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(The approximate point in the audio recording for the specific item is identified by hours, minutes, and seconds; example: 00:01:30)

**APPROVED MINUTES
COMMISSION REGULAR MEETING July 12, 2011**

The Port of Seattle Commission met in a regular meeting Tuesday, July 12, 2011, at Port of Seattle Headquarters, Commission Chambers, 2711 Alaskan Way, Seattle, Washington. Commissioners Albro, Bryant, Creighton, Holland, and Tarleton were present.

1. CALL TO ORDER

The regular meeting was called to order at 1:03 p.m. by Bill Bryant, Commission President.

2. EXECUTIVE SESSION pursuant to RCW 42.30.110

None.

PLEDGE OF ALLEGIANCE

3. (00:01:15) APPROVAL OF MINUTES

Regular Meeting of May 10, 2011, and Special Meeting of May 24, 2011.

Motion for approval of minutes for the May 10, 2011, regular meeting and the May 24, 2011, special meeting – Albro

Second – Creighton

Motion carried by the following vote:

In Favor: Albro, Bryant, Creighton, Holland, Tarleton (5)

4. SPECIAL ORDERS OF BUSINESS

a. (00:01:53) The Port Centennial: 1911-2011.

Presentation document(s): Commission agenda [memorandum](#) dated June 29, 2011, computer slide [presentation](#), and [video](#) excerpt from Jane Kilburn, Public Affairs Director.

Commissioner Holland presented the July Centennial Moment, noting the opening of the Seattle-Tacoma International Airport with commercial service beginning in 1947. He described the growth of the Airport to its present level of service with 25 airlines providing domestic and international flights for approximately 31 million passengers annually.

Commissioner Holland noted that the Airport generates approximately 90,000 direct jobs, 61,350 freight-related jobs, 12,880 indirectly created jobs statewide, and approximately 35,000 jobs induced in the local economy by virtue of the business conducted at the Airport and the individuals employed there. He commented that in 2007, the Airport generated over \$412 million in state and local taxes.

Commissioner Holland concluded by introducing a brief segment on the development of the Airport from *Voices of the Port*, the Port of Seattle's Centennial documentary.

b. (00:05:56) Presentation by Puget Sound Regional Council of the 2011 VISION 2040 Award.

Presentation document(s): Commission agenda [memorandum](#) dated July 6, 2011, from Mike Merritt, Government Relations Manager, and Puget Sound Regional Council (PSRC) VISION 2040 Award [announcement](#) dated July 7, 2011.

Presenter(s): Mr. Merritt; Bob Drewel, PSRC Executive Director; and Jennifer Gregerson, Mukilteo City Councilmember and Chair of the PSRC VISION 2040 Awards Committee.

Mr. Merritt presented a report that the Port of Seattle, along with the Port of Tacoma, is being awarded PSRC's 2011 VISION 2040 Award for successful implementation of the Northwest Ports Clean Air Strategy. He stated that the award is significant as recognition from the Port's regional peers and as a reflection of the high standards set by PSRC for regional partnerships.

Mr. Drewel thanked the Commission and Chief Executive Officer Yoshitani for the Port's leadership in support of PSRC policies. Ms. Gregerson congratulated the Port of Seattle for its effective collaborative implementation of the Northwest Ports Clean Air Strategy while working to grow jobs and bolstering economic growth in the region.

Commissioner Bryant acknowledged the work of the staff of the Port of Seattle in making possible the Port's award of the VISION 2040 Award. He commented on the Port's collaborative relationships with the Port of Tacoma, Port of Vancouver, B.C., the Puget Sound Clean Air Agency (PSCAA), and the Washington State Department of Ecology in promoting implementation of the Northwest Ports Clean Air Strategy.

Frank Van Haren of the Department of Ecology read excerpts from a letter addressed to Commissioner Bryant in support of the Port's implementation of the Northwest Ports Clean Air Strategy from Stuart Clark, the Department's Air Quality Program Manager. A copy of the letter is, by reference, made a part of these minutes, is marked [Exhibit A](#), and is available in Port offices.

