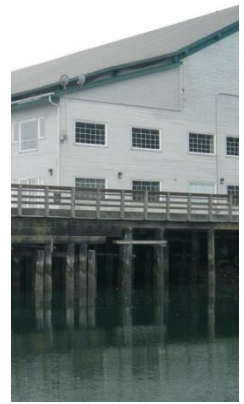
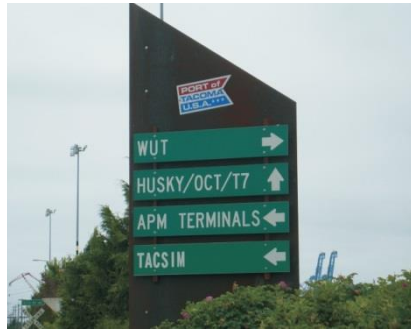


CONTAINER PORT ELEMENT



City of Tacoma



CONTAINER PORT ELEMENT

City of Tacoma Comprehensive Plan

Prepared for:

City of Tacoma



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Draft October 2013
Revised April 2014
Adopted July 2014

Introduction

In 2009, the Washington State Legislature amended the Growth Management Act to include a requirement for a Container Port Element in the GMA Comprehensive Plan for cities that contain a marine container port with annual operating revenues in excess of \$60 million. The City of Tacoma falls into this category. The legislative intent is "... to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of our international container ports and related industrial lands and transportation systems and to ensure that container ports continue to function effectively alongside vibrant city waterfronts." (RCW 36.70A.085).

A container port is a shipping port specially equipped to handle containerized cargo. Containerized cargo is a system of freight transport using standardized containers that can be loaded and transported onto container ships, railroad cars and trucks.

Accordingly, the City of Tacoma, in collaboration with the Port of Tacoma, has prepared this Container Port Element. Consistent with state requirements, the element provides policy guidance to achieve the following:

- Protection of core areas of container port and port-related industrial areas within the City;
- Efficient access to the core area through freight corridors within the city limits;
- Protection against potential land use conflicts along the edge of the core area; and
- Identification of key transportation corridor improvements.

Preparation of this element began with an existing conditions analysis¹ that provided the land use, plans and policies and transportation context for the element. Based on the existing conditions, potential goals and policies were described in a second white paper². In addition, a review of draft goals and policies contained in the preliminary Seattle and Tacoma port elements was conducted³.

Together, these background papers provided the basis for development of this Comprehensive Plan element.

This element begins with an overview that provides the context for planning in the City of Tacoma container port area. This discussion is followed by goals and policies that address land use, capital facilities and transportation.



Port of Tacoma container terminal directional sign

¹ City of Tacoma. Container Port Element White Paper #1: Existing Conditions. (draft) 2010.

² City of Tacoma. Container Port Element White paper #2: Potential Goals and Policies. 2010.

³ Memo: Review of Tacoma and Seattle Draft Container Port Elements. April 1, 2011.

Tacoma's Port

Where is the container port area located?

Port of Tacoma container port activities are concentrated in the Commencement Bay Tideflats area, located in Tacoma's central waterfront. This area has an established history of maritime industrial activity, dating back to the 1800s. Early uses included lumber and shingle mills, as well as shipyards, flour mills, electrometallurgy and electrochemical companies.

In 1918, the Port of Tacoma was created and began development on 240 acres of Tideflats. Docks and warehouses were primary components of early Port facilities. Container handling and shipping facilities were attracted to the location by the natural deepwater conditions provided by Commencement Bay. Over time, industrial and commercial uses associated with maritime industries have become the primary use in this area.

Currently, the Port is home to a wide mix of industrial uses, including cargo terminals, manufacturers, warehouses, repair facilities, rail yards and others. Some of the largest cargo terminals, especially the container terminals, are owned by the Port of Tacoma, but there are also numerous private facilities that transfer cargo to and from ships and barges. The Port also owns terminals handling bulk products, auto imports, breakbulk cargoes, and heavy-lift cargoes.

Breakbulk Cargo –

Cargo packed in packing units, such as boxes, bales, drums and others, but not containerized.

Heavy Lift Cargo –

Oversized cargo typically transported and lifted or installed into place. Transport is not standardized.

What are the Port of Tacoma facilities?

With ownership of approximately 2,725 acres, the Port of Tacoma is a major landowner in the Commencement Bay Tideflats area operating and leasing significant piers, docks, wharfs, cargo handling equipment, and related upland facilities. Ownership also includes shoreline public access sites, habitat mitigation sites and open space.

Currently, the Port of Tacoma Comprehensive Scheme of Harbor Improvements does not include plans to significantly add to its operational areas. Accordingly, this element envisions that use of existing facilities will be maximized and that the Port will continue to pursue strategic opportunities to consolidate existing holdings, with no major new acquisitions. In order to provide future flexibility, Policy CP-9 in this element supports ongoing monitoring of cargo market demand, developing technologies and other key factors affecting port and port-related industrial needs.



APM Terminal facility on the Sitcum Waterway

Major container and intermodal rail facilities in the Tideflats area are shown in Figure 1 and include:

Facilities	Notes
Deep water terminals for containerized cargo	
APM Terminal	2 berths; 5 container cranes
Olympic Container Terminal	1 berth; 4 container cranes
Husky Terminal	2 berths; 4 container cranes
Pierce County Terminal	2 berths; 7 container cranes
Washington United Terminal	2 berths; 6 container cranes
TOTE Terminal	3 piers; Roll on/Roll off (Ro/Ro) operation
Deep water terminals for bulk and breakbulk cargo	
Terminal 7	Non-containerized cargo
Blair Terminal	Autos
East Blair One (EB1)	Non-containerized cargo
Grain Terminal (TEMCO Cargill)	Grain
Log Export Terminal	Logs
Intermodal Rail Facilities	
North Intermodal Yard	On-dock
Pierce County Intermodal Yard	On-dock
Hyundai Intermodal Yard	On-dock
South Intermodal Yard	Off-dock

Source: Port of Tacoma, EA | Blumen, 2011

The terminals in Tacoma handle a variety of waterborne and intermodal cargo, and this diversity helps to reduce the volatility of individual cargo types. For example, in 2010, container traffic was at a low point due to the economic downturn, but grain exports were near record volumes. Log exports disappeared from Tacoma for several years, but are now strong again.

