Port of Everett
Marine Terminals
Master Plan
Agenda

• Master Plan purpose & schedule
  – Purpose of today’s meeting

• The year in review: what we learned
  – Community outreach: what people care about
  – Cargo growth
  – Modern Terminals & the importance of intermodal

• Master Plan alternatives
  – Preliminary evaluation

• Review next steps

• Questions / discussion
Master Plan
Purpose & Schedule

What we’ve learned

Terminal Development Concepts

Where do we go from Here?
Why Plan?

• It’s a requirement!
  – WA State law requires Ports to adopt a general plan for improvements, detailing where capital spending could be dedicated
  – The Port’s 1995 Comprehensive Scheme is out of date

• It’s a good idea!
  – Better projects result from a well-thought through, coordinated planning effort

• It sets the best strategy to meet the Port’s mission
  – Balances economic development, financial, stewardship & environmental / community goals

• It establishes “the edge of the envelope”
  – Best approach to accommodate the maximum likely growth scenario
What a Plan Isn’t

• An absolute prediction of the future
  - Based on current best available information and conditions
  - Development scenarios shown would only occur:
    • When there is a “business need”
    • When funding is available and dedicated
    • When approved by the Port Commission

• The end of the story
  - Additional opportunities for community input (and environmental review) will occur when ANY significant capital project moves forward
  - Additional opportunities for input will also be provided during this planning process
**Why Plan Now?**

**Facility Capacity**
- **Currently Used**
- **50% Time to begin planning for the future**
- **Capacity**
- **75% to 80%**
- **Reserve capacity (short term)**

**Initial Phase Implementation Time Frame**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Time Frame</th>
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<tbody>
<tr>
<td>Planning</td>
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<tr>
<td>Design / Environmental</td>
<td>24 - 36 mo.</td>
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<td>Permitting</td>
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<tr>
<td>Construction</td>
<td>18 - 24 mo.</td>
</tr>
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</table>

**4 to 6+ years**
Summary: Master Plan Purpose

- Meet legal requirements / Update Comp Scheme
- Develop strategies for the marine terminals (primarily south of Pier 1) that best meet the Port’s mission to:
  - Create jobs; be an economic development catalyst
  - Be a responsible steward of precious waterfront resource
    - Plan within the context of the Shoreline Plan’s “urban deep water port” designation (reserves the area for water-dependent, ocean-going marine commerce, heavy industry & supporting activities)
    - Plan within the context of their designation as “facilities of statewide significance” by Legislature
  - Provide an adequate return on investment
  - Respect guidelines of good environmental planning / be a good neighbor
Community Outreach

• The Port’s proactive public outreach program includes:
  – Community survey mailer
  – Newsletter updates
  – Focus group workshops
  – Open house / community meetings
  – Commission presentations

• Website updates to come
  – Focus group & community meeting input summaries
  – Draft Master Plan for review & comment
Purpose of Today’s Meeting

• Review draft Master Plan findings
• Answer questions
• Get comments on draft findings and preliminary recommendations
What We’ve Learned: Community Input

Terminal Development Concepts

Where do we go from Here?
Key Business Issues
- Berthing space
- Equipment
- Security/access

Primary Community Concerns
- Night noise
- Air emissions
- Light
- View impacts

Public Access
- High priority

Process Suggestions
- Provide an open forum for community discussion
Community Feedback

- **Top Criteria**
  - Meet customer needs / support existing operations
  - Create jobs
  - Minimize traffic congestion / impact
  - Minimize environmental impacts
  - Support water-dependent uses
  - Generate additional revenue

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Public Access Elements

- Public access to the water is a top priority
- Port’s 2% public access program
- Since Sept 11, 2001, Port must meet Federal requirements to secure facilities to ensure public safety
Public Access Elements

- Top Priorities
  - Over/under crossing
  - Warren Ave overlook
  - Trail enhancement
  - Viewpoint expansion
What We’ve Learned: Cargo Growth

Terminal Development Concepts

Where do we go from Here?
National Cargo Growth

• Terminal Capacity
  - As ships get bigger & trade increases, Ports need to design, fund and develop facility expansions to provide capacity
  - Ports need to maintain sufficient waterfront for marine uses, or risk losing it

• Dramatic Trade Growth Coming
  - Ports are critical links in the supply chain
  - Trends for container cargo alone are staggering
  - Ports are challenged to meet exponential cargo growth, while enhancing security, ensuring environmental sustainability . . . in the face of limited waterfront land and local communities’ saying “not in my backyard”

Paraphrased from AAPA presentation, February 2007
Puget Sound Cargo Growth

- **Cargo volumes**
  - Puget Sound is experiencing growth in cargo shipping
  - Existing terminals at large Ports are nearing capacity
  - Growth at individual Ports tends to occur in large steps, as new lines or carriers are added
  - Transportation systems are congested

![Concept illustration of typical cargo growth at a Port](Image)
Port of Everett Cargo Growth

• Continue to accommodate our niche business and serve the aerospace industry

• Cargo volumes
  – 2005 and 2006 ship calls increased substantially
  – Cement Terminal is starting up
  – Future growth is expected to be 3 to 5% per year
  – Significant future growth (like that illustrated in Alt 4 – discussed later) is only expected with a Shipping Business Partner
Port of Everett

