



**Commissioners**

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Commission President

Tom Albro  
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John Creighton  
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Tay Yoshitani  
Chief Executive Officer

*Audio and video recordings of the meeting proceedings and meeting materials are available on the Port of Seattle web site – [www.portseattle.org](http://www.portseattle.org). The approximate point in the video recording for each agenda item is identified by hours, minutes, and seconds; example: 00:01:30.*

**APPROVED MINUTES  
COMMISSION REGULAR MEETING DECEMBER 4, 2012**

The Port of Seattle Commission met in a regular meeting Tuesday, December 4, 2012, at Port of Seattle Headquarters, Commission Chambers, 2711 Alaskan Way, Seattle, Washington. Commissioners Albro, Bryant, Creighton, Holland, and Tarleton were present. Commissioner Bryant was absent after 2:10 p.m.

**1. CALL TO ORDER**

The regular meeting was called to order at 12:02 p.m. by Gael Tarleton, Commission President.

**2. EXECUTIVE SESSION pursuant to RCW 42.30.110**

The regular meeting was immediately recessed to an executive session estimated to last approximately 60 minutes to discuss matters relating to real estate, potential litigation, and publicly bid contracts. At 1:00 p.m., Commissioner Tarleton announced that the executive session would be extended until 1:30 p.m. Following the executive session, which lasted approximately 90 minutes altogether, the regular meeting reconvened in open public session at 1:35 p.m.

**PLEDGE OF ALLEGIANCE**

**(00:01:20) ANNOUNCEMENT**

Commissioner Tarleton announced her plans to resign from Position Two of the Port of Seattle Commission on January 31, 2013. She stated she would attend the first meeting of 2013 and would serve for the remainder of the month. She stated the Commission would announce the process for naming a successor at the December 11, 2012, Commission meeting and that information on the vacancy would be widely publicized. She noted that the Commission would elect a successor pursuant to its bylaws by majority vote at a Commission meeting within 60 days of her resignation. The successor will serve until the next general election, when a candidate will be elected to serve the remainder of the term until 2014.

**3. APPROVAL OF MINUTES**

None.

**4. SPECIAL ORDER OF BUSINESS**

**4a. (00:02:50) Commission Activities Report.**

Presentation document(s): Commission agenda [memorandum](#) dated November 28, 2012, provided by Mary Gin Kennedy, Director of Commission Services.

Commissioner Tarleton summarized Commission activities for November, noting participation in Century Agenda outreach events; a ribbon cutting ceremony for the Spokane Street Viaduct Widening Project; attendance at, and introduction by, Governor Gregoire at the Washington Trade Conference; attendance at meetings of the Washington Public Ports Association, Freight Mobility Strategic Investment Board, and Trade Development Alliance; co-chairing of a Highline Forum meeting; and attendance at the Northwest Environmental Business Council luncheon, World Citizen and World Educator Awards reception and program, Eastside Economic Forecast Breakfast, Prosperity Partnership Luncheon, and Catholic Seamen's Annual Washington State Labor Council Lunch.

**5. (00:04:33) UNANIMOUS CONSENT CALENDAR**

*[Clerk's Note: Items on the Unanimous Consent Calendar are considered routine and are not individually presented or discussed; however, the Port Commissioners receive the request documents for review prior to the meeting and have an opportunity to remove items from the Consent Calendar for separate discussion and vote in accordance with the Commission bylaws.]*

**5a. Authorization for the Chief Executive Officer to execute a memorandum of understanding between the Port of Seattle and the Teamsters Local Union No. 117, representing Rental Car Facility bus drivers, relating to completion of probation, health care coverage, and other benefits. The estimated total cost increase to the Port is \$7,500.**

Request document(s): Commission agenda [memorandum](#) dated November 26, 2012, and [memorandum of understanding](#) provided by Lisa Hornfeck, Labor Relations Manager.