Economic Impact of Container Port Activities

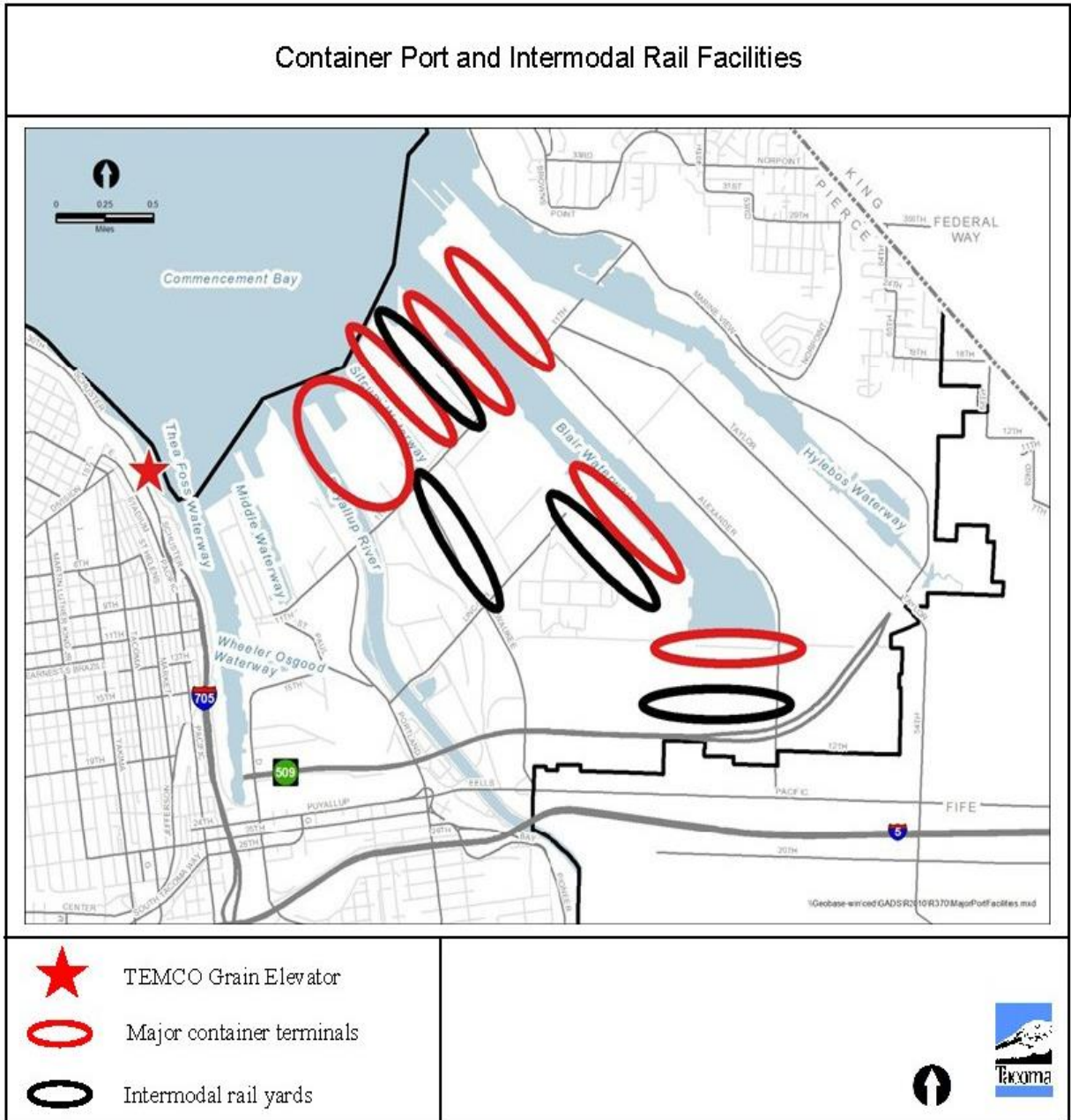
What is the level of cargo activity at the Port?

In 2009, Tacoma's total cargo tonnage equaled 17.4 million tons, making it 32nd largest among all U.S. ports. Tacoma's role in foreign exports is especially important; in 2009 Tacoma's export tonnage ranked 10th in the U.S. According to Port of Tacoma statistics, containerized trade accounts for over half of the total tonnage moving through the Port.



Typical container yard

Figure 1



Source: EA\Blumen, 2011

Manufacturers and farmers from throughout Washington import and export a wide variety of products through the Port of Tacoma, generating jobs in Tacoma and throughout the state. The major export commodities include agricultural products, food products, machinery, petroleum products, waste/scrap, paper, chemicals, transportation equipment, other forestry products, fish and seafood products, among others. Imports include electronic components, components for equipment manufacturing, retail goods, and goods and equipment for Joint Base Lewis-McChord, as well as other installations in the region.

How does the Port contribute to the economy?

The marine cargo terminal trade plays a vital role in the Tacoma and Pacific Northwest economy, contributing thousands of jobs and millions of dollars in revenues and state and local taxes to the region. A 2005 Port of Tacoma economic impact study⁴ provides specific data describing the magnitude of the economic impact of the Port on the local and regional economy. As described in this report, economic impacts associated with container port activity can be summarized in terms of employment, income, revenue and taxes. Key findings described in this report are listed below.

- Marine terminal activities at the Port of Tacoma generated approximately 9,400 jobs. Of this total, more than 6,600, or 70% of direct port jobs, were related to containers.
- When induced and indirect jobs were included, the total number of jobs generated by marine terminal activities was estimated at more than 16,000. In addition, an estimated 97,000 related jobs relied on or use the marine terminals.
- The marine terminal activities at the Port of Tacoma generated more than \$421 million in direct payroll, at an average of approximately \$47,000 per worker. For every \$1.00 in direct payroll, there was an estimated additional \$1.19 associated with indirect and induced impacts in Washington State.
- Cargo movement at the Port of Tacoma was estimated to generate nearly \$1.5 billion in direct revenue. Of this total, an estimated \$1.25 billion was generated by containerized cargo.
- Estimates of the annual state and local taxes generated by the Port of Tacoma totaled \$107.5 million with approximately \$82.4 million collected by the state, \$11.5 million by the county and \$13.6 million by local government.

Indirect impacts are expenditures by the port tenants on outside goods and services. Induced impacts are purchases made by employees from their earnings.

Preservation of these important economic benefits through a collaborative planning process is a key goal for the City and the Port of Tacoma.

