



**COMMISSION
AGENDA MEMORANDUM**

Item No. 60

ACTION ITEM

Date of Meeting December 10, 2019

DATE: December 2, 2019

TO: Executive Director Stephen P. Metruck

FROM: Eric ffitch, State Government Relations Manager, External Relations
Nate Caminos, Government Relations Director, External Relations

SUBJECT: State Legislative Agenda for 2020 – Request Adoption

ACTION REQUESTED

Request Commission adoption of the 2020 State Legislative Agenda as described in this memorandum.

EXECUTIVE SUMMARY

Since the end of the 2019 state legislative session in Olympia, Washington, staff from the Government Affairs team has been working with subject-matter experts across the Port, members of the Executive Leadership Team, staff from the Commission office, and the Commissioners themselves to develop a draft legislative agenda for 2020. This is the same process that has transpired each interim, in an effort to ensure the proposed agenda reflects the Port Commission’s current priorities and values. The policy statements were discussed by the Commission in public session on November 12, 2019, and reflect work that is ongoing at the port, core priorities laid out by the Commission, or high-profile issues on which the Port may be asked to take a position.

DRAFT State Legislative Agenda for 2020

1) *Priority Agenda Items:*

a) *Protecting and Promoting Assets of Statewide Significance:*

i) *Land use:* Continue to advocate on land use issues facing Washington ports, with a specific focus on zoning issues that may affect port competitiveness. This may include:

- (1) Proposals that reflect the “Guiding Principles: Stewardship, Enhancement, and Protection of Maritime and Manufacturing Lands” document that was adopted by the Northwest Seaport Alliance on November 1, 2016;

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- (2) Proposals that reflect the Port's commitment to environmental sustainability, including promoting Puget Sound health and resource stewardship, and reflect the Commission view that manufacturing and industrial centers designated under the Growth Management Act are resource lands of statewide economic significance that are irreplaceable; and
 - (3) Proposals that recognize the role industrial resource lands play in supporting diverse economic sectors that provide ladders of opportunity to underserved groups; and
 - (4) Proposals that seek to strengthen the Container Ports Element of the Growth Management Act
 - (5) Recommendations related to the Department of Commerce's Interbay Public Development Advisory Committee; and
 - (6) Any legislative changes that may impact the efficient functioning of statewide essential public facilities.
- ii) *Port grant program:* Emphasize importance of including a port-specific grant program within any long-term transportation package under development, in order to ensure that infrastructure upgrades at ports keep pace with infrastructure investment statewide
 - iii) *Export promotion:* Continue to deepen partnership with Washington State Department of Commerce and other stakeholders on promoting Washington state as an international trading partner, supporting the state's exporters while also ensuring that transportation facilities that support trade are modernized, world-class, and can operate efficiently.
- b) Protecting the environment and promoting sustainable economic development:**
- i) *Clean Fuels Standard:* Support enactment of legislation that will incent the implementation of transportation fuels that reduce emissions related to port operations. Specifically, support adoption of a clean fuels standard that supports the deployment of clean transportation fuel technologies and reduces the carbon intensity of fuels sold in Washington, and that can promote price competitiveness

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between the market for sustainable transportation fuels in Oregon, California, and Washington states.

- ii) *Maritime decarbonization*: Pursue continued state partnership with efforts to reduce carbon emissions from waterfront operations while maintaining the international competitive edge that supports job growth in Washington state. This includes partnership on electric transmission infrastructure development, on innovation in the clean maritime sector, and on the state’s ongoing Maritime Blue 2050 initiative.
- iii) *Partnering for community improvements*: Improve the ability of port districts and other local governments to partner with community service organizations to provide public improvements to parks and other open spaces by reducing the required financial contribution that must be provided by those organizations.