**5b. Authorization for the Chief Executive Officer to: (1) advertise and execute construction contracts, and (2) utilize Port crews to replace airline signage affected by terminal realignment as part of the Airport Signage – Airline Realignment at Seattle-Tacoma International Airport project. This authorization is for \$408,000 out of a total project budget of \$646,000.**

Request document(s): Commission agenda [memorandum](#) dated November 21, 2012, and [computer slide presentation](#) provided by Michael Ehl, Director, Airport Operations, and Wayne Grotheer, Director, Aviation Project Management Group.

**5c. Authorization for the Chief Executive Officer to execute up to three indefinite delivery, indefinite quantity consulting contracts for environmental compliance and management services in support of Seaport environmental programs, for a combined total value of \$2,250,000 with a three-year ordering period. There is no funding request associated with this authorization.**

Request document(s): Commission agenda [memorandum](#) dated November 21, 2012, provided by Paul Meyer, Manager, Seaport Environmental and Planning, and Mike DeSota, Environmental Program Manager, Seaport Environmental and Planning.

**5d. Authorization for the Chief Executive Officer to execute one or more contracts with the Federal Aviation Administration for relocation of the Airport Surface Detection Equipment Model X Remote Unit Number 7 antenna at the Airport, at a cost not to exceed \$300,000. The total estimated project cost is \$12,130,000.**

Request document(s): Commission agenda [memorandum](#) dated November 21, 2012, and draft relocation [agreement](#) provided by Michael Ehl, Airport Operations, and Wayne Grotheer, Director, Aviation Project Management Group.

**5e. Authorization for the Chief Executive Officer to advertise, award, and execute a major construction contract not to exceed \$8,242,000 for Loading Bridges Gate Utilities Improvements at the South Satellite of Seattle-Tacoma International Airport. No funding is required for this request as the entire budget for this project has already been authorized.**

Request document(s): Commission agenda [memorandum](#) dated November 26, 2012, provided by David Soike, Director, Aviation Facilities and Capital Program, and Wayne Grotheer, Director, Aviation Project Management Group.

**Motion for approval of consent items 5a, 5b, 5c, 5d, and 5e – Albro  
Second – Creighton**

**Motion carried by the following vote:**

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

**(00:05:30) PUBLIC TESTIMONY**

As noted on the agenda, public comment was received from the following individual(s):

- Fred Felleman, Northwest Consultant for Friends of the Earth. Mr. Felleman commented on agenda item 6a, approval of the Century Agenda. Mr. Felleman commented on the need to align the Century Agenda goal of becoming the greenest Port in North America with the key indicators of the Puget Sound Partnership. He noted threats to the North American Emission Control Area and commented on strategies to reduce pollutant emissions.
- Selena Carsiotis, Member of the Ballard District Council. Ms. Carsiotis expressed optimism that the Century Agenda, agenda item 6a, will create jobs, particularly in the maritime and fishing industries.
- Jordan Royer, Pacific Merchant Shipping Association. In reference to agenda item 7a, Mr. Royer highlighted the achievements of collaboration as a result of the Puget Sound Maritime Air Emissions Inventory and thanked Port staff for their collaborative work to reduce air emissions.

- Nicole Keenan, Puget Sound Sage. Ms. Keenan commented on the different methodologies used to calculate and update air emissions from the 2005 study to the 2007 study, a reference to agenda item 7a. Ms. Keenan noted a partnership between the University of Washington and Puget Sound Sage to study air emissions in Port neighborhoods.
- Daniel Abraham, Port truck driver. Mr. Abraham requested the Commission consider an extension on the clean truck program requirements, outlined in agenda item 7b, from 2015 to 2017.
- Joseph Ayala, African Chamber of Commerce. Regarding agenda item 7b, Mr. Ayala requested the Port establish an advisory committee to guide the implementation of the clean truck program.

**6. DIVISION, CORPORATE, AND COMMISSION ACTION ITEMS**

**6a. (00:19:05) Request the Port of Seattle Commission to adopt a motion approving the Century Agenda.**

Request document(s): Commission agenda [memorandum](#) dated November 28, 2012, Century Agenda [motion](#), and computer slide [presentation](#) provided by Tom Barnard, Commission Research and Policy Analyst; Geri Poor, Regional Transportation Manager; and Holly Decker, Century Agenda Liaison.