Goals and Policies

As vital as container port economic activity is, it could be vulnerable to pressure for land use conversion, and currently is negatively affected by traffic congestion. Infrastructure needs and larger economic conditions are also issues of concern. Preservation of valuable natural features and habitat are also key to the health of Commencement Bay. The Container Port element provides land use policies to promote land use consistency and to minimize and mitigate land use conflicts along the edges of the core area; economic development policies to promote continued economic vitality; natural environment policies to support continued preservation of the environment; capital facilities policies to ensure adequate facilities and services are provided within and beyond the Core Area; and transportation policies to ensure continued efficient freight access and mobility.

⁴ Martin Associates. *The Economic Impact of the Port of Tacoma*. 2005.
<http://www.portoftacoma.com/page.aspx?cid=420>

Core Area Vision and Principles

For the Core Area, this element envisions a strong and vibrant container port and port related industrial center in Tacoma's Commencement Bay, supported by appropriate levels of service for capital facilities and other infrastructure and an efficient truck and rail transportation network. Key planning principles that guide the goals and policies for the Core Area are as follows:

- Uses should be prioritized as follows: (1) cargo facilities and activities, (2) water dependent port uses, (3) water related port uses, and (4) other uses permitted in Port Maritime Industrial zoning;
- The Port of Tacoma should have the opportunity to work cooperatively with the City of Tacoma in setting level of service standards for utilities and transportation; and
- The Port of Tacoma should have the opportunity to work cooperatively with the City of Tacoma in ensuring that future developments pay for the costs of those capital improvements necessary for the proper functioning of the Core Area.

Industrial/Commercial Buffer Area Vision and Principles

For the Industrial/Commercial Buffer Area, this element envisions a healthy and attractive industrial and commercial area that provides a buffer between the Core Area and the surrounding area. By providing a buffer, the Industrial/Commercial Buffer Area protects the Core Area from land use conflicts and ensures its long-term continued viability. Key Industrial/Commercial Buffer Area planning principles that guide the goals and policies include:

- Uses shall complement, and not impede the development of, Core area functions and uses;
- Industrial uses shall continue to be recognized as a vital part of the Industrial/Commercial Buffer Area; and
- Land use and development standards shall be designed so as to accommodate the utilities and transportation needs of the Core Area.

Land Use

The Commencement Bay Tideflats area is regionally and locally recognized as an important industrial center. In 2002, the Puget Sound Regional Council designated the Tideflats area a regional Manufacturing/Industrial Center (MIC).

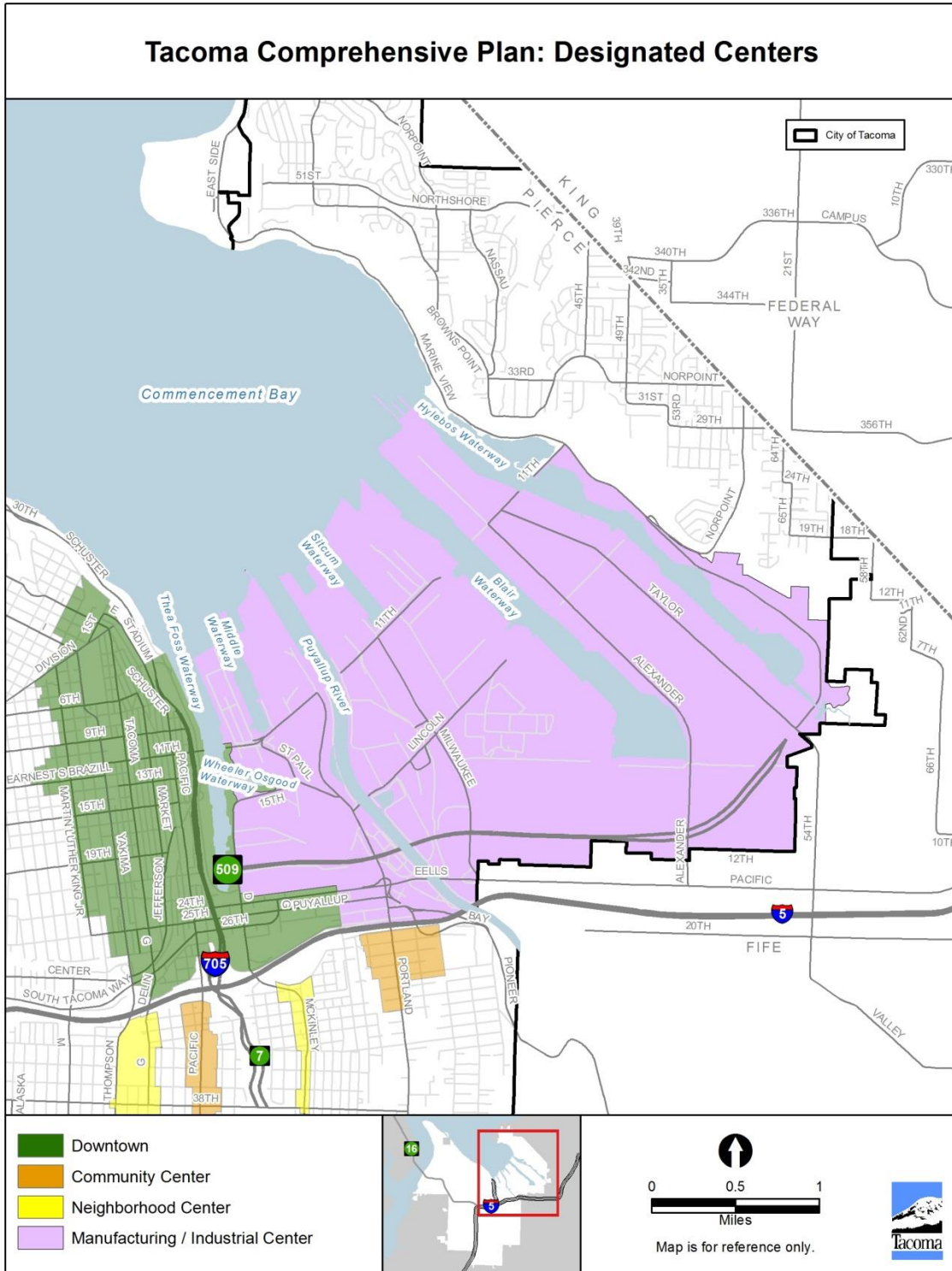
Consistent with the regional designation, the Comprehensive Plan Growth Strategy and Development Concept element designates the Tideflats area as an MIC, defined as an area of high intensity development, high activity patterns and high traffic generation (see Figure 2).