Marine Terminal Operations

Types of Cargo:

- Containerized
  - Including aerospace parts, etc.
- Bulk
  - Non-containerized bulk commodities, including cement and logs
- Break Bulk
  - Cargo too large for standard containers, including excavators, windmill blades, aluminum, etc.
- RoRo Cargo
  - Wheeled and tracked cargo

Equipment:

- Container Cranes
- Mobile Cranes
- Reach Stackers
- Top Picks
- Forklifts
Port of Everett
Aerospace Industry Container Operations

Need:
- Aerospace industry needs to ship components in oversized containers

Requirements:
- Proximity to deep draft port
- 24-hour operations
- Direct rail access
- Capacity to handle oversized containers

Benefit:
- More than 2,200 jobs
2006 Marine Terminal Levels of Activity

• 120 ship/60 barge calls in 2006
• ~3,000 employed directly or indirectly
• Supports ~2,900 additional jobs, primarily in aerospace
Summary of Findings

- There may be an opportunity for the Port of Everett to capitalize on national and local cargo growth trends
  - Create new jobs and spur economic development
  - Continue to support local employers and local jobs
  - Increase cargo / add new shipping lines
What We’ve Learned: Modern Terminals & the Importance of “Intermodal”

Terminal Development Concepts

Where do we go from Here?
Rail congestion

- The Port met with BNSF in Texas and Everett
  - Rail congestion (freight & passenger) constrains operations
  - BNSF is working with Ports
    - Planning for increased volumes
    - Exploring opportunities to address congestion

- Governor’s priorities support rail network improvements
Modern Container Terminals

• Modern container terminal characteristics
  – ~1000’ per berth
  – ~50’ deep water
  – Minimum 3 latest generation post-Panamax cranes per berth
  – 50 acres per berth upland storage
  – “Intermodal” capability (cargo transfer from ship to rail and rail to ship)
Port’s Intermodal Options

- Ideal intermodal location is on the dock
- Port’s Marine Terminals are not big enough for on-dock intermodal
- Riverside Business Park is the Port’s best intermodal facility location
Riverside Intermodal Facility

- **Facility**
  - 78 acres total
  - Over 18,000 ft. of working tracks & 10,000 ft. of storage tracks
  - Over 60 acres of storage
  - Potential barge berth with straddle carriers

- **Estimated cost**
  - $46 M

- Will work with City to incorporate public access trail where feasible
Terminal Development Concepts

Where do we go from Here?
The 1995 Comprehensive Scheme provides a starting point.
Early Planning Concepts
Refined Alternatives to Accommodate Potential Growth

- Alt 1: Relocate Cranes to South Terminal
- Alt 2: Improve South Terminal / Retain Cranes at Pacific
- Alt 3: Expand Pacific Terminal Wharf & South Terminal
  Includes Riverside Intermodal
- Alt 4: Expand from South Terminal to Pier 1
  Includes Riverside Intermodal
Alternatives to Accommodate Potential Growth

Alt 1: Relocate Cranes to South Terminal

- Expands & upgrades existing South Terminal wharf
- Installs new container crane rails & relocates cranes to South Terminal
- Break bulk on Pacific Terminal

Order of Magnitude Estimate of Infrastructure Costs

TOTAL: $39 M
+ cost to reconfigure cranes in future

Total Terminal Size: 38 Ac
Accommodates small increases in cargo volume
No off-site intermodal facility
Alternatives to Accommodate Potential Growth

**Alt 2: Improve South Terminal**

**Phase 1; Status Quo**
- Improves Pacific Terminal uplands (paving & lighting)
- Break bulk on Pier 1, part of South Terminal & Pacific Terminal

**Phase 2; Improves South Terminal**
- Expands & upgrades existing South Terminal wharf
- Installs new container crane rails & new cranes at South Terminal
- Break bulk or container cargo on Pacific Terminal

**Order of Magnitude Estimate of Infrastructure Costs**

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<tr>
<th>Phase</th>
<th>Cost</th>
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<td>Phase 2</td>
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<td><strong>Total</strong></td>
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**Total Terminal Size:** 38 Ac

Accommodates small increases in cargo volume

No off-site intermodal facility
Alternatives to Accommodate Potential Growth

Alt 3: Expand Pacific Wharf & S Terminal

Phase 1
- Expands & dredges Pacific Terminal wharf for container ops
- Adds container cranes
- Break bulk on Pier 1, South Terminal wharf & part of Pacific Terminal

Phase 2
- Expands South Terminal wharf
- Installs new container crane rails & new cranes
- Break bulk on Pier 1 & part of South Terminal

Order of Magnitude Estimate of Infrastructure Costs
- Phase 1: $41 M
- Phase 2: $68 M
- TOTAL: $109 M

Total Terminal Size: 45 Ac
Accommodates additional carriers & vessel calls
Includes Riverside intermodal facility
Alternatives to Accommodate Potential Growth:
Alt 4: Expand from South Terminal to Pier 1