Presenter(s): Mr. Barnard, Ms. Poor, and Ms. Decker.

The Commission was given a presentation with information relating to the motion, including a history of the Century Agenda process that began in 2008 and a recap of the extensive public outreach process including a showcasing of the Century Agenda at the Greater Seattle Chamber of Commerce Regional Leadership Conference. The presentation introduced the following key components of the motion:

- A revised Port of Seattle mission statement;
- New vision and commitment statements;
- Minor revisions to the preliminarily approved Century Agenda strategies and objectives, previously called “goals”; and
- Regional initiatives that provide opportunities for regional coalitions to collaborate and leverage a shared agenda.

Mr. Barnard described the regional initiatives as a tangible way in which the community and regional leadership can collaborate to contribute to the vitality of the Puget Sound region. He gave an example of early progress and engagement with various community partners and stakeholders who would convene with the intent to establish an educational consortium to serve the needs of the maritime industry for workforce development, applied research, and business growth. Mr. Barnard reported that a final Century Agenda report is expected in early 2013.

Commissioner Creighton commented on the importance of regional collaboration, commending staff and colleagues for developing the regional initiatives from complementary regional concepts.

Commissioner Bryant remarked on the explicit treatment in the motion of the Port's role in improving the health of the Puget Sound.

Commissioner Holland encouraged the Port to conduct a disparity study to further its leadership position within the community. Commissioner Holland also urged undertaking an organization-wide cultural competency study.

Commissioner Tarleton outlined the beginnings of the Century Agenda conversation, which evolved from a 2007 Commission retreat in which the Commission discussed the future of trade and commerce in the Puget Sound region. Commissioner Tarleton expressed her pride in the Century Agenda, which has spanned several years and multiple Commissioners.

Commissioner Albro stated that the Century Agenda is not the end of an effort, but the beginning of the work. In response to Commissioner Holland's comments about disparity and cultural competency, Commissioner Albro expressed that a component of the Port's new commitment statement, to create economic opportunity for all, would be the greatest challenge of the Century Agenda.

The motion reads as follows:

**The Port of Seattle Commission hereby approves the Century Agenda, which introduces the following:**

- **A new Port of Seattle Mission, Vision, and Commitment**
- **Century Agenda Strategies and Objectives**
- **Century Agenda Regional Initiatives**

**Mission, Vision, and Commitment:**

**Our Mission:** The Port of Seattle is a public agency that creates jobs by advancing trade and commerce, promoting industrial growth, and stimulating economic development.

**Our Vision:** Over the next 25 years, we will add 100,000 jobs through economic growth led by the Port of Seattle, for a total of 300,000 Port-related jobs in the region, while reducing our environmental footprint.

**Our Commitment:** The Port of Seattle creates economic opportunity for all, stewards our environment responsibly, partners with surrounding communities, promotes social responsibility, conducts ourselves transparently, and holds ourselves accountable. We will leave succeeding generations a stronger Port.

**Century Agenda Strategies and Objectives:**

**Position the Puget Sound region as a premier international logistics hub**

- **Grow seaport annual container volume to more than 3.5 million TEUs.**
- **Structure our relationship with Washington ports to optimize infrastructure investments and financial returns.**
- **Triple air cargo volume to 750,000 metric tons.**
- **Triple the value of our outbound cargo to over \$50 billion.**

- Double the economic value of the fishing and maritime cluster.

**Advance this region as a leading tourism destination and business gateway**

- Make Seattle-Tacoma International Airport the West Coast “Gateway of Choice” for international travel.
- Double the number of international flights and destinations.
- Meet the region’s air transportation needs at Seattle-Tacoma International Airport for the next 25 years and encourage the cost-effective expansion of domestic and international passenger and cargo service.
- Double the economic value of cruise traffic to Washington state.

**Use our influence as an institution to promote small business growth and workforce development**

- Increase the proportion of funds spent by the Port with qualified small business firms on construction, goods and services to 40 percent of the eligible dollars spent.
- Increase workforce training, job and business opportunities for local communities in maritime, trade, travel and logistics.