5. (00:15:00) UNANIMOUS CONSENT CALENDAR

- a. Approval of [Claims and Obligations](#) for the period of June 1 through June 30, 2011, in the amount of \$37,884,606.79.
- b. Authorization for the Chief Executive Officer to execute a new Collective Bargaining Agreement between the Port of Seattle and the International Association of Machinists, Local Union No. 289, representing Parts-Procurement Representatives covering the period from January 1, 2011, through December 31, 2013. The total overall additional cost to the Port for the first year of the contract is \$13,723.00, \$11,523.00 for total wage increases covering all employees and \$2500 for one-time bonus payments to five employees at the top of the wage scale.

Request document(s): Commission agenda [memorandum](#) dated July 5, 2011, and proposed collective bargaining [agreement](#) from Lisa Hornfeck, Labor Relations Manager.

Motion for approval of consent Items 5a and 5b – Tarleton

Second – Holland

Motion carried by the following vote:

In Favor: Albro, Bryant, Creighton, Holland, Tarleton (5)

6. DIVISION, CORPORATE, AND COMMISSION ACTION ITEMS

- a. (00:15:44) Authorization for the Chief Executive Officer to 1) proceed with the design of phase 1 of the Airfield Lighting Control and Monitoring System (ALCMS) project; 2) execute purchases and authorize Port Construction Services and Port crews to self-perform work for phase 1 of the project; and 3) execute a contract for the phase 2 consultant, hardware purchase, and resulting software upgrades. The total cost of the ALCMS Upgrades project at the Seattle Tacoma International Airport is \$2,109,000. This request seeks a single Commission authorization to move forward with design and construction of phase 1, selection of a phase 2 design consultant, execution of a phase 2 contract, purchase of hardware, and necessary final testing (CIP #C800415).

Request document(s): Commission agenda [memorandum](#) dated June 30, 2011, from David Soike, Aviation Facilities and Capital Program Director, and Wayne Grotheer, Aviation Project Management Group Director.

Presenter(s): Mr. Soike and Mr. Grotheer.

Mr. Soike described the prevailing weather conditions at the Airport and the influence of fog and shorter winter days on the use of instrument landing systems, which rely on the ALCMS to function properly. He explained the relationship of Federal Aviation Administration (FAA) systems to Airport systems, and reported that recent changes to FAA regulations regarding activation timing of the lighting system require upgrades to be implemented. He added that changes over time to the ALCMS have reduced the efficiency of the system.

Mr. Grotheer outlined the project phases, noting the following:

- Phase one of the project will replace fiber-optic cable that is over 20 years old, add capacity to the system, provide for redundancy by looping the cable around the entire airfield, and raise the height of the emergency back-up radio antenna;
- Phase one needs to be completed this summer or early fall in order to bring the system into compliance before the onset of inclement weather;
- Port Construction Services and Aviation maintenance crews would perform the work;
- Phase two of the project will replace the communications technology system component of the ALCMS;
- The improvements are expected to reduce the Port's maintenance costs and increase the system's reliability;
- As technology and FAA regulations change, further replacements of the ALCMS are anticipated approximately every five years;
- Phase two would be completed by an FAA-certified consultant;
- The Port should be able to maintain the system on an ongoing basis without reliance on a vendor; and
- The budget increase is requested due to a change in project scope to loop the system for redundancy benefits, the rising costs of materials, inclusion of software design costs, and updates to soft costs based on review of similarly sized projects.

