



January 31, 2018

Via e-mail: Transportation2040@psrc.org; jbrown@psrc.org

Re: Port of Seattle—Comments on Regional Transportation Plan 2018

Dear Mr. Brown:

Thank you for the opportunity to review and comment on the Regional Transportation Plan 2018. We appreciate the multiple boards and committee briefings provided by staff as you developed this draft and the opportunity to add our comments as it is finalized in May 2018.

The mission of the Port of Seattle is to create good jobs for our region and across the state by moving freight and passengers through our world-class airport and seaport facilities, advancing trade and commerce, promoting manufacturing and maritime growth, and stimulating economic development. We are committed to opportunity, equity and livable communities. Just as the region has grown over the past 10 years, so have passenger volumes at the airport and cruise terminals, and cargo moving by plane and ship. Our region's ability to compete in the international marketplace relies on an efficient transportation system, especially accessing the gateways of the airport and seaport terminals. And, it's also clear to us that that regional infrastructure must be well-developed throughout the region, and balanced among modes.

The Regional Transportation Plan 2018 speaks to the importance of a sustainable system with continued investment through sound financing; the Implementation Actions lay out the path. We recommend six enhancements to the plan, and have provided other technical comments on Attachment A.

- a. Enhance "Implementation Actions" with freight priorities
 - b. Recognize all of the economic benefits of the international gateway
 - c. Preserve, protect and enhance regional centers, especially MICs, by ensuring mobility
 - d. Underscore need for freight deliveries and pick-ups in both urban and suburban settings
 - e. Emphasize freight systems continuity, preservation, maintenance, resiliency and safety
 - f. Incorporate the PSRC's unique expertise in our region's growth and economy to maximize the understanding of airport system needs
- a. The Implementation Actions (page 86) provide a strong focus, but lack actions related to the Regional Freight and Goods Movement. Please pull forward key freight actions to include alongside others listed there.
- b. It's important to call out the economic benefits to the region of the international gateway, as noted in the Freight Mobility section (Plan page 57). The discussion of discretionary trade through the Puget Sound gateway (3rd bullet) is correct, but stops short of explaining the full scope of the benefits. Not only does transpacific shipping bring discretionary imports through our gateway, but also imports for our region arrive at our ports without additional transportation costs. Secondly, the handling of all shipments, either regional or those headed inland, provide jobs and business revenue for our region. And after bringing imports in, the ships return to Asia with our exports, and reduced export transportation rates on the transpacific backhaul.



- c. This plan speaks to the importance of freight mobility, throughout the region, and especially in the Manufacturing & Industrial Centers, where industrial, family-wage jobs are concentrated. We need to anchor our industrially-zoned properties in the close-in centers which currently enjoy over 90% rate of occupancy. Gentrification of the MICs, with non-industrial and non-maritime jobs, would increase congestion in areas that depend on proximity to the deep water ports, rail and or airports. The industrial base of this region provides a diverse economy that makes us the envy of the nation.
- d. As represented in the Freight and Goods Movement Plan (Appendix J), there is significant discussion of cargo movement, by truck, by sea and by air. However, everyone can also relate to the proliferation of truck deliveries to homes and businesses as e-commerce takes off, and the pick-up of waste, recycling and outbound packages from the same locations. Additional discussion of the first and last miles in the supply chain would enhance the plan.
- e. Emphasize systems continuity, preservation and maintenance, resiliency and safety: Other components of the freight system that require regional support include continuity of freight corridors across jurisdictional lines, funding for preservation & maintenance, resiliency by providing redundant routes in case of natural or unplanned disasters, and safety for all users in any mode.
- f. While the state's airport system best operates as an integrated ecosystem, the Puget Sound region's air travel needs and demands are unique, particularly as it relates to commercial service. The examination of future systems-needs should include both a significant regional role as well as a fresh perspective based on region's rapid growth and economic transformation to help us understand current and future regional air capacity needs. This analysis could begin with an exploration of air transportation demand and air capacity needs, before a discussion of future investments in airport infrastructure

We appreciate the improvements that PSRC has made to the Freight Model, as described in Appendix J, pp 19-20, and note that "other improvements are planned over the next year." The region must be able to quantify the performance of the goods movement system. These upgrades to the model, as well as better data and analysis tools will make visible the needs and gaps in the region's freight system.

Thank you again for the opportunity to participate in plan development during this time of tremendous growth of our region. We will continue working with the region to develop a multimodal transportation system that supports the regional values and objectives, and helps travelers and shippers reach their destinations and marketplaces.

Sincerely,



Geraldine H. Poor
Manager, Regional Transportation

ATTACHMENT A

TECHNICAL EDITS:

Throughout the document, when referencing the Seattle-Tacoma International Airport by its nickname, please include the hyphen: Sea-Tac Airport. The City of SeaTac has no hyphen (noted first in Exec Summary, and later on King County Investment graphics).

Page 8: The second sentence in the opening paragraph about centers (both Regional Growth Centers AND Manufacturing Industrial Centers says “Centers are locations with compact, pedestrian-oriented development and a mix of different commercial, civic, entertainment, and residential uses.” Please update this in the final to reflect that centers can be either RGCs or MICs, and MIC are not compact, pedestrian-oriented, nor any of the uses listed! This sentence sits better in the RGC paragraph.

Appendix J:

Figure 2: Suggest adding Paine Field Airport. Also, the Eastside Rail Corridor still shows on map despite being federally rail banked and some trackage removed; it should only show from Woodinville north to Hwy 2. Fauntleroy ferry terminal is currently not shown.

Page 7: Drayage trucking paragraph is missing reference to Port of Tacoma along with Port of Seattle. Note containers are moved “to and” from the ARGO railyard.

Page 8: Marine Cargo & Regional Seaports: description of NWSA says POS retains responsibility for STIA and Fishermen’s Terminal and the region’s cruise homeports. Port of Everett handles 10% of the oversized “fuselages” for the 747...

Page 9: “As of Spring of 2017,” total “annual” or “2016” containerized cargo through the NWSA was ...

Page 13: The region’s freight rail lines “own the tracks and have” a shared operating agreement with Amtrak and Sound Transit. Also, it seems appropriate to include a narrative description of the sale of the Eastside Rail Corridor here, and note the federal rail-banking of that asset.

Page 14, Figure 8: Please update to show Eastside Rail Corridor no longer in operations by any rail line between North Renton and Woodinville. From Woodinville north to Hwy 2, it should be colored “all other rail lines”

Pages 12-15: The discussions of rail seem to focus on international, intermodal rail when non-intermodal activity is a significant amount of traffic as well: grain trains, oil tankers and Trailers on Flatcars (TOFL).

Page 21: How does the RTP perform for freight? This paragraph discusses how the truck delays increase, but doesn’t explain what part is due to growth in volume of trucks or truck trips, and what part is increased congestion on regional roads.

Page 21, Figure 11: please add labels to the axes, “minutes of delay” and “medium and heavy trucks.”

Page 26, Figure 12: please make chart more readable or provide listing of crossings in our region, as these are not able to be distinguished.