**Be the greenest, and most energy efficient port in North America**

- Meet all increased energy needs through conservation and renewable sources.
- Meet or exceed agency requirements for storm water leaving Port-owned or operated facilities.
- Reduce air pollutants and carbon emissions, specifically:
  - ▶ Reduce air pollutant emissions by 50 percent from 2005 levels.
  - ▶ Reduce carbon emissions from all Port operations by 50 percent from 2005 levels and reduce aircraft-related carbon emissions at Seattle-Tacoma International Airport by 25 percent.
- Anchor the Puget Sound urban industrial land use to prevent sprawl in less developed areas.
- Restore, create, and enhance 40 additional acres of habitat in the Green/Duwamish watershed and Elliott Bay.

The Port of Seattle will use its real estate, capital assets and financial capabilities to accomplish the Century Agenda. These are tools to thoughtfully steward, rather than areas well-suited for specific 25-year goals.

**Century Agenda Regional Initiatives:**

- Strengthen access to global markets and supply chains for Northwest businesses.
- Make Washington a preferred destination for international travelers from countries with which we have direct flights.
- Establish an educational consortium to serve the needs of the maritime industry for workforce development, applied research, and business growth.

- Foster a coordinated effort among Puget Sound ports in support of Washington state's pursuit of a healthier Puget Sound.

Motion for approval of item 6a, the Century Agenda – Creighton

Second – Albro

Motion carried by the following vote:

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

**6b. (00:55:11) Second Reading and Final Passage of Resolution No. 3671: A Resolution of the Commission of the Port of Seattle establishing jobs, pay grades, salaries, allowances and adjustments for Port employees not represented by a labor union; authorizing and establishing conditions in connection with the following benefits: Social Security, industrial insurance, Unemployment Compensation, military leave; retirement; compensated leave, including civic duty, bereavement leave, holidays, paid time off/extended illness leave, shared leave, and awarded time; insurance benefits, including medical, dental, life and long-term disability; and authorizing this resolution to be effective on January 1, 2013, and repealing all prior resolutions dealing with the same subject, including Resolution No. 3655.**

Request document(s): Commission agenda [memorandum](#) dated November 28, 2012, [Resolution No. 3671](#), [redline version of Resolution No. 3671](#), and [Exhibit A](#), salary range schedule, provided by Tammy Woodard, Assistant Director, Human Resources and Development – Total Rewards, and Ann McClellan, Compensation Supervisor.

There was no presentation at this time. The Port Commissioners received a briefing on Resolution No. 3671 at the November 27, 2012, Commission meeting, and the request documents were distributed for review prior to the meeting of December 4, 2012. Resolution No. 3671 obtained first reading on November 13, 2012.

Commissioner Holland commented on the value of employee benefits and lower health care costs associated with public-sector employment versus private-sector benefit structures, which he stated often contain employee bonus potential. He recommended examining savings resulting from the Port's wellness program and transition to self-insurance in order to avoid increasing employee health care costs in 2013.

In preparation for 2014, Commissioner Creighton requested a closer look at the way in which standardized compensation increases and standardized health care cost increases affect employees at different ends of the pay scale.

Commissioner Tarleton restated the Commission's promise to employees to reduce the rate of growth of health care costs for employees. She noted future implementation of the Patient Protection and Affordable Care Act would require close partnership with the state to help employees further understand health care costs and predictability of increases. Commissioner Tarleton also expressed the importance of employee engagement in developing strategies to reduce health care cost increases.

Commissioner Albro commented on the need for individuals to pursue personal changes and preventive care in order to reduce health care costs. He added that incentivizing behaviors can help rein-in health care costs.

