

The Urbanist Port of Seattle Commissioner Questionnaire

Fred Felleman, Port of Seattle Commissioner (position 5).

- **What are your goals for the Port of Seattle board for the next term?**

In my next term I will continue to: Reduce of the Port's GHG emissions; Stimulate an economy that works for everyone by promote green innovations, while protecting our working waterfront and industrial lands; Expand opportunities for women and minority-owned businesses, while seeking environmental and economic justice for disproportionately impacted communities; Inspire youth to pursue Port-related jobs of-the-future, by championing innovation, apprenticeships and internships. And be accessible, inclusive and responsive to community interests.

I will continue to champion Port policies rooted in fiscal responsibility, ecological integrity and social equity.

- What do you envision as the future of Terminal 5 in Seattle? The most advanced container terminal that has the least impact on the environment and surrounding communities. We have secured a tenant for operating T5 as a container terminal and have incorporated many environmental/social requirements that exceed legal requirements based on public feedback on the EIS. This includes quiet zones and on dock equipment, electrification, \$30 million in storm-water treatment among other things

- **Sound Transit 3 light rail routes will impact Port of Seattle holdings and interests. What role should the Port play in the process and should it be a funding partner?**

The Port's advantage of deep, glacially carved straits is jeopardized by getting goods in and out of the "last mile". Avoiding conflicts with adjacent developments and the preservation of industrial lands are key to preserving the diversified economic benefits of the Port. Having said that, getting people out of their cars helps to that end as well, so we are in support of ST3 as long as it doesn't bisect Harbor Island or impinge on Fishermen's Terminal.

The port has invested \$100s of millions of dollars in transportation infrastructure (Tunnel, Lander overpass, the Little H, 509/518 fast corridor, on dock rail as well as extended gate hours to reduce truck traffic) in partnership with the Port of Tacoma and neighboring jurisdictions. This has been due in large part to enable the Port to co-exist in a rapidly encroaching city. I do not expect the port to be investing in light rail, though we are open to the strategic use of our property to further its development. We have helped make light rail to the airport more convenient as described below.

- **Do you support tolling Airport Drive to reduce private vehicle use at the airport?** Yes, absolutely. I was also responsible in large part in the championing the enclosure of the light rail station to the parking garage and providing golf cart service to the gates.

- **What commitments as a commissioner will you make to fight climate change?**

At my second meeting as a Commissioner I introduced a motion creating the Energy and Sustainability Committee whose primary purpose is to reduce the Port's GHG footprint. We have installed solar arrays on top of our headquarters at P69 as well as on a net shed at Fishermen's Terminal. We will be installing a solar array on the new bathrooms we will be installing at Shilshole Marina as well. We have initiated a "Blue Carbon" pilot project to measure the ability to sequester CO2 and increase the pH of immediately surrounding water near P91. I am very engaged in championing efforts to bring Sustainable Aviation Fuel (SAF) to SeaTac. This involves both certifying the source and providing the needed infrastructure as well as working with the airlines to create the demand. We are also electrifying airfield equipment and already provide conditioned air to planes so they can shut off their engines at the gates.

The Port made HB 1110 (LCFS) its top priority this last session and worked with the Climate Solutions Coalition to that end. We will be back next year. We also support the all-electric bill which will make it far easier to electrify the waterfront so ships do not have to idle at the dock. We are committed to electrifying T5 and T46 (new cruise terminal) and are exploring the ability to do so at P66 (Bell Harbor). We have also installed charging stations for cars at SeaTac and Fishermen's Terminal.

As a way to elevate awareness as to the impacts of Climate Change on Ocean Acidification I oversaw the installation of a pH sensor on the Visit Seattle sailboat the Port helped sponsor which measured the acidity of the water from Seattle to NY going through the Canal. It resulted in a long King 5 special.

- **The Port owns a great deal of land. Would you support using any of it to deal with the region's affordable housing crisis, as other public entities have done?**

The Port is currently leasing our Tsubota property on 15th Ave NW to house Tent City 5. In addition to providing opportunities for good-paying jobs that help addressing the housing market, I'm exploring the ability of the Port to partner with folks like Forterra to purchase properties to flip with conditions on the lease or sale as to the type of development allowed, including affordable housing. I'm also exploring whether there are existing properties we may choose to sell to a housing agency or to swap for other properties.