

King County Democrats 2023 Endorsement Questionnaire

Name

Fred Felleman

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(206) 595-3825

Candidate name

Fred Felleman

Candidate pronouns

He/Him

Candidate name pronunciation

Fellaman

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Consultant name

Michael Fertakis

Consultant email

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Other paid staff or full-time volunteers

Michael Charles consultant - no paid staff or volunteers at this time (other than wife).

What type of position are you running for?

Port

What position are you running for?

Port of Seattle

Are you a Democrat?

Yes

Have you ever been a member of another political party?

No

Have you ever been found in violation of a Public Disclosure Commission, Federal Election Commission, or Seattle Ethics and Elections Commission regulation?

No

Do you have a code of conduct for campaign staff and volunteers?

Qualified

If you have campaign staff, do you support them joining a labor union?

Qualified

Do you support employees of your jurisdiction (e.g. your city's employees, the Port's employees, etc.) exercising their collective bargaining rights without fear of retaliation, including the right to bargain and strike for better working conditions and pay?

Yes

Are you willing to have yourself, your staff and your peers undergo training to understand and combat institutional racism, implicit bias, and sexual harassment?

Yes

Will your campaign accept contributions from corporate fossil fuel PACs?

No

Will your campaign accept contributions from corporate pharmaceutical PACs or corporate health insurance PACs?

No

Will your campaign accept contributions from corporate building industry PACs, including the Building Industry Association of Washington (BIAW) and National Association of Home Builders?

No

Will your campaign accept contributions from law enforcement or sheriffs organizations?

No

Will you return contributions from companies or PACs who are aligned with the organizations listed above and others that conflict with Democratic party values?

Yes

Have you made any donations to Republican candidates or Republican party organizations in the last 5 years?

No

Have you previously participated, or will you be participating, in a candidate training program like Institute for a Democratic Future or Emerge?

No

For any Yes/No questions you answered "qualified", please explain:

I do not have paid staff or volunteers at this time. If I do in the future I'd answer yes.

Please describe your background (education, employment, community and civic activity, union affiliation and political activity.)

I was born in 1960 on Long Island where I was raised with two older siblings by parents who were life-long democrats and members of the NY Teachers Union. My Dad (WWII Veteran, deceased) taught Special Education as a professor at Brooklyn College and my mother (97), was a reading specialist.

I received my Bachelor's of Science from the University of Michigan in 1981 and earned my Master's of Science, in Fisheries Biology from the University of Washington in 1985 studying the feeding behavior of killer whales. I spent 1988 in DC to work for a national non-profit organization where I championed the creation of the Olympic Coast National Marine Sanctuary in collaboration with Congressman Mike Lowry.

The 1989 Exxon Valdez oil spill in Prince William Sound led to my career focus on maritime safety and innovation. Drawing from my biological and maritime expertise, I've been contracted by local, state, and tribal governments as well as national marine conservation organizations. I've attended Port Commission meetings since the first cruise ship call in 2000 to minimize their environmental impacts. I've worked with many members of the maritime community for 30 years in my capacity as the sole proprietor of WAVE Consulting.

I've served on the City's Park advisory board as well as on the board of the Washington Environmental Council and various other non-profit conservation organizations.

What motivated you to run for this position and how would you evaluate your success?

I ran for the Commission 8 years ago, not to seek higher office, but to help transform this vital, though poorly understood organization, from one being run solely as a business into one that works to do well, so it can do good. I've now laid the groundwork to do both.

I'm very excited to continue advancing a triple bottom line that emphasizes how Commerce, Community and Climate can coexist. Jobs and the environment are not just compatible, they are inseparable if we're to address the growing impacts of climate change by making a just transition to a low carbon economy.

As a Commissioner, I continue to seek innovative ways to minimize the impacts of cruise and other port tenants on the environment and near-port communities, while working to create more inclusive economic opportunities throughout the region.

I'm particularly proud of the work I've championed to deepen the Port's relationship with tribal governments, especially with the Muckleshoot and Suquamish Tribes. I've also begun to develop an ecotourism pilot project with the Snoqualmie Tribe.