**Motion for approval of item 6b – Bryant**

**Second – Albro**

**Motion carried by the following vote:**

**In Favor: Albro, Bryant, Tarleton (3)**

**Opposed: Creighton, Holland (2)**

- 6c. (01:07:45) Request (1) Commission approval of a five-year spending plan of \$116,182,000 for the Environmental Remediation Liability Program for the Seaport, Real Estate, and Aviation Divisions for 2013-2017; and (2) Commission authorization of environmental remediation liabilities funds for 2013 in the amount of \$44,179,000, of which (a) \$21,179,000 may be spent in 2013 and (b) an amount estimated not to exceed \$23,000,000 of the remaining funds approved in the five-year plan will be obligated during 2013 to be spent in future years.**

Request document(s): Commission agenda [memorandum](#) dated November 21, 2012, and maps of environmental remediation sites in the Port's north properties, south properties, and Aviation properties provided by Stephanie Jones Stebbins, Director, Seaport Environmental and Planning Programs, and Elizabeth Leavitt, Director, Aviation Planning and Environmental Services.

Presenter(s): Ms. Jones Stebbins.

The Commission received a presentation that included historic perspective of the contamination of properties now owned by the Port, a history of cleanup efforts that dates back to 1993, an explanation of the benefits of approving a five-year spending plan that gives greater visibility to projected ERL spending and opportunities for multi-year contracting for testing, analysis, design, cleanup, and monitoring of active sites and similar activities for new sites.

Ms. Jones Stebbins clarified, in response to questions by Commissioner Bryant, that the requested amount is included in the approved 2013 budget, and individual projects associated with the request will come before the Commission on an individual project authorization basis as necessary.

In response to Commissioner Tarleton, Ms. Jones Stebbins explained the benefits of early action cleanup efforts through an example of cleanup in four lower Duwamish "hot spots." She noted that early action serves an important purpose, lowering the health risk associated with those locations by cutting polychlorinated biphenyl (PCB) exposure in half before starting overall cleanup of the lower Duwamish.

Commissioner Tarleton noted that the closer the Port gets to implementing cleanup the more money will be needed. She noted that future Commissions would be held to the environmental commitments made by the present Commission.



Chief Executive Officer Tay Yoshitani took the opportunity to acknowledge the leadership role the Port has played in environmental remediation of sites where the Port was not responsible for contamination and noted that often criticism is easily given on historic contamination with little recognition for cleanup efforts.

**Motion for approval of item 6c – Albro**

**Second – Creighton**

**Motion carried by the following vote:**

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

- 6d. (01:17:15) Authorization for the Chief Executive Officer to: (1) execute an amendment to Model Toxics Control Act Agreed Order No. DE 6703 (2009 Agreed Order), for additional environmental investigation and remediation planning for the Lora Lake Apartments Site; (2) design and prepare construction documents for environmental remediation at the Lora Lake Apartment Site; and (3) amend the professional services agreement P-00316195 with Floyd/Snyder for environmental remediation of the Lora Lake Apartments Site by \$1.9 million from \$2,505,775 to \$4,405,775 and provide notification to the Port of Seattle Commission, in accordance with RCW 53.19.060, that the amended amount exceeds 50 percent of the original contract amount. Funding for this work was included in the 2013-2017 Environmental Remediation Liability Program.**

Request document(s): Commission agenda [memorandum](#) dated November 21, 2012, [amendment](#) to Model Toxics Control Act (MTCA) Agreed Order No. DE 6703, and computer slide [presentation](#) provided by Elizabeth Leavitt, Director, Aviation Planning and Environmental Services, and Wayne Grotheer, Director, Aviation Project Management.

Presenter(s): Don Robbins, Aviation Senior Environmental Program Manager, and Ralph Wessels, Aviation Capital Construction Project Manager.

Commissioners received a presentation that included a brief history of the Lora Lake Apartments site and the Port's acquisition of the property as part of the Third Runway project, an overview of cleanup efforts on the site including remedial investigation, an overview of the feasibility study that will be subject to public comment, and a project schedule and scope of work.

In response to Commissioner Creighton regarding progress in the feasibility study process, Mr. Robbins noted that following execution of the amendment by both the Port and the Department of Ecology, there will be a 30-day public review process that will be extended to accommodate upcoming holidays.