Motion for approval of Item 6a – Albro

Second – Tarleton

Motion carried by the following vote:

In Favor: Albro, Bryant, Creighton, Holland, Tarleton (5)

- b. (00:23:28) **Authorization for the Chief Executive Officer to execute a project specific professional services contract for technical and engineering services related to Stormwater Phase I permit compliance anticipated to be issued in 2012 for the Seaport and Real Estate divisions. The contract is intended to support the transition from the existing permit and the life of the permit. The life of the permit is expected to be five years, so the duration of the contract could be up to six years. The estimated contract value for the six-year duration is \$8,757,000.**

Request document(s): Commission agenda [memorandum](#) dated July 5, 2011; computer slide [presentation](#); National Pollutant Discharge Elimination System (NPDES) municipal stormwater

[permit](#) issued January 17, 2007; and Port of Seattle stormwater [management plan](#) updated March 2011 from Stephanie Jones Stebbins, Seaport Environmental and Planning Programs Director; Paul Meyer, Permit and Compliance Manager; Marilyn Guthrie, Stormwater Program Manager; and Nora Huey, Central Procurement Office Director.

Presenter(s): Ms. Jones Stebbins, Mr. Meyer, and Ms. Guthrie.

Ms. Jones Stebbins reported on the significant staff resources employed in meeting the requirements of the Port's Phase 1 municipal stormwater permit, which she described as very stringent. She explained that funding will be provided through the Port's budget process and is not part of the current request.

Mr. Meyer described the goals of the stormwater program to achieve complete compliance with local, state, and federal requirements; to prevent degradation of water and sediment quality from Port operations through effective and efficient compliance required by industrial, municipal, and other NPDES permits; and to collaborate and coordinate with and provide technical assistance to tenants to assist them in achieving stormwater program compliance.

In response to Commission Creighton, Ms. Guthrie clarified that the permit being discussed applies to Seaport real estate on the marine side. Ms. Jones Stebbins explained that there is an NPDES permit for the Airport that is managed separately and stated that environmental staff from the Aviation and Seaport Divisions collaborate closely.

Ms. Guthrie provided an overview of the Seaport's stormwater program, noting the following:

- The Clean Water Act is the foundation for NPDES stormwater permits;
- City stormwater regulations also shape stormwater requirements;
- Cleanup of and control of the sources of contaminants in sediment is a principal aim of a stormwater program;
- The Port's Phase I permit has been in place since 2007 and requires an overall stormwater management program for the Port and its tenants;
- The NPDES permit, issued by the Washington Department of Ecology (Ecology) allows the Port to discharge stormwater from its properties provided the permit conditions are met;
- Phase I municipal permits represent umbrella programs that may interact with more specific industrial tenant stormwater permits, which apply to 70 percent of the Port's property;
- There are nine required elements in the stormwater management program required by the Phase I permit;
- Annual management and monitoring costs are approximately \$1 million for Seaport and Real Estate Divisions;
- An additional \$500,000 is spent annually on stormwater management activities such as sweeping and catch basin cleanup;
- Capital improvement program (CIP) stormwater projects result in additional costs;
- Tenant stormwater permits are issued to Port tenants and cover all container terminals;

- The Port's Marine Maintenance Shop is required to have an industrial stormwater permit;
- Compliance with City of Seattle Stormwater Code is required as a component of the Phase I permit as well as by a 1997 interagency agreement with the City;
- Stormwater fees paid to the City by the Port are drawn from tenant lease agreements and amount to approximately \$2.6 million annually; and
- Eliminating sources that pollute stormwater and result in contamination of sediments is a significant part of the Port's stormwater management program.

In response to Commissioner Tarleton, Ms. Guthrie described the differences between municipal stormwater permits and industrial stormwater permits, which include specific benchmarks as described in the broader municipal permit. She explained tenant responsibility for compliance as a function of the tenant's control over the activities most likely to affect water quality in stormwater runoff.

In response to Commissioner Creighton, Ms. Guthrie stated that it is more efficient and cost-effective to manage contaminants before they enter the stormwater, and a large part of the Port's program is focused on prevention.

Ms. Guthrie reported on the costs of the Port's stormwater management program, which includes monitoring costs and stormwater management practices, such as with redevelopment at Terminals 10 and 25 and various upgrades triggered by relatively small development activities. Anticipated costs include approximately \$20 to \$35 million in corrective improvements required by tenants at the Port's terminals.

