

WS Transportation Coalition Meeting Minutes, Thursday, May 26, 2016
High Point Neighborhood House, Sylvan Way, Seattle, WA

AGENDA

- I. Welcome
 - II. NW Seaport Alliance guest presentation -- Kurt Beckett
 - III. Board Election business – incumbents & new candidates declarations
 - IV. Old/New Business
 - . By-law amendments – streamline election process; allow immediate vote for unopposed candidates
 - . SDOT updates
 - . Community News
 - V. Adjourn
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6:35-6:40 Co-chair Amanda Kay Helmick called the meeting to order, started introductions, including NW Seaport Alliance (NWSA) guests (see Attendees' list below).

6:40-7:30 Format continued with Q&A – which is summarized, not word-for-word, below. DEIS comment period continues at public hearings: June 7 @ S Seattle College Georgetown Campus, and June 9 @ WS Masonic Temple. All verbal & written comments go into official record.

Q: Given possibly no mega ships call at Seattle, how will this affect T5 development?

A: Ben Franklin (18000 TEU ship) visit @ T18 was West Coast test run. Depressed rates & cost cutting challenging container & shipping industry have led to massive consolidation, which brought mega ships on line about 10 years earlier than expected to improve economies of scale. Typically, big vessels run Asia-Europe routes first, then Asia-N America (NA). Rates are bad Asia-Euro, better Asia-NA, so mega ships may call here sooner.

In past 60 days, Japanese-Korean-German formed alliance; and CMA-Chinese Cosco-Hong Kong-Evergreen formed Ocean alliance; Maersk-Mediterranean Shipping formed alliance, and other commercial negotiations are in process. Don't know what these fast market changes will bring. Also, everything is inter-modal now: ships drop cargo on east (Gulf) side Panama Canal, train across Panama, reload ship on W (Pacific) side – less sailing through canal.

Port knows that: (a) terminal equipment & activities are the same whether ship size is 5000-7000 TEU (what formerly called at T5), or 10K-18K TEU; only crane size & channel depth vary, & (b) goods come where infrastructure is available, but not necessarily quickly. But it's true "if we build it they will come." We'll get big ships eventually, and all other size ships in the meantime.

Q: Is NWSA consolidating Port activities from other terminals (18, 24, etc.) to T5?

A: Need to get utilization rates up (T46 @95%), attract adequate cargo that pays even at lower rates, and continue using other terminals as appropriate.

NWSA strategy: use Seattle & Tacoma as single complex – Seattle as N gateway, Tacoma as S, & upgrade the 2 strategic terminals – T4 in Tac, T5 in Sea – swap vessel sharing & port agreements, use advantage of common bottom line to match resources to customer needs, including container, non-container, & project cargo (like offloading pieces, doing light dockside assembly, & reloading). FYI: frozen seafood #2 export from NW.

As ocean carriers & terminal operators squeeze out costs & work to not lose money, Port will only develop T5 w/ sound financial plan, aiming to cover facility improvements w/ commercial deal, not public bonds, to deliver viable product & create positive results for customers, Port & public stakeholders.

Q: What does Sea give up entering the alliance?

A: NWSA reduces our risk – competing ports won't issue separate general obligation bonds; no ping-ponging jobs & vessel services between two counties, no competition & biz losses. Easier decision-making: 10-commissioner NWSA decision, not two competing commissions. We won't be negotiating against each other or chasing cargo (e.g., when a customer moves N or S).

Q: WSTC perspective: what will Port do for West Seattle to relieve or eliminate commuter congestion across Harbor Island & on high bridge?

A: Tacoma & Seattle are equally rail accessible – good service from both harbors – keeps trucks off roads. To handle the 1800 trucks a day anticipated in EIS, Port is working to improve transport system efficiency, with lower cost options than Lander St. overpass. Not Port's top of list for traffic management improvement. Lander is part of a system benefit. Port wants Spokane St. to work well, & will invest w/ City of Seattle to improve Harbor Is. E-W movement. Port contacts for more info: Geraldine Poor, Christine Wolfe, Marni Hebron, Sally Del Fiero

NWSA also offers green advantage. Greener product not always cheaper, but accomplishes many goals that we can market:

1. From docks in Asia (S China to N), Pacific NW is lowest carbon footprint gateway to Ohio Valley (& even Savannah, GA). Kent-Auburn valley 4th largest distribution center area in the US

2. T5 offers existing facility to develop, rather than sacrificing better purpose land (vs. Vancouver Port, that's eating up agricultural land to expand).