My success should be primarily determined by how the community believes the Port has been responsive their needs, whether economic or environmental for it's essential the Port retains the social license of the community in order to be an economic engine for the region.

What are the top three issues of urgency that you will address if elected?

1 Making a just and inclusive transition to the clean energy jobs of the future. Directing unprecedented levels of state and federal funding towards Port-related green infrastructure such as shore power and alternative fuels for ships and planes while supporting apprenticeship programs that meet the needs for today's youth and burgeoning job opportunities.

2 Working with local communities to help reduce impacts of Port operations and to help assure those diverse communities have the ability to benefit economically from port-related employment. This includes providing homes by the airport with updated windows and insulation to reduce noise; increasing the use of HEPA filters in nearby schools; expanding the use of shore-power at cruise and container terminals; and advancing cleanup and restoration efforts along the Duwamish River.

3 I've taken a leadership role in developing programs that enable residents and tourists to sustainably experience the natural and cultural wealth that makes the NW great while lessening impacts to sensitive natural areas. I've been appointed to the US Department of Commerce's Travel and Tourism Advisory Board and serve on the board of Visit Seattle which affords me significant platforms to be able to advocate for responsible travel practices locally and nationally.

How will you involve all residents and engage all communities in the decision-making process?

Prior to COVID the Commission made presentations to the County's 39 cities over the course of the year. While those efforts don't constitute long-term engagement, they do stimulate discussions which inform future decisions. The Port has traditionally been most connected with people and organizations who are involved directly with the port, either negatively or positively.

Labor Unions, many of whose members are major beneficiaries of Port-related activities, remain most engaged, and deep relationships have been developed with communities along the Duwamish River and the airport. These efforts afford commissioners awareness of opportunities to address their challenges.

The Port has significantly improved the quality of the engagement with the underserved communities through the development of programs like the South King County Fund and the Duwamish Valley Community Equity Program. I've also made concerted efforts to engage the Suquamish and Muckleshoot Tribes. While they don't live near the Port, Port operations overlap and sometimes conflict with their treaty-reserved fishing rights. The outreach associated with seeking re-election also affords me opportunities to get feedback as to efforts I should undertake during my next term in office. I will continue to work at improving my social media efforts to reach a broader audience.

How have you promoted an enduring environment of inclusivity, diversity, and equity?

I championed the hiring of Executive Metruck - having worked with him when he was the Coast Guard Captain of the Port (2005-2008) I knew his high moral values.

I founded the Port's Energy and Sustainability (E&S) Committee shortly after beginning my first term in 2016. We engaged community members to help guide our efforts how to reduce the Port's carbon footprint which included the need to address environmental justice. I urged Executive Director Metruck to address the need. He hired Bookda Geishar, who then created the Office of Equity Diversity and Inclusion in 2019.

I serve as the Commission's primary tribal liaison. I continue to work with taxi drivers to assure they have fair contracts and led efforts to build a new restroom with foot-washing fixtures and prayer room. I also continue to work to assure drayage truck drivers can meet increasingly stringent environmental standards while minimizing economic impacts.

On March 28th the Commission passed Resolution 3812 establishing an Equity Directive to further integrate DEI into Port practices and policies. The Port also conducts an annual assessment of its success in contracting with Women and Minority Business Enterprises so we can monitor our progress and take corrective actions accordingly.

If elected, how will you address inequalities experienced among BIPOC, LGBTQIA+, or other marginalized communities and advance an agenda of equality?

I continue to be committed to advancing inclusivity and equality in all Port operations and decisions. In addition to significant actions noted above that have substantially advanced environmental justice and fair hiring practices for under-served communities, one recent action includes developing gender-neutral bathrooms at the airport. As a Commissioner I am always open to receiving new ideas and suggestions for how the Port can better address the needs of the LGBTQIA+ communities.

During my previous term in office, I had quite a bit of contact with the Greater Seattle Business Association but that has not been sustained since Louise Chernin retired. I fully support its mission in that inclusion is not just good for business but it's fundamental we treat all people fairly and with compassion.

Should the Port promote dockside/rail connection to minimize truck traffic congestion and diesel emissions?

Yes

Should the Port make "Cold Iron" electrical power required of shippers, including cruise ships, to minimize diesel generator exhaust air pollution?