In response to Commissioner Tarleton, Ms. Jones Stebbins commented that the Port can work strategically by approaching water-quality issues proactively, which requires assistance for staff, developing partnerships with business and environmental interests, and working closely with Port tenants.

Commissioner Holland recommended pursuit of grant funding to fulfill stormwater management requirements and strengthening of regional and business partnerships to prepare for future compliance costs. Ms. Guthrie responded that staff is exploring grant opportunities, despite legislative limitations on port access to grant funding.

Ms. Guthrie reported on ways in which staff works to reduce costs of stormwater management program compliance, including the Port's Environmental Compliance Assessment Program (ECAP) that focuses on educating tenants on best management practices and avoids adding costs or fees to tenants.

In response to Commissioner Bryant, Ms. Jones Stebbins stated that particular expenditures would be authorized on a project-specific basis and that the current authorization would allow entering into a contract with an overall value as estimated in the request.

In response to Commissioner Creighton, Ms. Jones Stebbins reported that the Port participates actively to inform and shape stormwater regulation policy.

Motion for approval of Item 6b – Tarleton

Second – Albro

Motion carried by the following vote:

In Favor: Albro, Bryant, Creighton, Holland, Tarleton (5)

- c. (00:54:05) **Approval of Century Agenda Committee preliminary goals for “Moving People.” Current recommendations include: Fully meet the region’s air transportation needs for the next 25 years; Make Seattle-Tacoma International Airport the West Coast “Gateway of Choice” for international travel; Double the number of international flights and destinations; Double the economic value of cruise traffic to Washington State; Be a catalyst for establishing this region as a premier destination for tourists from Asia, Europe, and other targeted international areas.**

Request document(s): Commission agenda [memorandum](#) dated July 6, 2011, and computer slide [presentation](#) from Tom Barnard, Research and Policy Analyst, and Geri Poor, Regional Transportation Manager.

Presenter(s): Mr. Barnard; Mark Reis, Aviation Managing Director; and Linda Styrk, Seaport Managing Director.

Mr. Barnard reported on the progress of the Century Agenda panels, noting that the Commission is midway through its scheduled panel discussions. He described the June discussion on moving people, which focused on increasing Airport and cruise terminal efficiency, increasing the numbers of international travelers to Seattle, and adopting a holistic approach to tourism marketing for Seattle. Recommended 25-year goals arising from the “moving people” panel discussion include the following:

- Fully meet the region’s air transportation needs for the next 25 years;
- Make Seattle-Tacoma International Airport the West Coast gateway of choice for international travel;
- Double the number of international flights and destinations;
- Double the economic value of cruise traffic to Washington state; and
- Be a catalyst for establishing the region as a premiere destination for visitors from Asia, Europe, and other targeted international areas.

Commissioner Albro commented that the 25-year goals communicate the Port’s vision to the public and help to focus the organization’s internal efforts. He outlined the following 25-year objectives arising out of the May “moving cargo” panel discussion:

- Position the Puget Sound region as a premiere international logistics hub;
- Grow the seaport annual container volume in a sustainable manner to more than 3.5 million twenty-foot-equivalent units (TEUs);
- Triple air cargo volume to 750,000 metric tons; and
- Triple the value of the Port’s export cargo to over \$50 billion.

