



# PRIORITY AGENDA ITEMS

## HARBOR MAINTENANCE TAX (HMT) REFORM

Support reform of the HMT to ensure U.S. tax policy does not disadvantage U.S. ports and to provide greater equity for HMT donor ports through expanded use of Harbor Maintenance Trust Fund revenues. Seek \$50 million appropriation for the “donor port” HMT rebate program authorized under Section 2106 of the 2014 Water Resources Reform and Development Act to compensate for the current structure and impacts of the HMT.

## TERMINAL 5 MODERNIZATION PROJECT

Support federal funding for the Terminal 5 Modernization Project to meet changing container industry requirements, ensure the long-term competitiveness of the gateway and meet our environmental and community goals.

## FISHING FLEET MODERNIZATION

Advocate for reforms to NOAA’s Fisheries Finance Program (FFP) that would remove prohibitions on loans and loan guarantees for the construction and reconstruction of fishing vessels and that would include safeguards that prevent overfishing, including limitations on the use of replaced vessels in international fisheries. Support increasing the FFP loan authority, which is presently \$100 million annually; support other policies and programs that improve access to financing in order to facilitate modernization of the North Pacific fleet.

## SEATTLE AND TACOMA HARBOR DEEPENING

Secure appropriation for design and construction to deepen the federal channels serving T-18, T-30, and T-5 in Seattle. Support the feasibility study on deepening channels in Tacoma Harbor.

## NATIONAL FREIGHT POLICY AND FUNDING

Support implementation and increased federal funding for a strengthened national multimodal freight strategy and related grant programs, including continued authorization and funding for the TIGER/BUILD discretionary grant program. Support establishing a sustainable funding source for freight infrastructure and ensure user fee proposals 1) do not hurt the competitiveness of the Northwest trade corridor relative to others in North America; 2) are mode neutral; and 3) funds should be spent on improvements that benefit users who pay the fees and not diverted to other uses.

## SAFE AND EFFICIENT CARGO SCREENING

Support adequate Customs and Border Protection (CBP) staffing levels to ensure efficient movement of cargo through the Puget Sound gateway. The port seeks increased federal funding for CBP staffing at maritime ports of entry and reforms to expedite the hiring of new CBP officers. Pursue efforts to ensure the federal government resumes responsibility for funding CBP services, equipment and facility development.

## TRADE POLICY ADVANCEMENT

Support policies that level playing fields for international commerce while protecting workers and the environment. The port believes tariffs should be a measure of last resort and, when necessary, be carefully and narrowly targeted to minimize impacts on American producers and consumers. Tariff collection revenues should be prioritized toward trade promotion, freight infrastructure, and programs that lessen retaliatory tariff losses by U.S. exporters.

## PUGET SOUND RESTORATION

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Support increased federal resources for Puget Sound and Southern Resident Killer Whale (SRKW) restoration, including funding to support habitat restoration, to manage predation of Chinook and other species critical to SRKW recovery, to help cleanup legacy sources of contaminants that affect SRKW, and to manage stormwater runoff. Support appropriations for the Puget Sound Nearshore Ecosystem Restoration Project, the National Estuary Program, the Puget Sound Geographic Program and the Pacific Coastal Salmon Recovery Fund.

## WELCOMING AND COMPETITIVE IMMIGRATION POLICIES

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We will be a leading voice on immigration policies that ensure the port, its partners and its customers have the workforce to succeed in the global economy, and that immigrants and refugees are fully welcomed into the opportunities that our region's economy provides.

## HIRAM M. CHITTENDEN LOCKS FUNDING

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Support funding for continued federal operation and maintenance of the locks, as well as additional funding for priority, non-routine maintenance.

# ADDITIONAL PRIORITY ISSUE AREAS

## DIESEL EMISSIONS REDUCTIONS, DERA, AND ALTERNATIVE FUELS

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Support authorization and full funding for the EPA Diesel Emissions Reduction Act (DERA) program, which provides funding for emissions reduction programs. Advocate for federal programs that support electrification and alternative fuel use at ports. Encourage the establishment of international standards and strategies to reduce maritime sector emissions through the International Maritime Organization.

## OIL TRAIN SAFETY

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Support efforts to increase oil train safety standards and to provide resources to communities to address hazardous fuel incidents.

## JONES ACT

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Support the Jones Act and its crucial role in providing the institutional framework that helps keep the U.S. domestic maritime industry viable. Maintain limited flexibility to grant waivers from Jones Act regulations in extraordinary cases when domestic shipping capacity is insufficient to respond to a given need and when Puget Sound domestic maritime stakeholders validate that a waiver is necessary to support the vitality of their industry.

## HUMAN TRAFFICKING PREVENTION

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Partner with federal agencies to improve human trafficking prevention and intervention efforts.

## PEBBLE MINE AT BRISTOL BAY

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The EPA has determined the proposed Pebble Mine at Bristol Bay would jeopardize one of the world's last wild salmon nurseries, a finding the fishing industry has endorsed. The Port of Seattle opposes mining activity and other development proposals in the Bristol Bay watershed that put Bristol Bay fisheries at risk.

## OFFSHORE DRILLING

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Offshore drilling threatens our state's fishing and tourism industries and puts wildlife habitat at risk. The Port of Seattle opposes offshore oil and gas drilling in both state and federal waters off the coastline of Washington state.

For more information on the Port of Seattle's federal legislative agenda, contact:

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