Yes

Do you support allowing coal or oil to be exported from Washington State's ports?

No

Do you support the collective bargaining efforts of SeaTac Airport workers for better pay and better working conditions?

Yes

Will you be an advocate for alternative methods of transportation including electric rail and high speed, electric, interstate rail?

Yes

As the Port recovers from the economic impact of the pandemic, how will you use your position to ensure that future growth and activity among tenant operations minimize climate impact and practice environmental stewardship?

A primary reason I've decided to run for re-election to the Commission is to channel unprecedented levels of state and federal funding to implement measures that minimize the impacts of Port operations on the environment and near-port communities.

One challenge that I approach as an opportunity is how to enable the Port to create more inclusive economic opportunities while reducing or at least limiting its environmental and community impacts. I support communities that strive to hold the Port accountable for our impacts to their quality of life from the outside, while I'm working from the inside to leverage my authority to continuously find better ways of doing business to lessen those impacts. I'm particularly well-qualified to identify and advocate for programs that can support these important goals.

While the Port continues to make massive investments in infrastructure at the airport the Commission authorized a significant purchase of Renewable Natural Gas to heat and cool the terminal and operate the buses. This enabled the Port to reduce its carbon footprint by 50% in 2021 – previously a 2030 goal.

Investing in electrical terminal infrastructure at the airport and seaport facilitates the reduction of emissions. The Port and Seaport Alliance also use lease provisions such as no discharges from cruise ships, restrictions on age of trucks able to access terminals or use of shore power.

At the same time, the Port, along with the Port of Vancouver, Tacoma and NW Seaport Alliance continues to track port-related emissions in the airshed to identify strategic investments as part of the NW Ports Clean Air Strategy.

How will you use your position to elevate Indigenous people and encourage more equity and opportunity for BIPOC Communities? Please offer specific examples of your plans.

I have a strong track record advancing equity and expanding opportunities which I continue to build on. In 2017, I championed the Port to integrate equity into all of its work. We secured a grant from the EPA's Ports Environmental Justice Project initiative to create the Duwamish Valley Community Equity Program, and made it a permanent program in December 2019. Its mission is to harness the Port's economic development capacity to promote partnerships, create healthy communities, environments, and economic prosperity.

The Port also funds the Duwamish River Community Hub which is a place-based economic development center promoting community access to Port-related careers and business opportunities.

In 2019 the Port created the Office of Equity, Diversity, and Inclusion. (OEDI). The Port's internal and external operations have been shaped by trainings and assessments focused on improving equity as well as through the creation of an Equity Index.

I'm particularly proud of my work with the Muckleshoot and Suquamish tribes.

I've led the efforts to sign Memorandum of Agreements recognizing our government-to-government relations and we'll soon be hiring a tribal liaison. I've also initiated a targeted outreach efforts for tribal youth to be included in the Port's internship programs.

Airport activity affects the health and socio-economic circumstances of the many people living in nearby neighborhoods. How will you balance the future growth of SeaTac airport with the interests of the residents of airport-adjacent communities?

SeaTac is the nation's fastest growing airport. Built to serve 30 million passengers, 52 million passed through the airport in 2019.

With this rapid growth there is an increase in noise and air pollution which are major challenges the Port has not shied away from.

Noise mitigation strategies have been in place for many years and continue to evolve. The Commission authorized funding to accelerate the installation of "packages" for apartments and places of worship in the vicinity and will evaluate how to address ones that may have failed.

I'm committed to securing the permanent protection of North Seatac Park as a refuge for airport communities.

The Port issues awards for airlines that fly quieter planes and follow their flight pattern more diligently. It's also working to reduce the use of Auxiliary Power Units (APU) which are used to heat and cool the plane while on the ground by increasing the use of air supplied by the terminal. This not only reduces noise but also air emissions.

I've championed the use of Sustainable Aviation Fuels with studies on feedstocks and logistics and advocated for state and federal legislation to incentivize the use of SAF. The passage of SB 5447 this session is a significant step towards bringing SAF to SEA from local sources.

CERTIFICATION: I hereby certify that, to the best of my knowledge, the provided information is true and accurate.

Yes

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