At the request of Commissioner Tarleton, without objection, the authorization request was amended to insert the word “green” in the second preliminary goal, and now reads as follows:

**Approval of Century Agenda Committee preliminary goals for “Moving People.”
Current recommendations include: Fully meet the region’s air transportation needs for the next 25 years; Make Seattle-Tacoma International Airport the West Coast “Green Gateway of Choice” for international travel; Double the number of international flights and destinations; Double the economic value of cruise traffic to Washington State; Be a catalyst for establishing this region as a premier destination for tourists from Asia, Europe, and other targeted international areas.**

Motion for approval of Item 6c, as amended – Creighton

Second – Albro

Motion carried by the following vote:

In Favor: Albro, Bryant, Creighton, Holland, Tarleton (5)

Mr. Barnard introduced Ms. Styrk and Mr. Reis to present the following five-year objectives for Seaport and Aviation divisions, respectively, in support of the 25-year goals outlined above on the subject of “moving cargo”:

Aviation objectives outlined by Mr. Reis included the following:

- Add two international main-deck air cargo freighter services three or more days per week.
- Facilitate acquisition of three international wide-body passenger services supported by belly cargo.
- Expand two multi-freighter aircraft parking ramps to accommodate larger freighter aircraft using nose-loading configurations.
- Construct one new freighter ramp.
- Add 25,000 net square feet of airfield warehouse space, an increase of 4.2 percent.
- Begin development of as much as 700,000 square feet of cargo storage across SR-518 in SeaTac (the “L-shape”) and at Northeast Redevelopment Area 3 in Burien.
- Develop additional logistics facilities south of the Airport as needed.
- Complete East Marginal Way Grade Separation, Spokane Street Viaduct, and SR-99 Alaskan Way Viaduct Replacement Projects; maintain existing freight routes and road capacity; and commence work on extension of SR-509.

Seaport objectives outlined by Ms. Styrk included the following:

- Retain existing container vessel customers and vessel liner services.
- Retain existing tenants through lease renewals.
- Expand the southern portion of Terminal 25.
- Deploy Terminal 10 as an off-dock container support yard.
- Complete improvements to Terminal 46 associated with the SR-99 and Alaskan Way Viaduct Replacement and Tunnel Program.
- Modernize the Terminal 86 grain facility.

- Acquire off-dock container yard properties in the Duwamish area close to container facilities and easily accessible to the warehouse districts in Kent and the Auburn Valley to support container growth.
- Facilitate partnerships to identify sites for a new international logistics hub in the Puget Sound area.
- Begin construction of SR-509 extension and extension of 28th and 24th Avenues south of 200th Street into Des Moines.

Mr. Reis reported that in order to be effective, these objectives would need to be pursued in coordination between each of the major categories of objective – capacity enhancements, facility improvements, associated development, and freight mobility.

In response to Commissioner Albro, Mr. Reis commented that the compound annual growth of international air cargo over the next 25 years is expected to be approximately seven percent, which makes achieving the Port's objectives challenging. He added that factoring in possible recessionary periods of no growth or negative growth places an even greater expectation on the remaining years to achieve positive average growth. Ms. Styrk commented on the importance of maintaining existing relationships to achieve growth in Seaport cargo, most of which is discretionary cargo that can be shipped through any of a number of ports.

7. STAFF BRIEFINGS

a. (01:29:25) Briefing on the Northwest Ports Clean Air Strategy 2010 Implementation Report and the interim report on accelerating Seaport Clean Air Goals.

Presentation document(s): Commission agenda [memorandum](#) dated July 5, 2011, computer slide [presentation](#), and Northwest Ports Clean Air Strategy 2010 Implementation [Report](#) from Stephanie Jones Stebbins, Director of Seaport Environmental and Planning Programs, and Sarah Flagg, Seaport Air Quality Program Manager.

Presenter(s): Ms. Jones Stebbins; Ms. Flagg; Sally del Fierro, Community Relations Manager; and Rene Finnie, Office of Social Responsibility Compliance Manager.

Ms. Jones Stebbins presented background information on the Commission's direction to staff to accelerate implementation of the Northwest Ports Clean Air Strategy and provided an overview of the current briefing. She noted that implementing the program is not a response to a regulatory requirement, but in response to a 2003 request from the Puget Sound Clean Air Agency (PSCAA) to help reduce the potential cancer risk associated with diesel particulate matter generated by Port-related vehicles.

