Sam Hudson

Uh, thank you. I am Sam Hudson. I''m with the Northwest Sea Port Alliance and the Port of Tacoma, and I appreciate the opportunity to meet with you all throughout this process. And, yeah, so I want to address a few points that have come up in our review of the revised rules. So, one thing is that I think it''s unfortunate that the legislature has sent kind of mixed signals by requiring needed and, uh, ambitious goals to address sea level rise, uh, in our, where, everywhere is gonna be impacting the shorelines, um, while reducing the funding that''s provided to accomplish those goals, and as you''re being asked to do more with less, I know that''s common for a lot of government agencies, but I think also the lawmakers need to kind of put their money where their priorities have been written as well. Uh, along with that, um, you know, I want to emphasize that the resilience for infrastructure, for the ports, uh, for the Seaport Alliance, and the supply chain, uh, is a big priority. And there''s basically concerns about, as written, section 246 and, uh, some of the new sea level rise requirements really requiring there to be a problem and clustering the, the impacts of when you would be able to adapt facilities as well as prioritizing retreating from the waterfront, regardless of the shoreline environment designation, use, or whether or not it''s a, uh, regardless of the use in general. So, providing some, some nuance for the, uh, infrastructure of regional importance, and for the supply chain, uh, to be able to continue exist in working waterfronts. And to be able to adapt to the, uh, rising tides and increased storm severity.

Um, one other, uh, high-level topic I want to highlight is just that, uh, within the, the guidance for these regulations is a directive to not increase the amount of vehicle miles traveled. Uh, specifically for the Northwest Seaport Alliance, millions of containers come through the gateway and Seattle and Tacoma, uh, every year. And those, those containers, they, from our own reports, we see that two-thirds of those end up within the state. Um, those don''t have to come through the waterfront. They can come through Canada, they can come through Oregon, they can come through California. Some of the stuff in Walmart is coming through Georgia. Um, and unfortunately, that can increase the vehicle miles traveled, uh, inadvertently, uh, when there, there''s a sweet spot in terms of, uh, being good stewards of the waterfront. And I believe that, you know, as we continue to work together in our dialogue with, uh, with our organizations and the ports in general, that, uh, we''ll, we''ll strive and achieve that. And that''s my testimony for today. Thank you for, uh, having us this evening.