Typical port-related industrial land use

The City's Land Use Regulatory Code (Tacoma Municipal Code, Title 13) implements the MIC land use designation through the Port Maritime and Industrial (PMI) zoning designation (see Figure 3). The PMI zone provides for "...uses which rely on the deepwater berthing to transport raw materials for processing or manufacture, or transport of finished products; and freight mobility infrastructure, with the entire area served by road and rail corridors designed for large, heavy truck and rail loads "(TMC 13.06.400.B).

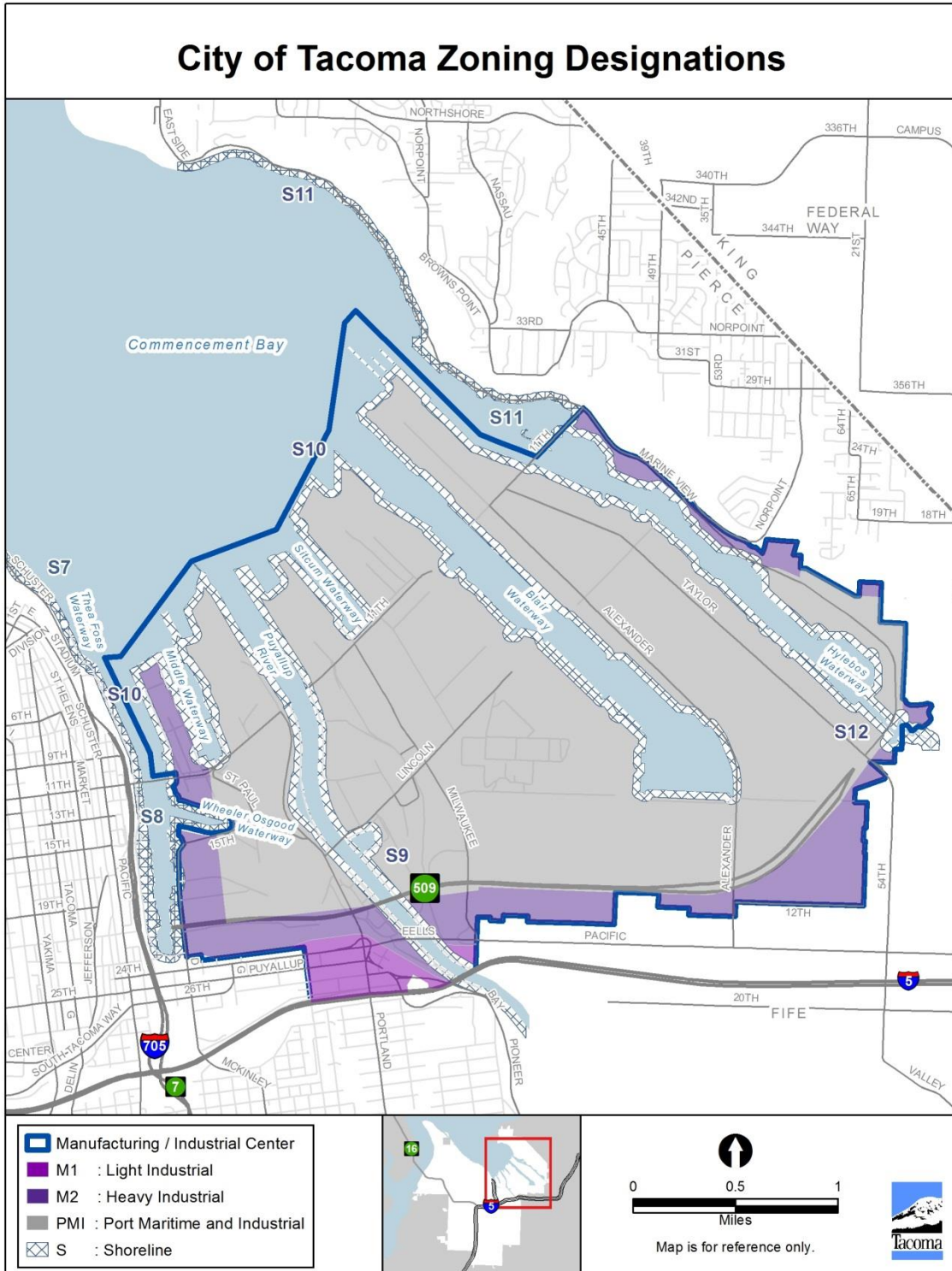
Figure 2



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Figure 3



Document Path: \\GEObase-win\CED\GADS\R2014\R298\ZoningDesignations.mxd © City of Tacoma, All Rights Reserved | Community & Economic Development Department | GIS Analysis & Data Services | 7/2/2014

The policies contained within the Container Port element are consistent with and supplement related policies in the City's Comprehensive Plan and implementing regulations. Goals and policies are also consistent with the Port of Tacoma Comprehensive Scheme of Harbor Improvements.

The land use goals and policies are organized into two sections to address (1) the core area and (2) the Industrial/Commercial Buffer area. Goals and policies for the core area identify an area in which cargo activities are the primary use and focus on protecting port-related cargo and industrial uses and rail-related uses within this area. Industrial/Commercial Buffer area goals and policies identify an area immediately adjacent to the core area and provide for a compatible Industrial/Commercial Buffer for the larger surrounding area.

Core Area Goal

Identify the core port and port-related container industrial area and protect the long-term function and viability of this area.

The City recognizes the important role that the Port of Tacoma plays in regional employment and economic development. Identification and long-term preservation of the Core Area ensures that the Port of Tacoma facilities and related industrial uses will have room to thrive in the City.