Ms. Jones Stebbins highlighted the Port's 2005 Puget Sound Maritime Air Emissions Inventory, which attributed 44 percent of diesel particulate matter at the Port of Seattle to at-berth ocean-going vessels, 32 percent to cargo handling equipment, 12 percent to rail, and other smaller percentages to other Port activities. She explained that the Port has focused its efforts where high percentages of emissions are indicated closest to populations likely to be affected by them,

specifically ships at berth, cargo handling, and trucks. She noted that the Port's at-berth clean air program has reduced 500 metric tons of sulfur emissions since its beginning.

Ms. Jones Stebbins described the Port's collaboration with the Port of Tacoma, Port of Metro Vancouver, PSCAA, the Washington Department of Ecology, the U.S. Environmental Protection Agency (U.S. EPA), and Environment Canada to develop the Northwest Ports Clean Air Strategy, and she emphasized the importance of continued collaboration with private partners many of whom own the equipment that generates targeted pollutants.

Ms. Flagg outlined the strategy performance measures described in the Northwest Ports Clean Air Strategy 2010 Implementation Report, and noted the following implementation successes:

- Of frequent ocean-going vessel calls of cargo and cruise ships, 72.4 percent met or exceeded the 2010 clean fuels goal in part due to the success of the Port's At-Berth Clean (ABC) Fuels Vessel Incentive Program.
- The 2010 ABC Fuels Program reduced 240 metric tons of sulfur emissions.
- The tiered 2011 ABC Fuels Program has reduced an additional 128 metric tons of sulfur emissions so far this year.
- Fifty-five percent of all cargo handling equipment met tier 2 or 3 particulate matter 2010 standards and all cargo handling equipment was using ultra-low-sulfur diesel fuel or biodiesel blends.
- Installation of anti-idling equipment on Louis Dreyfus switcher engines reduced fuel consumption by 50 percent.
- BNSF Railway continued its North Seattle International Gateway electrification efforts.
- Tugboat operators, including Foss Maritime and Crowley Maritime, voluntarily implemented use of low-sulfur fuels.
- All drayage trucks accessing the Port now meet or exceed the 2010 standard of using a 1994 or newer engine.
- The Port's Scrapage and Retrofits for Air in Puget Sound (ScRAPs) program resulted in removal of 280 drayage trucks older than model year 1994.
- Approximately 8,500 trucks have been listed in the Port's drayage truck registry, with a core fleet estimated at about 3,000 trucks.

Ms. Flagg noted that in late 2010, 81 diesel multi-stage filters were removed from cargo handling equipment because U.S. EPA endorsement was revoked due to equipment failure and safety concerns.

In response to Commissioner Albro, Ms. Flagg confirmed that 1994 model diesel engines emitted approximately 2.5 to 6 times less particulate matter than model year 1993 engines and that 2007 engines emitted about 25 to 60 times less particulate matter than the 1993 engines.

Ms. del Fierro reported on the status of efforts to reduce parking of drayage trucks in the South Harbor area, noting recommendations proposed by the South Harbor Truck Parking Work Group to alleviate the impacts of large truck parking and traffic in Georgetown and South Park. She mentioned the establishment of 125 spaces for truck parking at Terminal 25 and efforts by the City

of Seattle to improve enforcement of truck parking regulations primarily in the Georgetown neighborhood.

Mr. Finnie outlined communications and outreach efforts of the Office of Social Responsibility to drayage truck drivers and highlighted partnerships with the African Chamber of Commerce and Port Jobs. He noted translation of outreach materials for people with limited English proficiency.

Ms. Jones Stebbins reported on the following ongoing efforts and emerging factors affecting implementation of clean-air programs:

- The 2011 Puget Sound Maritime Air Emissions Inventory, which updates the 2005 inventory and is being led by the Port of Tacoma, is expected to produce a report in mid-2012.
- A Port request for information (RFI) for ideas on alternative means for upgrading trucks to meet U.S. EPA emissions standards equivalent to 2007 model-year diesel truck engine emissions was published on April 19, 2011.
- Qualifications for consultant policy program analysis support for the Seaport Air Quality Program are under consideration.
- A variety of open houses and community and industry outreach efforts are underway to elicit participation in clean-air programs by area stakeholders.
- The North American Emission Control Area (NAECA) goes into effect in 2012 and sets limits on the sulfur content of ocean-going vessel fuel used within 200 nautical miles of the coasts of the U.S. and Canada.