*Commissioner Bryant was absent after 2:50 p.m.*

Mr. Robbins provided information regarding the analysis of 462 soil and groundwater samples on 8.3 acres of the apartment site, which revealed dioxin contamination, likely pentachlorophenol, a wood-treating chemical likely present due to a barrel-washing facility previously on the site. Additionally, Mr. Robbins noted that dioxins in the Lora Lake sediment were likely from past peat

mining and the Port plans to convert that site back into wetlands. Mr. Robbins, in response to Commissioner Albro, explained that excavation of sediment in Lora Lake was necessary up to 20 feet below the surface.

**Motion for approval of item 6d – Albro**

**Second – Creighton**

**Motion carried by the following vote:**

**In Favor: Albro, Creighton, Holland, Tarleton (4)**

**Absent for the vote: Bryant**

**6e. (01:33:00) Second Reading and Final Passage of Resolution No. 3672: A Resolution of the Port Commission of the Port of Seattle amending the Seattle Port Commission Bylaws regarding the duties and responsibilities of the Port Commission.**

Request document(s): [Resolution No. 3672](#) provided by Tom Barnard, Research and Policy Analyst. Resolution No. 3672 obtained first reading on November 27, 2012.

There was no presentation at this time. The Port Commissioners received a briefing on Resolution No. 3672 during its consideration on November 27, 2012, and the request documents were distributed for review prior to the meeting of December 4, 2012.

**Motion for approval of item 6e – Albro**

**Second – Holland**

**Motion carried by the following vote:**

**In Favor: Albro, Creighton, Holland, Tarleton (4)**

**Absent for the vote: Bryant**

**6f. (01:35:25) Motion of the Port of Seattle Commission concerning the *CityIce* Injunction.**

Request document(s): [text of motion](#) provided by Mary Gin Kennedy, Commission Services Director.

Presenter(s): Ms. Kennedy.

At its meeting of October 23, 2012, the Commission authorized Paul Lawrence of the Pacifica Law Group to file a motion to dissolve or modify the Order and Consent Judgment issued on November 17, 2000, by U.S. District Judge Barbara Rothstein in the case of *CityIce Cold Storage Company v. the Port of Seattle*, U.S. District Court for the Western District of Washington at Seattle, Case No: 99-cv-1647 BJR. This motion was filed on November 8, 2012. Ms. Kennedy summarized these actions and reported that only Commissioner Creighton had indicated a willingness to serve on a temporary committee to serve as Mr. Lawrence's point of contact.

**AMENDMENT**

At the request of Commissioner Albro, without objection, the motion was amended to include Commissioner Albro on the temporary committee with Commissioner Creighton.

The motion, as amended, reads as follows:

**The Commission hereby authorizes the formation of a temporary committee of the Commission, as provided by Article III, Section 6, of the Commission's Bylaws, to serve as Mr Lawrence's primary point of contact in this matter. Commissioners Creighton and Albro shall represent the Commission on this temporary committee.**

*[Clerk's Note: "This matter" noted in the motion refers to the filing of the motion to dissolve or modify the Order and Consent Judgment described above.]*

**Motion, as amended, to authorize the formation of a temporary committee of the Commission, as described above – Albro**

**Second – Creighton**

**Motion carried by the following vote:**

**In Favor: Albro, Creighton, Holland, Tarleton (4)**

**Absent for the vote: Bryant**

**7. STAFF BRIEFINGS**

**7a. (01:38:45) 2011 Puget Sound Maritime Emissions Inventory Briefing.**

Presentation document(s): Commission agenda [memorandum](#) dated November 27, 2012, and computer slide [presentation](#) provided by Stephanie Jones Stebbins, Director, Seaport Environmental and Planning; Janice Gedlund, Air Quality Program Manager; and Ellen Watson, Environmental Program Manager.

Presenter(s): Ms. Jones Stebbins and Ms. Watson.

