



2023 CANDIDATE BRIEFING QUESTIONS

What is the value proposition of the Northwest Seaport Alliance? How does the partnership pencil out and what can the city do to be a good partner?

The partnership of the Ports of Seattle and Tacoma as the Northwest Seaport Alliance helps keep both ports competitive. We have the advantage of a strong labor force, a good marketing presence, our proximity to the far east markets, the facilities to accommodate the growth in cargo (including interstate freeways, rail lines, and naturally occurring deep berth seaport infrastructure), and the centering of environmental sustainability to make our ports two of the best to work with in the United States.

The following table shows the number of direct jobs associated with cargo activity at NWSA facilities in Seattle and Tacoma. You can find it in Appendix D (page 70/80) of NWSA's last [economic impact report](#). Note the table shows only direct jobs and does not include indirect and induced jobs.

Exhibit A22. Estimated Direct Impact of Marine Cargo by Harbor, The Northwest Seaport Alliance, 2017

	Jobs	Business Output (mils 2017 \$)	Labor Income (mils 2017 \$)
North Harbor	7,160	\$2,157.8	\$709.3
Containerized Cargo	6,690	\$2,036.0	\$674.1
Automobiles	0	\$0.0	\$0.0
Breakbulk, Logs and Other Marine Cargo	470	\$121.8	\$35.1
South Harbor	12,950	\$3,700.9	\$1,193.4
Containerized Cargo	8,210	\$2,501.6	\$828.3
Automobiles	1,130	\$308.8	\$108.4
Breakbulk, Logs and Other Marine Cargo	3,410	\$890.5	\$256.8
The NWSA Total	20,100	\$5,858.7	\$1,902.7

Sources: The Northwest Seaport Alliance, 2018; Port of Seattle, 2018; Port of Tacoma, 2018; Community Attributes Inc. 2019.

The next table shows cargo data for NWSA's Seattle facilities over the past five years.

	Import Value	Export Value	Total
2018	\$20,829,030,488	\$7,707,026,239	\$28,536,056,727
2019	\$18,597,016,827	\$7,536,483,135	\$26,133,499,962
2020	\$17,219,479,951	\$7,560,707,885	\$24,780,187,836
2021	\$22,452,424,430	\$8,028,568,219	\$30,480,992,649
2022	\$21,919,598,875	\$6,534,335,950	\$28,453,934,825

The City of Seattle can be a good partner by helping by supporting job creation and sustainability, facilitating freight mobility for trucks to pick up and deliver goods, and preservation of industrial lands. Our shared goal is to keep the jobs in the Pacific Northwest. This crosses departments at the city including transportation, utilities, and electricity. As an example, our partnership with Seattle City Light is working to facilitate the decarbonization and electrification of our maritime activities.

Every local jurisdiction is responsible for their carbon footprint. Do you have a collaborative program with cities to ensure carbon footprint reduction? Do you collaborate with local municipalities on how they can reduce carbon footprint? You have ZE cruise ships – are you working with airlines to create reductions in emissions? How can you navigate the impacts on the environment for minority communities and bring more justice?

Climate Change and Operations

The Port has goals to reduce emissions from our facilities as well as aviation and seaport operations. The Port does not have direct control or authority to curb emissions from aircraft and vessels; standards for aircraft and ships are set elsewhere and enforced by federal rules and regulations. The Port advocates for policies domestically and internationally that would reduce emissions from both aircraft and vessels. The port can also offer ways to reduce those emissions while visiting our facilities, including through providing electric power to keep emissions down.

At the airport we are tackling emission reductions on multiple fronts. We encourage and support public transit and ridesharing services to the airport to reduce emissions from single occupancy vehicles and are working to increase access to EV charging. In 2020 the airport began using renewable natural gas produced from landfills to heat the terminals and power the Port's bus fleet, helping meet our 50% carbon reduction goal 10 years early. To reduce emissions from aircraft while parked at the gate, SEA provides power and preconditioned air allowing planes to turn off their engines, reducing emissions and noise. Finally, we are working hard to increase the production and use of sustainable aviation fuel (SAF) with the goal to power every flight fueled at SEA with at least a 10% blend by 2028. We have successfully advocated for incentives to increase SAF production and work with industry to increase its use.