In response to Commissioner Holland, Ms. Jones Stebbins stated that the 2011 Air Emissions Inventory would be reviewed in conjunction with air quality measurements in affected neighborhoods, but would be separate from an air-quality study. Ms. Flagg explained that the emissions inventory is activity-based, rather than geography-based. Ms. Jones Stebbins added that the component of the emissions inventory is critical to further study that might produce strategies for specific neighborhood impacts.

In response to Commissioner Tarleton, Ms. Flagg noted that the NAECA restrictions would apply to vessels based on tonnage and the criteria of the program, and could affect some fishing vessels.

Ms. Flagg reported on the Port's analysis of how much additional diesel particulate matter the Port can reduce with a \$1 million investment. She noted the methodology used to propose options, and presented a series of findings of different investments possible in truck, cargo-handling equipment, and ocean-going vessel technology and the relative amount of diesel particulate matter likely to be reduced due to their use. Ms. Flagg acknowledged that there are additional infrastructure factors not contemplated in this particular analysis and noted that implementing shorepower for ocean-going vessels requires an investment of between \$5 and \$12 million.

In response to Commissioner Creighton, Ms. Flagg summarized aspects of the Green Gateway Partners Awards that incentivizes voluntary compliance with the Port's environmental goals among cargo and cruise lines.

Ms. Jones Stebbins commented on increased industry focus on carbon footprints, environmental performance, and greenhouse gas emissions and described new U.S. EPA programs for drayage trucking.

Ms. Jones Stebbins introduced Andrew Green, Director of Air Quality Programs at PSCAA, who commented on the importance of achieving clean air for the citizens of the Puget Sound region and of preconditioning economic growth on achieving environmental goals. Mr. Green described the relationship between the Port of Seattle and PSCAA in administering the ABC Fuels and ScRAPS Programs and coordinating emissions retrofits for replacement trucks and cargo-handling equipment.

He reported that within the scope of the \$4.166 million agreement with the Port, as of March 31, 2011, PSCAA had processed \$1.242 million in payments to shipping lines under the ABC Fuels Program and \$1.284 million in net incentives to truck owners under the ScRAPS Program. He added that PSCAA had leveraged \$8,000 of Port funds to provide over \$250,000 from the Washington Department of Ecology for replacement truck retrofits and, as of May 31, 2011, \$23,000 of Port funds to provide additional federal funding for retrofit of cargo-handling equipment.

He concluded by noting the continuing work between the Port and PSCAA to reduce diesel particulate matter emissions, which he emphasized are toxic and the reduction of which saves lives.

Ms. Jones Stebbins introduced Peter Gishuru, President of the African Chamber of Commerce, who commented on the role of the African Chamber of Commerce in promoting trade between Africa and the Pacific Northwest and encouraging development of African-owned small businesses. Mr. Gishuru described the efforts of the African Chamber of Commerce to assist truck owner/operators in registering for the Port's drayage truck registry. He remarked on opportunities for the African Chamber of Commerce to work with the Port of Seattle to achieve mutually beneficial goals.

Public comment was received from the following individuals:

- Kent Christopher, President of Western Ports Transportation Inc. and President of the Intermodal Group of the Washington Trucking Associations. Mr. Christopher commented on the work of his association to reduce diesel particulate emissions as part of the Port's Clean Truck Program and applauded the voluntary and collaborative nature of the program.
- Sara Kiesler of the Sierra Club, a member of the Coalition for Clean and Safe Ports. Ms. Kiesler commented on air pollutants in Georgetown and South Park and attributed the inability of trucking companies to reduce pollutants to their status as independent contractors. She discouraged continued study and urged the Commission to implement the Coalition's proposed solution.
- Herald Ugles, Washington Area Arbitrator, International Longshore and Warehouse Union's (ILWU) Pacific Maritime Association. Mr. Ugles remarked on the importance of a regional approach to the clean-air program. He noted successful environmental efforts and complimented the Port's work on clean-air initiatives.