2) **Priority Issue Areas:**

a) **Quality Jobs and Small Business**

- i) *Quality Jobs*: Support proposals that are consistent with the Port’s focus on bringing quality, sustainable jobs to the region, including through proposals that:
 - (1) Expand state-level support for worker training programs in the aviation, maritime, and manufacturing trades, and programs that seek to foster maritime innovation and incent the incorporation of new technology into port-related sectors.
 - (2) Support career-connected and work-based learning programs that seek to expose middle- and high-school age students to professions in port-related industries.
 - (3) Expand and strengthen state support for apprenticeship programs.
 - (4) Ensure responsible enforcement of labor standards.
 - (5) Promote economic opportunity and wage equity for airport catering workers, and for all workers at port facilities.
 - (6) Support rural economic development: Partner with the state and other ports and economic development actors to promote rural economic development initiatives, including rural broadband deployment, tourism promotion, support for small manufacturers in rural Washington, investments in freight corridors in rural areas, and other actions to support economic growth across Washington state.

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- ii) *Small Business*: Support proposals that seek to reduce structural barriers and provide equity in the workplace for disadvantaged groups, and promote inclusion of small businesses, including disadvantaged, minority, and women owned business enterprises (SMWBEs). This includes:
 - (1) Continued support for the repeal of Initiative 200, the enactment of Initiative 1000, and any other policy proposals that seek to achieve similar equity objectives.
 - (2) Support for proposals that provide flexibility in contracting to public owners, including alternative public works, while ensuring that contracting practices empower SMWBEs.
 - (3) Support proposals that enhance the opportunities for SMWBEs to more effectively compete for small works projects.
 - (4) Support business assistance programs at the state level that are focused on small business capacity building and help SMWBEs to compete in the government marketplace.

b) *Transportation*:

- i) Continued state support for transportation networks that serve essential public facilities, including: funding to follow up on a study underway at the Washington State Department of Transportation to consider potential upgrades to State Route 518, construction of the Puget Sound Gateway Program (SR-509/SR-167), completion of the Alaskan Way Viaduct Replacement Program, and others.
- ii) Support proposals that speed the movement of freight and passengers from origin to destination through seaport and airport facilities and improve the trade competitiveness of Washington state and our gateway.
- iii) Support proposals that allow for creative approaches to infrastructure development and funding, including: potential expansion of authority of public owners to partner with private entities, provided that such proposals do not compromise public infrastructure; and potential revenue sources that account for miles traveled and could bring stability to state transportation funding.
- iv) Support proposals that clarify and affirm the authority of the Port Commission to control access to port facilities by all transportation modes – including private vehicle access, commercial ground transportation providers, and public transportation

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- providers – and promote fairness and equity among transportation service providers, in support of responsible operation in all areas of regulation, including insurance, monitoring, safety, and environmental standards.
- v) Support state engagement in regional conversations related to a potential increase in passenger vessel routes operating in Puget Sound, and other innovative transportation partnerships that reduce congestion on roadways and reduce emissions associated with transportation sector.
 - vi) Support proposals intended to promote aviation safety while maintaining the authority of airport operators to enforce their own rules and regulations at the facilities within their control.
 - vii) Support state actions that promote resilience in the transportation network, and support collaboration with other government agencies, including on issues of climate resilience.

c) *Energy and Environment:*

Support and advocate for continued state investment in environmental cleanup programs and state-level policies that promote the adoption and implementation of clean energy sources to reduce the state’s reliance on fossil fuels and seek to eliminate greenhouse gas emissions. That includes:

- i) Policies that promote the use of low-carbon fuels for transportation, low or zero emission transit options, and otherwise support the continued reduction in the cost of low-carbon energy sources to consumers in the state.
- ii) Programs directed at Puget Sound health, to include: water quality, habitat restoration, cleanups, stormwater, and issues related to orca recovery in the Puget Sound.
- iii) Programs funded through the Model Toxics Control Act (MTCA) that assist ports in their efforts to promote environmental stewardship, to include not just cleanup grants but also public participation grants to community organizations.
- iv) Continued robust funding for the state’s Recreation and Conservation Office, and any additional state-level program or office that supports partnerships and funding on environmental cleanup, habitat restoration, and public access to the shoreline and marine resources.
- v) Continued collaboration with state and local agencies on disbursement of funds from the national Volkswagen settlement, including efforts that direct funds to regionally