The Commission received a briefing on the results of the 2011 Puget Sound Maritime Air Emissions Inventory released by the Puget Sound Maritime Air Forum on October 30, 2012. The inventory update quantifies maritime-related emissions for 2011 and compares data against a 2005 baseline inventory and shows overall reductions in harmful emissions in all categories as well as reductions when normalized to correspond to amount of cargo business. The Commission also received an overview of the reduction efforts undertaken by the Port and others between 2005 and 2011. The presentation included information on maritime-related air pollution reductions of as much as 40 percent, diesel particulate matter by 27 percent, and greenhouse gasses (GHG) by five percent. Ms. Watson reported that the largest contributor of diesel particulate matter (DPM) emissions for the Port is ocean-going vessels, which contribute about 78 percent of the Port's DPM.

In response to Commissioner Albro, referencing a comment made in public testimony regarding differing air emission measurement models, Ms. Jones Stebbins explained that the EPA's

methodology for measuring emissions has evolved since 2005. The biggest change in method for the study was that the Port of Tacoma and the Port of Seattle expanded the study area to include not only emissions on Port properties, but Port emissions throughout the designated airshed. Ms. Jones Stebbins expressed her support of the EPA's model as the best practice and noted that the addition of attributing emissions made off Port premises in the current methodology does not necessarily inure to the Port's benefit. She added that if the prior 2005 model were used, the emission reduction in 2011 would have been greater than that resulting from the newer methodology.

Ms. Jones Stebbins, in response to Commissioner Creighton, reported that the air emissions studies are intended to align with the milestones of the Northwest Clean Air Strategy and the study would likely be updated again in 2016.

Commissioner Albro inquired about impacts of the Emission Control Act (ECA), to which Ms. Jones Stebbins explained that the second phase of the ECA in 2015 would present the most dramatic change in which 0.1 percent sulfur fuel will be required within 200 miles of shore.

In response to Commissioner Creighton, Ms. Jones Stebbins commented on discussions regarding inclusion of new members in the Northwest Ports Clean Air Strategy. She noted that many smaller Puget Sound ports participated in the 2011 Puget Sound Maritime Emission Inventory.

The presentation noted an increase in GHG from heavy-duty vehicles, i.e., trucks, of about eight percent. In response to Commissioner Holland, Ms. Jones Stebbins noted that reductions of diesel particulate matter do not necessarily correlate to a reduction of greenhouse gasses. She explained that 2014 standards by the EPA would apply toward improving engine efficiency, which should improve GHG emissions. Ms. Watson described future inclusion of GHG goals in the Northwest Ports Clean Air Strategy and efforts to further develop GHG goals and idle reduction strategies at Port terminals. Commissioner Albro commented on the opportunity to work on terminal efficiency for improved air quality and business productivity.

**7b. (02:08:40) Briefing on the Seaport's Clean Truck Program Goals.**

Presentation document(s): Commission agenda [memorandum](#) dated November 28, 2012, [text of motion](#), Clean Truck Program options [attachment](#), and computer slide [presentation](#) provided by Stephanie Jones Stebbins, Director, Seaport Environmental and Planning, and Janice Gedlund, Air Quality Program Manager.

Presenter(s): Ms. Jones Stebbins and Ms. Gedlund.

The Commission received a briefing that included an overview of implementation options identified and recommended in response to a January 4, 2011, motion to accelerate Seaport clean air goals to 2015. Staff gave a brief history of the Northwest Ports Clean Air Strategy (NWPCAS), outreach efforts to stakeholders, and successful efforts so far to require 1994-model-year-equivalent engines for trucks calling at the Port by the end of 2010, including the Seaport Truck Scrapage and Retrofits for Air in Puget Sound (ScRAPAS) program and the Port's drayage truck registry. The following five options for accelerating the 2017 goal were described:

- Requiring a voluntary soft target at the end of 2015, which is the least stringent option, would result in compliance by 25-35 percent of the drayage fleet, and would represent a reduction of DPM of about 60 percent from 2005 levels;
- Requiring all trucks to meet 2007 emission standards by the end of 2015 with exceptions based on financial need, which would require lease amendments with terminal operators, would result in compliance by 80 percent of the drayage fleet, and would represent a reduction of DPM of about 80 percent from 2005 levels;
- Requiring all trucks to meet 2007 emission standards by the end of 2015 with two-year exceptions based on model year of the truck, which would require lease amendments with terminal operators, would result in compliance by 80 percent of the drayage fleet, and would represent a reduction of DPM of about 90 percent from 2005 levels;
- Requiring all trucks to meet 2007 emission standards by the end of 2016, which would require lease amendments with terminal operators, would mandate compliance by all of the drayage fleet, and would represent a reduction of DPM of about 80-90 percent from 2005 levels; and
- Requiring all trucks to meet 2007 emission standards by the end of 2015, which would require lease amendments with terminal operators, would mandate compliance by all of the drayage fleet, and would represent a reduction of DPM of about 98 percent from 2005 levels.

In response to Commissioner Tarleton's question, Ms. Gedlund explained that the EPA and the National Traffic Safety Administration developed the radio frequency identification (RFID) sticker requirement program as mandatory for 2014. GHG emissions and fuel efficiency are part of the third phase of goals in draft to update the strategy. These goals will be available for public comment in 2013.

Ms. Gedlund reported on various concerns voiced by the trucking industry relative to acceleration of the Clean Truck Program goals, including the need for lead time to comply, the cost of trucks and minimum lifespan of trucks in order to amortize the owner's investment, possible lack of supply of suitable trucks and resulting loss of drivers to perform drayage, the desire for equitable administration of the program by the ports of Seattle and Tacoma, and a desire for continued financial incentives or ScRAPs-like programs.

Ms. Gedlund explained, in response to Commissioner Tarleton, that in support of the NWPCAS, the Port of Tacoma is focused on education and assistance tactics, while the Port of Seattle is focused on compliance. Both Ports are focused on achieving the same goal of improving air quality.

Ms. Gedlund confirmed Mr. Ayala's earlier comment made during public testimony that a result of outreach efforts was a recommendation to set up an advisory committee of stakeholders to help the Port implement its clean air goals.

Ms. Gedlund and Ms. Jones Stebbins explained that shipping companies are generally supportive of cleaner air for long-range drayage, but are concerned about not having enough trucks to move goods.

Commissioner Albro introduced the question of whether the relationship between air quality and driver compliance challenges is a question of drivers having the capital assets to comply or the challenge of meeting quickly accelerating clean air standards. He suggested to better understand the problems and the most appropriate solutions, the two issues need to be distinguished.

Commissioner Holland urged the Port to continue to talk with drivers and other industry stakeholders to advise on advancing environmental standards. He also commented on the need for the Port of Tacoma and the Port of Seattle to work more cooperatively to address these issues.

Commissioner Albro explained that the Century Agenda provides guidelines for decision making relative to a commitment to opportunity for all, particularly those who would choose to be owner-operators. He recommended allowing enough time to allow the market to react, and to explore unintended consequences when making decisions about changing business models.

Commissioner Tarleton requested staff outline the DPM and GHG impacts to the Maritime Air Emissions Inventory based on the assumption that all trucks calling at the Port already met the 2007 emission standards at this time in order to inform the potential environmental and health benefits and trade-offs involved in altering the current policy of goal acceleration.

Mr. Yoshitani remarked on viewing clean truck efforts both from an environmental and economic viewpoint and the reasonableness of truck owners' interest in wanting to amortize their truck investment. He commented on the unknown factors associated with emerging technologies and the potential effect those technologies may have on the feasibility of engine upgrades.

**8. (02:55:25) NEW BUSINESS/PUBLIC TESTIMONY**

Additional public comment was received from the following individual(s):

- Fred Felleman, Northwest Consultant for Friends of the Earth. Mr. Felleman retracted an earlier comment regarding a lack of environmental objectives in the Century Agenda, explaining he had been referencing an older draft of the Century Agenda. He also commented on alternative ways to reduce truck traffic at the Port.

**9. POLICY ROUNDTABLE**

None.

**10. ADJOURNMENT**

There being no further business, the regular meeting was adjourned at 4:32 p.m.

Rob Holland  
Secretary

Minutes approved: February 26, 2013.