- Vince O'Halloran, President of the Puget Sound Ports Council, Maritime Trades Department, AFL-CIO. Mr. O'Halloran complimented the Port on its clean-air goals and the condition of the Port's environment compared to other ports around the world.
- Cameron Williams, President of ILWU Local 19. Mr. Williams commented on accomplishments at Terminal 91 in implementing use of shorepower at the Smith Cove Cruise Terminal to reduce ship emissions. He stated that the ILWU looks forward to working with the Port and Terminal operators to continue to improve environmental conditions on the waterfront.
- Paul Marvy, Change to Win Labor Federation. Mr. Marvy criticized the Port's approach to its truck program and suggested that the Port is not acting in a fiscally responsible manner. He recommended reducing area diesel pollution by requiring the trucking companies operating at the Port to employ their drivers outright, not as independent contractors, and to purchase and maintain 2007 U.S. EPA-compliant trucks in their fleets.
- James R. Tutton, Jr., Vice President of the Washington Trucking Associations. Mr. Tutton described his association's efforts to work with the Port to reduce truck emissions and complimented the Port's approach to its program. He described the scale of improvements in diesel particulate matter emitted by newer trucks.
- Patty Foley, Chair of the Georgetown Community Council. Ms. Foley commented on challenges in the Georgetown neighborhood posed by parking of drayage trucks. She described a proposal for organizing a South Harbor Communities Stakeholders Group composed of representatives from Georgetown, South Park, Beacon Hill, and West Seattle.
- Mike Moore of Pacific Merchant Shipping Association (PMSA). Mr. Moore commented that PMSA supports strong international standards for emissions controls and stated the need for both regulatory and non-regulatory strategies, such as the Port's, to reduce toxic emissions.
- Genevieve Aguilar, Port Campaign Organizer for Puget Sound Sage. Ms. Aguilar stressed the need for rapid implementation of a clean-air strategy and expressed disappointment with the Port's progress. She stated that the clear policy solution to the environmental and worker concerns is to implement an employee model for the Port's truck program.
- Bang Nguyen, Board Member for the Community Coalition for Environmental Justice. Mr. Nguyen urged the Commission to resist any delay in implementing a comprehensive solution to diesel emissions pollution. He described the health concerns in the communities affected by diesel pollution and advocated implementation of a truck program on the model of the Port of Los Angeles.

At the discretion of the Chair, consideration of –

b. Terminal 91 Strategic Planning Briefing.

– was postponed to a subsequent Commission meeting.

8. NEW BUSINESS

(03:05:55) Public comment was received from the following individuals:

- Lourdes Barredo, 19944 Military Road South, SeaTac. Ms. Barredo commented on her 19 years of working for HMSHost at Sea-Tac Airport and asked the Commission to adopt a worker retention policy.
- Bao Ling Li. Ms. Li was accompanied by her daughter, Amy Li Young, who translated for her. She commented on her 20-plus years of working for HMSHost at Sea-Tac Airport and the good pay and benefits of her Airport job. She asked the Commission to adopt a worker retention policy.
- Stefan Moritz, Strategic Affairs Director, Unite Here Local 8. Mr. Moritz commented on the importance of adopting a worker retention policy to ensure smooth transitions between operators at the Airport and retain experienced and valuable employees.

9. POLICY ROUNDTABLE

None.

10. ADJOURNMENT

There being no further business, the regular meeting was adjourned at 4:18 p.m.

John Creighton
Secretary

Minutes approved: September 12, 2011.