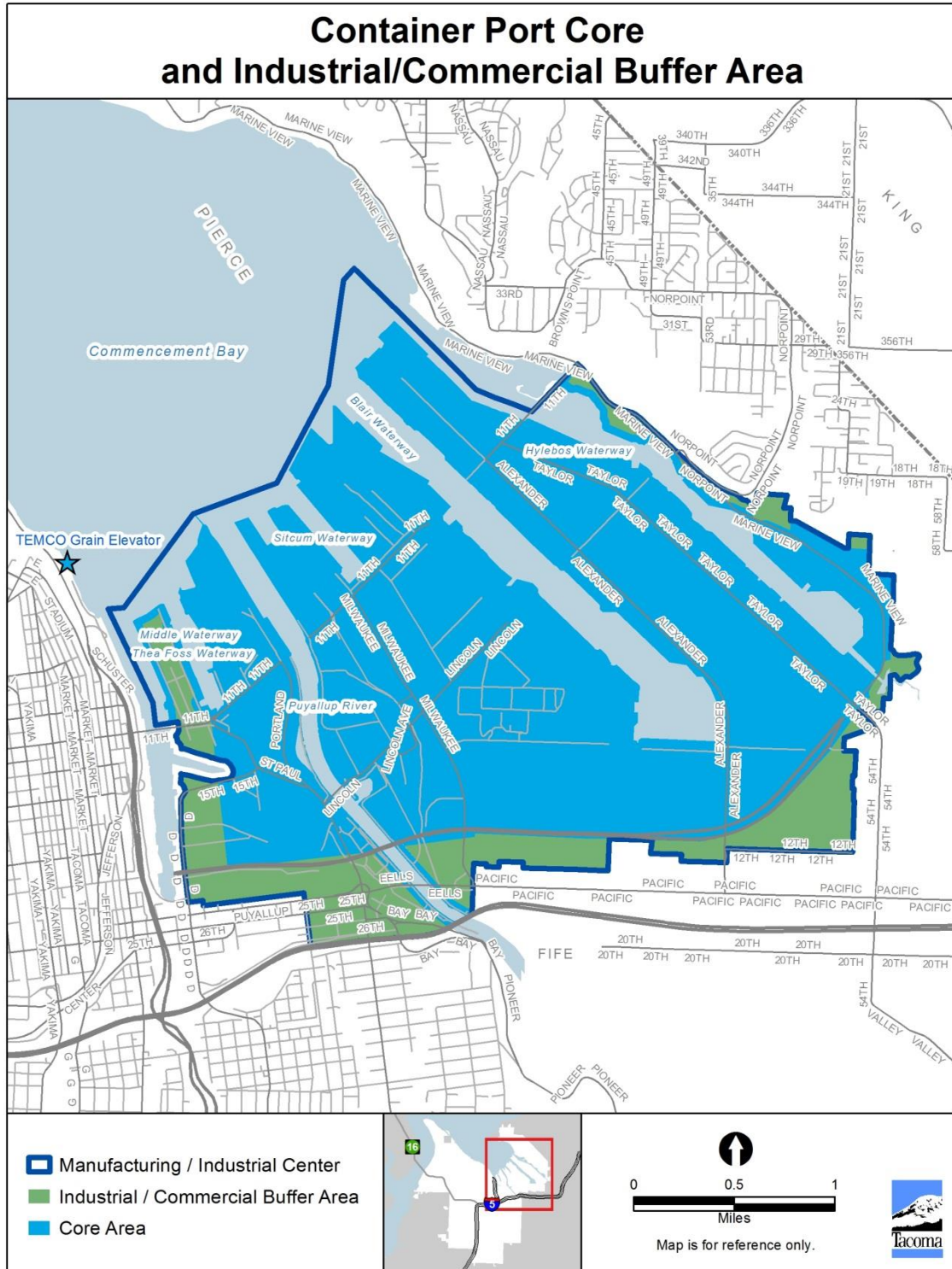
Figure 4 shows the Core Area, which contains current port, current port-related cargo and industrial uses, and those areas recognized by both the City and the Port as likely to be needed for these uses within the next 20 years. The designated Core Area consists of the following areas:

- Existing Port Maritime Industrial (PMI) zoning designation;
- Those portions of the S-9 and S-10 shoreline districts adjacent to the PMI zoning designation; and
- The TEMCO grain terminal, located on a narrow shelf of land between Schuster Parkway and Commencement Bay.

Other than the TEMCO grain terminal site, the Core Area does not include any portions of the S-7 Shoreline District.

The following policies are intended to make sure that Core Area is preserved now and in the future for port maritime and related industrial uses while respecting the rights of all property owners.

Figure 4



Document Path: \\Geobase-win\CED\GADS\R2014\R298\PortContainerCore.mxd © City of Tacoma, All Rights Reserved | Community & Economic Development Department | GIS Analysis & Data Services | 7/23/2014

Core Area Policies

CP-1 Port and Port-Related Cargo and Industrial Uses

Within the designated Core Area, prioritize, protect and preserve existing and planned port uses, port-related container and industrial uses and rail-related uses. Uses should consist primarily of cargo port terminal, port-related container and industrial activity, compatible manufacturing, industrial-related office, cargo yard, warehousing, transportation facilities, and other similar uses.



Typical port-related industrial land use

CP-2 Port and Port-Related Cargo and Industrial Land

Preservation of available industrial waterfront land for port and port-related container and industrial activity is vital to the City's economy. Prohibit uses that would negatively affect the availability of land for the primary port and port-related cargo and industrial function of the Core Area. Encourage aggregation of industrial land for future development as cargo port terminals and supporting uses.

CP-3 Incompatible Core Area Uses

Clearly identify and prohibit uses that are entirely incompatible with the Core Area uses. Examples may include those that attract people to the area for non-industrial purposes or that would be incompatible with typical industrial area impacts (noise, truck movement, etc.). These may include residential, general retail, temporary lodging or other similar uses.

CP-4 Land Use Buffers

Reduce the potential for land use conflicts between industrial development and surrounding non-industrial uses by providing for adequate Industrial/Commercial Buffer areas, and clear public commitment to continuation of Port and port-related cargo and industrial uses in the designated Core Area.

To the west, the railroad tracks and steep bluff rising above Dock Street to the neighborhoods to the west provide a clear buffer to the industrial area. Similarly, to the east, the steep bluff rising above Marine View Drive provides a clear buffer from the industrial area to the residential development at the top of the bluff. In both these areas, the existing geography provides a very effective buffer and no additional Industrial/Commercial Buffer area is necessary.

CP-5 Core Area Boundary

Do not allow unrelated uses to gradually encroach on the Core Area through incremental development and modifications of the Core Area boundary. Consider boundary adjustments only in collaboration with the Port of Tacoma and as part of a comprehensive review of long-term port and port-related cargo and industrial land needs.

CP-6 Noise, Odor, and Visual Character

In the Core Area, allow for localized impacts associated with industrial activities, including noise, odor and visual character, that are appropriate and expected in heavy industrial areas but would not be allowed in other parts of the city. Noise and odor may be associated with transportation and manufacturing facilities. Visual character may include outdoor storage, relatively large building mass and impervious surface area. While localized impacts are permitted, continue to require Core Area industrial uses to be developed in a manner that protects the environment and preserves public health and safety from a citywide and regional perspective.



Container cranes

CP-7 Collaboration

Continue to work in close collaboration with the Port of Tacoma to ensure that port and port-related cargo and industrial uses remain viable and that land use development along the edges of the Core Area is thoughtfully planned to avoid land use conflicts and incompatibility. Consider collaborative efforts to develop landscape and street standards that recognize the special working character of the Core area.