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- significant projects and projects that result in significant emissions reductions at airports and seaports across the state.
- vi) Policies that promote use of clean energy technology, building energy efficiency, and support a statewide reduction in greenhouse gas emissions as well as statewide goals for clean power, and that can be implemented in ways that: leverage our state's competitiveness; maintain the efficient operation of essential public facilities such as airports and seaports; and support equity between our business partners.
 - vii) State support for partnership with the Port on sustainable aviation fuels, including state-level actions intended to drive development of clean fuels within the state for use at in-state transportation facilities.
 - viii) Support state actions that promote climate change resilience, and support collaboration with other government agencies in this effort, including a focus on resilience within the transportation network.
 - ix) Policies that reduce carbon and air pollution emissions for passengers and employees traveling to and from Port facilities, including promoting and improving the efficiency of public transit transportation improvements, public transit, and increasing the availability of low carbon fuels.
 - x) Policies advanced as part of the Washington Maritime BLUE: 2050 initiative, which seeks to ensure that Washington state is home to the nation's most sustainable maritime industry by 2050, through maritime clean tech innovation and best management practices that support living-wage jobs, a healthy environment, and resilient communities.

d) Tax, Governance, Technology:

- i) Tax: Support tax policies at the state level that support the economic health of port-related businesses and activities, including:
 - (1) Policies that promote the efficient movement of freight and support those communities that house the warehousing and distribution infrastructure necessary to enable the Port of Seattle, the Northwest Seaport Alliance, and its partner entities to serve Washington State businesses, including in agriculture, manufacturing, and trade sectors.
 - (2) Policies that reduce the cost of manufacturing activities that support port-related businesses, including businesses that support the efficient functioning of Seattle-Tacoma International Airport and that incentivize construction of fishing vessels in Washington State shipyards.

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- ii) Governance: Oppose legislation that would create an imbalance of representatives between the two homeports in their governing of the Northwest Seaport Alliance. And further, advocate that any legislative proposal that would alter the previously voter established governance structure of either homeport include ratification by citizen vote within the respective homeport district(s).
- iii) Cybersecurity: Monitor proposals that seek to balance the importance of transparency and public disclosure with the vulnerability of public governments that manage critical infrastructure.
- iv) Broadband: Support continued state and local government efforts to bridge the digital divide and bring high-speed internet connectivity to communities around the state.
- v) Technology: Monitor proposals related to the use of biometric technology, such as facial recognition, particularly those that address the protection of individual privacy, civil liberties, equity, and compliance with federal and state regulations.
- vi) Human trafficking: Engage continued state partnership with Port efforts to combat human trafficking at port facilities, including the airport, seaport, cruise terminals, and marina properties, including potential advocacy in support of state anti-human trafficking efforts that align with efforts underway at the Port.
- vii) State building code: Support a change to the Washington State Building Code that includes single-occupant restrooms to be counted as part of the total number of fixtures in public facilities such as Seattle-Tacoma International Airport. Advocate for proposals that permit the use of single-occupant restrooms by any person, regardless of sex or gender identity, and prevents those restrooms from being restricted to a specific sex or gender identity.

ATTACHMENTS TO THIS BRIEFING

- (1) Presentation slides

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

November 19, 2019 – The Commission was briefed on the Draft 2020 State Legislative Agenda
December 11, 2018 – The Commission adopted the 2019 State Legislative Agenda
November 27, 2018 – The Commission was briefed on the Draft 2019 State Legislative Agenda
October 24, 2017 – The Commission adopted the 2018 State Legislative Agenda
October 10, 2017 – The Commission was briefed on the Draft 2018 State Legislative Agenda