The Northwest Ports Clean Air Strategy is a regional port collaboration to reduce air and greenhouse gas emissions from shipping and port operations. One key technology to reducing greenhouse gas emissions and other air pollutants from seaport operations is through shore power, where vessels plug in and use electricity rather than burning fuel. The Port of Seattle is the first cruise homeport to offer two shore power connections and construction for the third cruise berth connection is underway. Our goal is to have shore power available at all international container terminals by 2030. To better understand how we can support zero emission shipping and alternative fuels in our region, the Port of Seattle and The Northwest Seaport Alliance are participating in two green shipping corridor efforts: one assessing the feasibility of zero emission cruise to Alaska, and another assessing the feasibility zero emission cargo shipping to Busan, Korea. We also participate in collaborative research to better understand alternative maritime

fuels that may serve our gateway in the long-term. To reduce impacts from trucks serving our gateway, the Northwest Seaport Alliance operates a Clean Truck Program, working to bring the most efficient trucks to the port, and recently launched the Zero Emission Truck Collaborative with stakeholders to map a pathway to zero emission drayage trucks by 2050.

Climate Change and Communities

The Port of Seattle is a participant in the K4C climate working group. While the port continues to reduce emissions and air pollutants overall, we are also working to increase the benefits to communities through increased access to family-wage jobs, training, and port business; community investments; and habitat restoration.

The Port supports various entryways to jobs directly at the Port and in port industries by supporting Aviation and Maritime High Schools that train young people for future careers, paid internships at the Port, to the Youth Career Launch—connecting youth with skills and employers to gain valuable experience and connections in the maritime industry. The Port's goal is to be an anti-racist organization and implements policies to increase diversity and equity in the workforce through our Equity Policy Directive, Diversity in Contracting program, and through workforce development initiatives, among others.

We work directly with communities to support prosperity in place through programs such as our South King County Community Impact Fund that uses an Equity Index to guide investments and partnerships with community organizations on environmental and economic projects. The Port worked closely in the Duwamish Valley community to rehabilitate once industrial shoreline to a community asset, the Duwamish River People's Park. The shoreline will continue to increase the health of the Duwamish River while providing a beautiful park space and access to the water for the local community.

I noted the upcoming Part 150 study with FAA, which focuses on noise. Are there other studies in the works to look at air pollution and its impact on communities closest to the airport?

The Port of Seattle, Highline area cities, and the state contributed to fund a University of Washington (UW) conducted study on the measurement of Ultra Fine Particles (UFPs) in Southwest King County. The [Mobile ObserVations of Ultrafine Particles \(MOV-UP\) study](#) was completed in 2019. The study noted size differences in the UFPs from aircraft versus ground transportation sources. In 2020, the UW began a new project funded by the [EDGE Center](#) in an attempt to characterize urban UFPs. In 2021, the UW's Department of Environmental & Occupational Health Sciences (DEOHS) conducted the state-funded [Healthy Air, Healthy Schools Project](#). Completed in December 2021, the project measured and identified sources of UFPs in classrooms in urban and rural settings in Washington. The project tested HEPA filtration, and noted that it significantly reduced the number of UFPs and improved air quality in the classrooms where they were installed.

This summer, the Puget Sound Clean Air Agency will be siting an air quality monitor close to the airport. The Washington State Legislature's 2023-25 budget includes a provision to have a UFP monitor added to the standard monitoring.

Looking at the space constraints (at SEA Airport), how do you plan for future growth? Should cargo go to other places besides SEA, due to limited space potential?

The Sustainable Airport Master Plan (SAMP) Near Term Projects (NTP) includes projects to accommodate cargo on Port-owned land near the airfield. Cargo is important to our region's sound economy. Our state needs to utilize existing resources to accommodate future growth. There are other airport facilities in the region that can accommodate some of the future growth, and the state is looking at those facilities (and potentially new ones) to help accommodate the projected commercial air passenger and cargo demand.

The current culture and infrastructure prioritize car travel to the airport. How do we prioritize rail and other transit options?