CP-8 Public Service Standards

Within the Core Area the Port should assume a greater role in setting level of service and concurrency standards under City Comprehensive Plan Policies CF-APFS-1, 2, and 3 and in addressing funding responsibilities under City Comprehensive Plan Policy CF-FCF-2. This could be achieved through a stand-alone Port Comprehensive Plan, and/or a City sub-area plan.

CP-9 Maritime Industrial Planning

In order to ensure that the Core Area continues to serve future port needs, encourage the Port of Tacoma to develop and periodically update a comprehensive long-range maritime development program that assesses future cargo market demand, developing technologies, geographic constraints and other factors affecting future intermodal cargo opportunities, and land and capital investment necessary to permit Tacoma to continue to serve port and port-related cargo and industrial needs.

Industrial/Commercial Buffer Area Goal

Establish an Industrial/Commercial Buffer area around the Core Area that will protect the continued viability of the Core Area while providing for a compatible Industrial/Commercial Buffer to development in the larger surrounding area.

The Industrial/Commercial Buffer Area shown in Figure 4 provides a protective buffer around the core area, helping to ensure the continued long-term viability of the core maritime industrial uses and providing a compatible Industrial/Commercial Buffer to the larger surrounding area. Existing zoning of the Industrial/Commercial Buffer area is sufficient to protect the core area functions.

Industrial/Commercial Buffer Area Policies

CP-10 Industrial/Commercial Buffer Area Collaboration

The City of Tacoma should work in collaboration with adjacent jurisdictions, including Pierce County and the City of Fife, to ensure a good Industrial/Commercial Buffer from the Core Area to larger surrounding areas.



Steep bluff west of the TEMCO grain elevator

CP-11 Industrial/Commercial Buffer Area Function

In general, natural buffers, such as change in topography, vegetated areas and water bodies are preferred as a means to buffer and separate incompatible uses (see Policy CP-4). The Industrial/Commercial Buffer Area designation is needed only where the existing geography does not provide an effective buffer.

The City should ensure that unrelated uses in the Industrial/Commercial Buffer Area are not allowed to gradually encroach on the Core Area boundary. The Industrial/Commercial Buffer Area should remain of sufficient size to provide a long-term buffer for the Core Area.

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.

CP-14 Incompatible Industrial/Commercial Buffer Area Uses

While the Industrial/Commercial Buffer Area provides for a wider range of uses than the Core Area, incompatible uses that would be impacted by the potential noise, odor and visual character of industrial areas should continue to be prohibited. This may include residential or other sensitive uses.

CP-15 Industrial/Commercial Buffer Area Character

Establish development or performance standards to allow for continued viability of the Industrial/Commercial Buffer Area, while protecting the livability of adjacent areas.

Economic Development

Port and port-related industrial activities play a vital role in the Tacoma and Pacific Northwest economy, contributing thousands of jobs and millions of dollars in revenues and state and local taxes to the region. The Comprehensive Plan Economic Development Element provides broad guidance for container port activities, noting the role of the City of Tacoma as "...an internationally competitive business center located in the Puget Sound region." Consistent with this vision, the economic development goal and policies listed below provides additional guidance for the port and port-related industrial area. The goal and policies are consistent with and supplement the Comprehensive Plan Economic Development Element.

Promote the continued growth and vitality of port and port-related industrial activity.

CP-16 Partnership with the Port of Tacoma

Work in partnership with the Port of Tacoma to target and recruit new businesses that support port and port-related industrial activity.

CP-17 Incentives for Port and Port Related Industry

Identify and consider opportunities to remove obstacles to development and to incentivize businesses that support container port and port-related industrial activity.

CP-18 Workforce Program

Consider coordinating an industrial development workforce program for local citizens. Act as a facilitator between businesses, educational institutions, trade associations and residents in order to reduce the workforce development burden of individual businesses and expand employment opportunities for citizens.

CP-19 Port Area Promotion

In order to build on the port area's reputation as a prime location of port related industry, seek opportunities, such as speaking engagements, articles and others, to highlight economic development success stories in the port area.

Environment

The Commencement Bay area is a unique environment containing shoreline, river deltas, tidal creeks, freshwater and salt marshes, naturalized creeks and river channel corridors. Major water features include Commencement Bay, Puyallup River, Hylebos Waterway, Hylebos and Wapato Creeks and numerous wetland areas. These areas provide valuable habitat for many species of birds and fish, including the marbled murrelet and the White River spring run Chinook salmon. The goal and policies below supplement the Comprehensive Plan Environment Policy Element, providing additional guidance for the Commencement Bay core port area.

Goal

Work in partnership with the Port of Tacoma and other property owners to promote protection, restoration and enhancement of native vegetative cover, waterways, wetlands and buffers.

CP-20 Low Impact Development Standards

Encourage the use of low impact development standards and stormwater features.

CP-21 Commencement Bay Environmental Improvement

Partner with the Port of Tacoma and other interested stakeholders to establish environmental improvement goals for Commencement Bay, including providing for greater baywide diversity of ecosystems, restoration of historic functions and improvement of physical conditions. Support efforts to identify funding mechanisms and legislative support for strategies to achieve these goals.

CP-22 Greenhouse Gas Emissions

Consider development of measures, such as LID development standards, energy efficient lighting technologies, and transportation design features, to reduce greenhouse gas emissions in the port area.

Capital Facilities

The Comprehensive Plan Capital Facilities Element addresses overall capital facility needs in Tacoma, including the Tideflats area. Facilities and services to ensure efficient movement of cargo and support for industrial and manufacturing services are critical to ensure a thriving port area. In addition, multiple public and private agencies overlap in the provision of transportation and utility services to this area. In order to ensure adequate and efficient provision of services to this area, active consultation and coordination amongst the multiple agencies is critically important.

The Funding for Capital Facilities section of the Capital Facilities Element recognizes that funding to provide adequate facilities and services can be limited and seeks to pursue all available revenue sources, including partnering with existing and future developments to cover necessary costs of the services and facilities that support them. Specifically, CF-FCF-1 requires review of existing revenue sources and pursuit of all available funding sources for the development of capital improvement projects in order to optimally use limited City resources and meet existing and future needs. CF-FCF-2 requires that the City ensure that existing and future developments pay for some or all of the costs of capital improvements or new facilities that are deemed necessary, by reason of their respective developments, to reduce existing deficiencies or replace obsolete facilities.

The following goal and policies are intended to supplement general policies in the Capital Facilities Element with specific capital facility policy guidance in the container port area.