- Expands terminal capability from South Terminal to Pier 1
- Could occur in the three phases
- Adds container cranes
- Break bulk on Pier 1

Order of Magnitude Estimate of Infrastructure Costs

<table>
<thead>
<tr>
<th>Phase</th>
<th>Cost</th>
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<td>$48 M</td>
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Total Terminal Size: 65 Ac
Accommodates most additional carriers & vessel calls
Includes Riverside intermodal facility
## Alternatives Analysis

### Top Decision Criteria

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<th>Criteria</th>
<th>Alt 1: Relocate Cranes</th>
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<td>Creates new jobs</td>
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<td>Minimizes additional congestion</td>
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<td>Supports water-dependent uses</td>
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### Other Information

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<td>Flexible / efficient terminal layout</td>
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### Terminal Acreage

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### Order-of-Magnitude/Concept-Level Estimate of Infrastructure Costs

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<td>$ 39M</td>
<td>$ 43M</td>
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### Associated Public Access investment (2% of total cost)

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<td>$ 2.2M</td>
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Alternatives Analysis

**Alt 1: Relocate Cranes**
- Does not provide enough capacity to justify associated cost
- Does not return investment

**Alt 2: Improve South Terminal**
- Does not provide enough capacity to justify associated cost
- Does not return investment

**Alt 3: Expand Pacific Wharf & South Terminal**
- Has some good features
- Significant investment
- Requires a private partner
- Results in a less marketable & efficient terminal

**Alt 4: Expand from South Terminal to Pier 1**
- Though most costly, results in the most “marketable”, flexible facility
- Requires a private partner
- Most likely to return the Port’s investment
- Appears to be the best approach to accommodate growth
Potential Economic Benefit - 1 million TEU’s

- Alt 4 capacity is 80%

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<th>1 million TEU's</th>
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<td>1,999</td>
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<td>TOTAL</td>
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<th>REVENUE ($1000)</th>
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<tbody>
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<td>$649,067</td>
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<table>
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<th>LOCAL PURCHASES ($1000)</th>
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<td>$113,558</td>
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<tr>
<th>STATE AND LOCAL TAXES ($1000)</th>
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<tbody>
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<td>$37,738</td>
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Where do we go from here?
Next Steps

- Refine Master Plan recommendations per focus group & open house discussion
- Compile findings in Draft Master Plan
- Post Draft on website / discuss at Community Meeting
- Refine Plan & Present to Port Commission
- Finish Master Plan
- Port Commission adopts Plan as Comp Scheme amendment
• When would projects occur?
  – When there is a “business need”
  – When funding is available and dedicated
  – When approved by the Commission

• What is the likelihood of cargo growth at the Port of Everett?
  – 3% to 5% growth is the predictable growth rate
What is the likelihood of significant cargo growth at the Port of Everett, such as that required for Alternatives 3 and 4?

- Very difficult to predict
- Based on a number of factors out of the Port’s control
- Could be 5+ years or beyond
- This level of cargo growth will require / assumes a Private Partner
- Financing of Alternatives 3 and 4 will also require commitment from a Private Partner
• **How will environmental impacts be addressed?**
  - At the planning level, the Port will describe its strategies to address potential environmental impacts
  - Any actions will follow SEPA guidelines & requirements
  - A Project-Level environmental review document will address environmental impacts and mitigation strategies for any project that moves forward
    • Public input will be a part of this process
• **Summary of environmental strategies**
  
  **Water Quality**
  - Minimize the impact of filling or dredging associated with marine terminal projects
  - Mitigate for unavoidable impacts
  - Continue efforts to safeguard water quality through drainage systems ("leadership level" status obtained at the marina)
  - Continue efforts to improve spill response (beyond required levels)

  **Air**
  - Continue efforts to implement air pollution prevention actions
  - Continue efforts to develop an Environmental Management System (EMS) through an AAPA-sponsored training program
    - Minimize diesel equipment
    - Pursue diesel emission reduction strategies
  - Continue to work with national Port organizations on efforts to improve ship emissions
    - Westwood, one of the Port’s regular shipping lines, has voluntarily reduced air emissions by burning cleaner fuel in Port
Summary of environmental strategies, continued

- **Noise**
  - Track noise complaints and responses
  - Pursue solutions where feasible, e.g.
    - Equipment retrofit
    - Alarm adjustment / replacement
    - Coordination with longshoremen
    - Equipment maintenance
    - Night-work sensitivity

- **Light**
  - Track light complaints and responses
  - Pursue solutions where feasible, e.g.
    - Redirect building and terminal lights away from residential area
    - Shading pier lighting
**Q & A**

- **Summary of environmental strategies, continued**
  - **Views**
    - Paint cranes blue
    - Keep booms lowered when possible
    - Pursue a continuing public access program, dedicating 2% of Port’s project costs to improve public access to the waterfront
  - **Traffic**
    - Require trucks to take federally designated routes: Everett Ave & West Marine View Drive
    - Encourage use of West Marine View Drive, coordinated with City’s efforts to improve downtown
    - New rail barge transfer facility will reduce train trips from the terminals to Mukilteo
    - Pursue alternative transportation options, emphasizing rail and possibly barge
Thank You!