The Port of Seattle has ongoing conversations with Sound Transit on helping to encourage or incentivize the use of light rail to the airport. Some elements would require changes by Sound Transit (such as light rail cars that better accommodate luggage, service beyond their current operating times, etc), and some by the Port (such as a better, more consistent conveyance between the Link Airport Station through the airport garage to the terminal.) The issues are technically complex, but are being discussed. There are also two Sound Transit regional bus routes ... the 560 from the Bellevue Transit Center, and the 574 from the Lakewood Transit Center in Pierce County ... that currently provide non-rail service to the airport.

As a large employer, the Port of Seattle is required to follow the state's Commute Trip Reduction provisions. Our incentives include discounted ORCA cards for employees, to better utilize King County Metro Transit and Sound Transit services to the airport.

The Port also works with airport area cities on ways to enhance the last mile connections to help reduce the use of single occupancy vehicles. While we can't support them directly, we support local cities' and regional trail and bike connections that lead to SEA Airport by submitting letters of support for state and federal funding to construct those facilities. These are all examples of ways that we are always looking at ways to help reduce car traffic in the long run, and move people in more efficient and effective ways.

Airport Parking – how are you working on parking within City of SeaTac areas – how is the parking volume on-site during the day?

There are over 12,000 parking spaces in the airport garage, but during peak times we do run out of space. There are a number private parking purveyors in SeaTac as well, and they shuttle passengers to the airport for that last mile connection. The City of SeaTac has adopted a Permit Parking Program for the neighborhoods immediately east of the airport (residents only). We work collaboratively with the city to inform the approximately 21,000 airport employees of the consequences of parking in the surrounding neighborhoods. Additionally, airport employees have an off-airport lot with reserved parking, and shuttle service that brings them to the main terminal. And as always, we encourage airport employees to use mass transit or other modes to commute.

How is the port preparing for the big one (earthquake)?

We have a strong engineering team that looks at earthquake resiliency for all our facilities. We are constantly looking at preparation for an event, to ensure that our facilities (whether aviation or maritime) are back up and running in a timely manner. This is a top priority to keep our facilities operational, no matter what happens. We are also planning based on anticipated changes in the climate. Resiliency looks at many eventualities, and climate change is among them.

What percentage of people who work in maritime industries (fishing, cruise, etc.) commute to Seattle?

We do not know. Just as in the aviation industry, very few of the employees work directly for the Port of Seattle. As far as transportation is concerned, we work on encouraging the use of alternative modes of transportation to get people to the Port's facilities. Many cruise passengers take shuttle buses, Sound Transit's Link Light Rail, or taxis and TNCs from South King County hotels up to the waterfront cruise terminals.

What are you doing to help with affordable housing? Housing affordability – how much influence do you have on that?

The Port of Seattle is committed to a strong economy including supporting family-wage jobs throughout the region, with policies focused on workforce development and priority hire programs to ensure that under-represented communities have access to these opportunities.

The Port does not have the statutory authority to provide or become a housing agency. However, we do what we can. As an example, in late 2017 the Port entered into a short-term lease with a local non-profit for a tiny home village in Interbay as an interim use. The lease has been continued, with an option up to the fall of 2025. Additional Port-owned land is leased to store tiny homes for future use elsewhere.

A few years ago, we conducted an audit of all port properties to see if any sites would be more appropriate as mixed use or housing development. Due to the nature of surrounding activities that are inconsistent with residential housing, it was determined that no properties were appropriate for non-industrial uses.

While we do not have the authority to provide or become a housing agency, we can advocate for housing. The Port's state legislative priorities included support for a number of housing proposals, including the "middle housing" legislation ([E2SHB 1110](#)) that was signed into law by the Governor this year.

How are the bees doing at the airport?

Very few people know, but there are aviaries on site at SEA Airport. The hives are still there, the bees are doing well, and someone is harvesting the honey.

What is happening with an International marketplace study?

The Port's Economic Development Division is conducting a feasibility study on the potential of establishing an international, small format marketplace in the diverse communities near the airport. The results of the feasibility study will help inform discussions with King County and other partners on the potential establishment and siting of an international market.

Is there a movie production being done in Port maritime facilities?

King County has a facility handling movie production on Harbor Island (not a Port of Seattle facility), though it is located near the container terminals.

What happened with the IAF, the number of gates, and the facility being too small?

The International Arrivals Facility (IAF) has been open and fully processing internationally arriving passengers since May 2022. Regarding the issues raised in the question, we can't address them since it is under legal action. We hope to find a resolution.