Goal

Provide, protect and preserve the capital facilities and essential public services needed to support activities within and beyond the Core Area.

High quality and reliable physical systems and facilities are a necessary component of both Port and City operations. The following policies supplement the guidelines and direction provided in the Capital Facilities element, specifically to achieve quality maintenance and improvement of capital facilities and services within and beyond the Core Area.

Policies

CP-23 Capital Facilities within the Core Area

Partner with the Port to identify required new infrastructure, facilities and services needed to support port activities within the Core Area, as well as priorities for maintenance and preservation of existing infrastructure, facilities and services. By partnering with the Port, the City can make sure that future infrastructure investments are targeted and prioritized to meet the needs of the Port and the Core Area.

CP-24 Utility Access within the Core Area

Coordinate with the Port to identify the location and jurisdiction of major utility easements that are located in the Core Area; and develop and implement a utility access plan to ensure that utility providers have access at all times to all major utilities.

CP-25 Standards for New Utilities in the Core Area

Establish and implement design standards for new roadway infrastructure and developments in the Core Area that will include utility corridors and utility access plans.

Transportation

Provision of an effective multimodal transportation system is of vital importance for port operations and for port-related activities. Reliable systems of roadways and railways, as well as connections between them, accommodates a variety of cargo types and destinations, and allows for flexibility in the Port's cargo base as demand for different types of cargoes rises or falls.

Roadways and railways that support port operations are owned and maintained by numerous agencies in addition to the City of Tacoma, including the Port, other cities, counties, Washington State, and private providers such as Burlington Northern Santa Fe and Union Pacific railroads. Cooperation and coordination between jurisdictions is essential for preservation and efficient utilization of existing infrastructure that supports port and port-related operations, and also for future expansion of infrastructure needed support these activities as they grow.

Planning, design and construction of transportation facilities typically takes years, so future land use planning is essential to ensure that infrastructure will be in place at the time it is needed. In addition, transportation infrastructure can be costly, and often requires a variety of funding sources. Identification of future transportation needs through a comprehensive planning process provides a sound basis for identifying projects before they are needed, aids inter-jurisdictional coordination, and greatly enhances the ability for a project to receive funding from sources such as state and federal grants.



Roadway construction in the port area

Goal

Identify, protect and preserve the transportation infrastructure and services needed for efficient multimodal movement of goods within and between the Core Area, Industrial/Commercial Buffer Area, and the regional transportation system.

An efficient multimodal transportation system is vital to the operation and economic viability of the Port. It is important that existing infrastructure and services that support Port activities be maintained, and that adequate resources are available to improve the transportation system as needed to support future growth. The following policies supplement the guidelines and direction provided in the Transportation element, specifically to achieve the goal of continued development and improvement of transportation facilities and services needed to support port- related freight access and mobility.

Policies

CP-26 Regional Freight Truck Corridors

Figures 5 and 6 identify Regional Freight Truck Corridors, which the City has identified as critical to efficient movement of goods between the Core Area, Industrial/Commercial Buffer Area, and the regional highway system outside the city limits. Coordinate with state and local agencies to emphasize the importance of these corridors to state and local economic health, and support improvements planned on these corridors that enhance freight mobility. These corridors are those designated with a T-1 tonnage classification (carrying over 10 million tons of freight per year) by the Washington State Department of Transportation (WSDOT)⁵ as well as the roads that connect the Port to the regional road System, i.e. first/last mile connector routes.



At-grade rail crossing

CP-27 Heavy Haul Routes

Figure 6 identifies the freight truck corridors that are designated as Heavy Haul Routes, as they are critical to efficient movement of goods within and between the Core Area and Industrial/Commercial Buffer Area. Improvements that are planned in these corridors will receive additional priority scoring under the “Enhance Freight Mobility” project prioritization criterion described in the Transportation element.

⁵ Washington State Department of Transportation (WSDOT). 2007. Freight and Goods Transportation System 2007 Update

