



Sam Cho Urbanist Questionnaire 2023

Port of Seattle, Position 2

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?

I think the biggest accomplishment in my first term is successfully weathering the COVID-19 pandemic without a single layoff or small/minority business failure. But aside from this, we made major progress in sustainability, including converting 50% of our energy source at the airport to renewable natural gas and achieving our 50% carbon reduction goal by 2030 early by 9 years. We also just approved a budget item to partner with our airlines to start purchasing sustainable aviation fuels. We also successfully installed the first shore power capable container terminal at Terminal 5. We will continue our plans to make all our berths shore power capable. I also traveled to Sharm el-Sheikh, Egypt for COP 27 last November to negotiate and announce the "Green Shipping Container Corridor" between the Port of Busan, South Korea and our gateway. Lastly, we successfully opened the newly renovated North Satellite (N Gates) terminal as well as the new International Arrivals Facility (IAF).

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?

We must continue to encourage the use of light rail to and from the airport. In addition to this, we must reassess bus routes and services from major city centers to the airport. In connection to this, I am open to adding dedicated mass transit lanes going into the airport.

Do you support adding congestion pricing to Airport roadways?

I am open to adding congestion pricing.

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



As the saying goes, you can't change the game unless you play it. Cruise as an industry will continue to exist whether the Port of Seattle accommodates it in our harbor or not. Those who suggest we "kick-out cruise" are only kicking the can down the road. In order for the Port of Seattle to be LEADER in sustainable practices, we must lure the cruise industry into our harbor and FORCE THEM to adopt sustainable practices. This is the cost of leadership in this space.

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?

We must continue to advocate for freight mobility. Less time idling in traffic means less vehicle emissions/pollution. The Port has been a support of the "Gateway project" which builds a gateway for freight along SR 509 and SR 167. This is a \$2.4 billion project between the Port of Seattle and Port of Tacoma with SEA Airport in-between. The completion of this project will both reduce congestion and improve freight mobility. This project will also create 6.5 miles of bike lanes and pedestrian walkways.

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

Although the Port is not allowed to get into the housing space directly, we have found unique ways to help the housing crisis. First, we are a strong supporter and ally in advocating for more housing. Our workers across maritime and aviation depend on this for their livelihood. Second, we have partnered with LIHI and the City of Seattle to provide port property for the build-out of a tiny-home village in the Interbay neighborhood. In fact, we recently introduced and passed a motion allowing for an expansion of the current footprint of tiny homes.

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

Over the last 4 years, we've ramped up our resources considerably. We've added several head count to the commission office staff and we have plans to continue to



add resources. As we undertake the largest capital projects budget in our history (\$5.3 billion), we must work to fill critical positions in project management and engineering after a 2.5 year hiatus in hiring due to the covid-19 pandemic.

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?

We established the South King County impact fund, which is a \$10 million fund dedicated to community development and environment for south sound communities. We've also been partnering with several south king county organizations in the economic development space. We should double down on these efforts and allocate more resources to these efforts.