3. Port is committed to green on multiple levels – land use, lighting, rail vs. truck transfer, truck pollution reduction, shore power.

Q: What about plans for sea level rise?

A: T5 already at 50 feet.

7:35-7:45 Debrief on Port presentation, & on to new business: WSTC concerns: truck queuing; how to integrate just-released Freight Master Plan w/ EIS, and address ingress-egress from Harbor Is. to WS Bridge. Port EIS comments – Mark & Larry will review transportation section, report out to WSTC to make public comment

7:45-8:00 Board election business: two WSTC board positions open. Qualifications: must have attended one meeting, work or live in D1, and commit to be WSTC active
Invitation for new board members made at meeting, and will be posted on website

8:00 Ray & MTJ will review by-laws, present changes for vote at next board meeting

8:05 ST3 meeting: Amanda will cover ST for WSTC, invites WSTC to comment at ST meeting June 2, Union Station. WS is N King County; Burien is S KC. Mayor Murray mentioned both Ballard & WS needs, not one vs. other. North KC changes => LR delivery to Bal & WS three years sooner cuz more \$\$ (adjusting financing plan, add bond 8%). Bal & WS tunnels possible for both. Grade sep LR for 15th/Elliott. Graham St station funded. ST to bring 3

extra stations on line simultaneously, so shut down system once for all. Seattle = permitting nightmare. ST language for Ballard & WS must be as close to identical as possible.

MTJ: 1. \$50M goes to Madison BRT; not taken from C or D.

2. At Food Bank meeting w/Chas & Joe McDermott: Alaska House resident Ari(?), needs bus shelter on Food Bank corner (35th & Morgan). Texted Joe, he's on it – fits equity frame, low-income people, even if low numbers, exactly what WSTC does!

Ray: Travel Ambassador program – get away from heat, do a little trip using Water Taxi to Colman Doc, then Vashon Dock, then Fauntleroy & back to cool off. – Public transit trips – to Rainier, Neah Bay & Coast, etc. for summer.

Community updates:

- Port will EIS open houses 5:30-8:30 p.m. June 7 at S Seattle College Geo'town campus, and June 8 at Alki Masonic Hall (4736 40th Ave. S.W., between Alaska & Edmunds)
- SDOT will hold a Lander Overpass open house 4:00-7:00 p.m. June 9 at a SODO public event space TBA on First Ave. Lander Overpass funding is moving along: it is PSRC's top-rated project in the regional competition for federal funds; it has secured \$8 million in Freight Mobility Strategic Investment Board (FMSIB) funds; City of Seattle will get reply about federal FAST TRACK funds as early as June, late as August; and SDOT is conversing with Port of Seattle about what it's willing to contribute
- SDOT's long-delayed progress report on WS Bridge Transp. Corridor \$600K appropriation and 27-Point memo is due for release Monday, May 31. We'll invite SDOT guests to elucidate in June.
- Endolyne Triangle improvements scheduled (most likely) for installation in June,
- WS Freeway pad replacement is on schedule
- Success w/ Find It-Fix It, corner at Jackson & 13th trash removed & hole filled.

Next Board meeting – 7:00 p.m. Monday June 13 at C&P

8:30 Meeting adjourned.

Guests

Kurt Beckett, Deputy CEO, NW Seaport Alliance (NWSA)

Mick Schultz, PR, NWSA

Board Attendees

Amanda K Helmick	Co-chair	Jon Wright	Board
Ray Krueger	Board	Michael Taylor-Judd	Board
Martin Westerman	Board	Larry Wymer	Board
Mark Jacobs	Board	Chas Redmond	Board
Victoria Nelson	Board		
Jim Wosciechowski	Admiral	Henry Lee	Admiral
Paul Queary	Maritime		