Figure 5

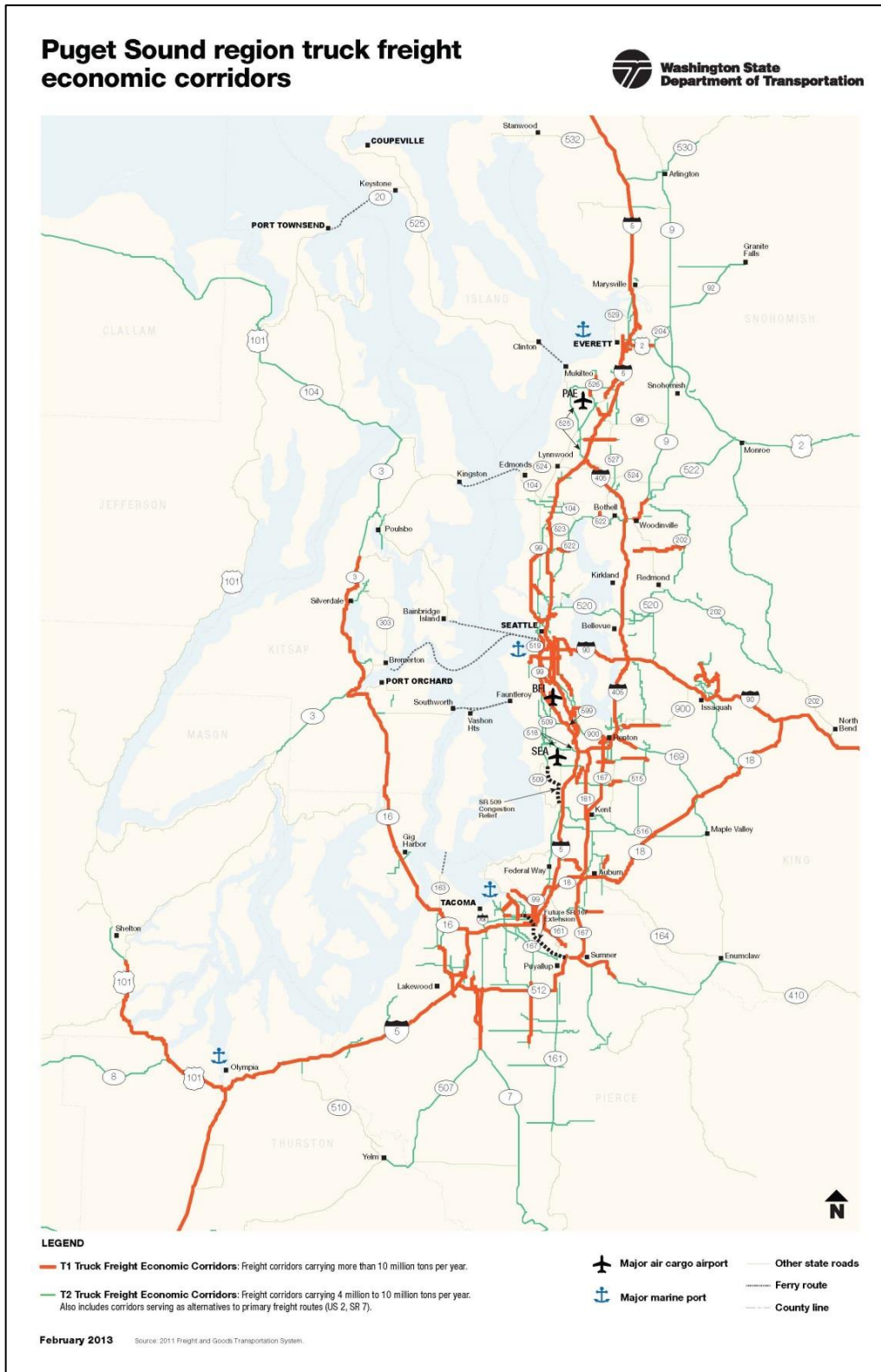
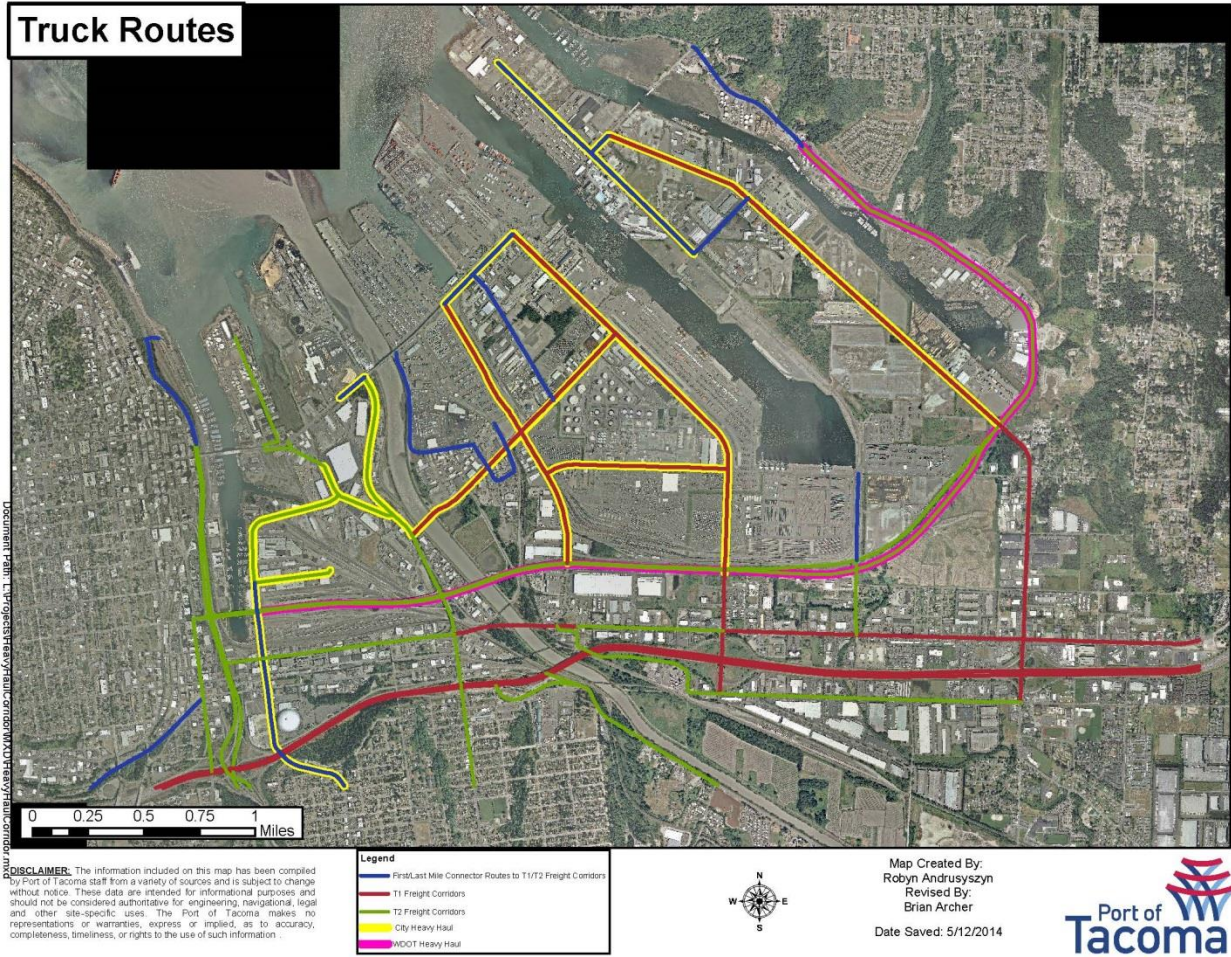


Figure 6



CP-28 Intermodal Connections

Support and encourage intermodal facilities and the transport of cargo via rail to help minimize the roadway traffic impacts related to growth in Port throughput.

CP-29 Mobility on Heavy Haul Routes

Emphasize freight truck mobility on Heavy Haul Routes (see Figure 6). Coordinate with the Port to develop strategies to minimize truck queues and other traffic elements that could interfere with mobility along these routes.

CP-30 Pavement Maintenance

Place high priority on preservation of existing roads that serve freight movement within the Core Area and Industrial/Commercial Buffer Area; and encourage the use of reinforced Portland Cement Concrete pavement along Heavy Haul Routes to maintain improved roadway conditions over longer periods of time.



Roadway under construction

CP-31 Freight Transportation System Management

Identify and prioritize improvements in efficiency to the roadway system, such as traffic signal timing and phasing improvements, which will improve roadway freight operations without requiring major capital investment.

CP-32 Key Freight Transportation Corridor Improvements

Support recommendations from the Tideflats Area Transportation Study (TATS), for improvements that will preserve and enhance freight mobility in the region.

CP-33 Intergovernmental Funding of Transportation Projects

Coordinate with state, regional and adjacent local jurisdictions to seek joint funding opportunities for projects that enhance freight mobility in the region, including the completion of SR 167 and the I5 – Port of Tacoma Road Interchange Reconfiguration project.