserved and promoted. Industrial uses, including non-water related industry, is compatible with and can support maritime industrial uses in the core area, as well as contributing to the region's economy as a whole.*

#### **H-2.5**

*Evaluate plans and investments for the potential to cause displacement in areas with concentrations of communities of color, low- and moderate-income households, and renters.*