



Fred Felleman Urbanist Questionnaire 2023

Port of Seattle, Seat 5

What would you point to as your biggest accomplishments during the current term? If not an incumbent, where do you think the current Port commission has fallen short?

Achieved Port's 2030 scope 1 emissions goal through purchase of RNG for airport and biofuel for Port vehicles.

1st cargo ship to use shore Power at Terminal 5.

Signing of Cruise Ship Green Corridor agreement with cruise lines to accelerate their reduction of carbon emissions and met with International Maritime (IMO) Officials in London to discuss pathways to zero emission shipping.

Incorporation of Sustainable Aviation Fuel Pilot (SAF) project in the National Defense Authorization Act (NDAA) along with funding to support decarbonization of port-related carbon emissions in the federal infrastructure bills along with passage of the Climate Commitment Act and Low Carbon Fuel Standard at the state level.

Began 1st year of work plan for the 5-year \$5 million MOU with Seattle Aquarium that includes funding for a "Kelp Fellow" to study kelp distribution in Elliot Bay to inform restoration and carbon sequestration efforts as well as development of an underwater noise exhibit in their new Ocean Pavilion.

First year of implementation of the Quiet Sound Program during which ships slowed down to reduce underwater noise in the presence of endangered Southern Resident Killer Whales.

Appointment to the US Department of Commerce's Travel and Tourism Advisory Board as part of my initiation of the Port's ecotourism program.

Signed MOUs with Suquamish and Muckleshoot tribes to formalize government-to-government relationship and a tribal liaison will be hired soon.

The Port has ambitious goals to shift users at SeaTac away from using a personal vehicle to access the airport. What immediate projects do you support to accelerate that shift?

The airport operates 24/7 but mass transit doesn't, which creates challenges for employees. The airport's employee parking lot is full and the airlines want us to reopen an old lot that we've committed not to use to encourage having Alaska and Delta airlines create a TMA to reduce the need for their employees to drive which could include orca cards, carpools and or private shuttles.

I'm in discussions with a private shuttle operator which wants to provide commercial electric shuttle service to the airport beginning with servicing hotels.



During my first term in office, I championed the acquisition of an eclectic cart service from the light rail station to the terminal to encourage use of light rail.

I believe there's a need to restore a bus route from downtown to SeaTac for which I will continue to advocate.

Do you support adding congestion pricing to Airport roadways?

Yes, and it's actively being explored.

How do you reconcile the environmental impact of the cruise industry with the Port's role in accommodating it?

I've been involved with reducing cruise ship emissions since the first ship call in 2000. In the absence of regulatory authority, I initiated use of berthing agreements and lease provisions to impact operations.

Even before Puget Sound was made a no discharge zone, due to berthing agreements cruise ships didn't discharge treated sewage or grey water at the dock. This provision was extended throughout Washington waters through an MOU with the cruise lines, Ecology, and the Port. Discharges of the scrubber wash water is currently prohibited.

The Port was first in the Nation to have two shore power units and there will be a third next year. All ships equipped to use shore power will be required to use it and in the near future only shore power-capable ships will be allowed to call on the Port.

As part of the Green Corridor, the cruise lines have agreed to accelerate the use of alternative fuels and other measures to reduce their carbon footprint. I just met with the President of Carnival Corporation and their Chief of Maritime Operations underscoring the point that they don't have to wait for that process noting that if they committed to purchasing large volumes of alternative fuels it would incentivize the production of sustainable fuels which will also bring the price down.

Currently the Port plays a big role in supporting roadway capacity projects to improve freight capacity. How do you envision the role of the Port in shaping the region's transportation system evolving as population rates continue to increase and impact freight delay?

The reason I continue to pursue serving as a Commissioner is to help Commerce, communities and the climate to coexist and prosper. Clearly the Port impacts the climate and communities, but it also has the resources to minimize and/or mitigate its impacts.

While not universally appreciated, the Port invested \$300 million in the tunnel and some of which was used to create the new Elliot Way in order to minimize conflicts with freight. While a large artery, Elliot Way has wide sidewalks and bike paths on both sides. It will also reduce the amount of traffic passing by Terminal 66 where we're in the process of creating a protected bike path along Alaskan Way, especially



when cruise ships are in Port. Part of this effort will involve removing the old George Benson trolley tracks to serve as a bicycle path.

The Port has also invested in the “Little H” which enables trucks to pass over the railroad tracks to get on I-90 via South Atlantic Street without blocking traffic.

Most importantly is to minimize congestion which we’re working on by utilizing on dock rail which minimizes the need for trucks, creating an appointment system for trucks to pick up containers and offsite facilities where trucks can offload and enter the terminals at off-peak hours.

What role do you see the Port of Seattle having in the immediate future to address the region's shortage of housing?

RCW 53 specifically prohibit ports from building housing. However, we have leased our Tsubota property on 15th Avenue NW to the low-income Housing Institute (Lihi) for a few dollars a year to site tiny houses for the homeless. We have extended the lease three years in a row.

Does the Port Commission have enough resources to conduct proper oversight of Port-wide projects and initiatives?

Improving the capacity of the Commission office so that Commissioners can have greater influence on Port policies has been a major priority of mine since serving on the Commission. This is particularly important in that despite having one of the most diverse operations in the nation, Port Commissioners are only paid a half time salary so they need staff to carry out their initiatives while we work other jobs.

When I first arrived at the Commission there just a chief of staff to support five Commissioners as well as serving the Executive Director. I led the effort for the chief of staff to hire three more specialists to assist Commissioners during my first term. During my second term we expanded the number to five so that each Commissioner was support by their own specialist. However, they are employed by the office and not hired directly by Commissioners. We have since added a Deputy Chief of Staff but still only one scheduler and don't have an attorney or public affairs personnel dedicated to the Commission office.

While these are significant improvements, as long as Commissioners remain part-time and can't hire our own staff our ability to influence Port policy will remain compromised.

What do you think the Port has done well to invest in the economic and environmental health of South Sound communities, and what should it do better or differently?

South King County Impact Fund - \$10 million will be awarded to develop equity-based partnerships and provide support resources in underserved near-airport communities between 2019-2023. These funds can be used for environmental as well as economic development programs. It will be renewed in the 2024 budget.

Priority Hire Program - Supports access to living-wage jobs to qualified construction workers from economically distressed areas in King, Pierce and Snohomish Counties by increasing access to Port of



Seattle projects. It also provides jobs to historically under-represented individuals in the construction industry such as women and people of color.

Spotlight advertising – reserves 10% of available advertising space free of charge (other than production) at SeaTac for cities, counties, and non-profit organizations from throughout the state to advertise, on a quarterly basis, their event, region, or destination for travelers.

Joint Advisory Committee – I'm one of two Commissioners who serve on the JAC which is a partnership between the Port Commission and elected officials in City of Seatac to address issues of shared concerns given the significant amount of property the Ports owns within the City. One of the main issues before the JAC is how to permanently protect North Seatac Park which comprises a significant amount of green space within the City within the constraints of FAA's grant obligations.

Highline Forum – I serve as the Port's representative along with Southwest King County municipalities and educational governing bodies to share information and to partner on initiatives that benefit residents in the region such as noise and air quality issues.