



The Municipal League of King County

220 Second Avenue South
 cec@munileagueratings.org

2017 Candidate Questionnaire

SECTION I

BASIC CANDIDATE INFORMATION

1. Name as it will appear on the ballot

First Name	Middle Initial or Nickname	Last Name
John	W	Creighton

2. Office sought (include office, jurisdiction, position/district number):

3. Are you the incumbent? Yes No

4. How long have you resided in this district/city?

From 1970-1988; 2000-present

5. How long have you resided in King County?

From 1970-1988; 2000-present

6. Is the office sought partisan or nonpartisan? Partisan Nonpartisan

7. If partisan, please indicate party:

CAMPAIGN CONTACTS

Campaign Name: John Creighton for Port Commissioner

Address: 6619 – 132nd Avenue NE, PMB 182

City/State/Zip: Kirkland, WA 98033

Campaign Phone: (206) 818-4473

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Campaign Website: www.johncreighton.org

POLITICAL BACKGROUND

1. Beginning with the most recent position, please list public offices you have held. Include positions on appointive boards or commissions.

Public Office	Elective or Appointive?	Dates Held	Leadership Role (if any)
Seattle Port Commission	Elective	2006-present	Commission President (2007, 2008, 2016), Audit Committee Chair (2008, 2012, 2015) Century Agenda Co-Chair (2008-2012)
Washington State Freight Mobility Strategic Investment Board	Appointive	2007-present	

2. If you ran for public office but were not elected, please list those races below:

Office Title	Year of Run

King County Council, District 6	2011

SECTION II

In this section, we are seeking responses that reflect the four ratings criteria: involvement, effectiveness, character, and knowledge. These are defined as follows:

- **Involvement:** What has the candidate done previously in family, neighborhood, community, volunteer work, employment or public life to suggest readiness to accomplish challenging objectives? How do these activities demonstrate readiness for the challenges unique to the office sought?
- **Effectiveness:** Has the candidate demonstrated promise of being productive in the office sought? Has the candidate shown the ability to work with other people?
- **Character:** Do the candidate's personal traits show the ability to take on the responsibilities of campaigning for and holding the public office she or he is seeking? Is the candidate a leader, participant or observer? Is the candidate trustworthy, reliable and candid?
- **Knowledge:** Has the candidate demonstrated the willingness and ability to learn and adapt? Does the candidate understand the duties and challenges of the office sought? Does the candidate have a firm grasp of the issues important to his or her constituency and their potential effects?

1. In one page or less, why are you running for this office? (Note: the interview committee will be given a copy of this statement before your interview; at the beginning of your interview you will have the opportunity to expand on this statement in any way you wish.)

I originally ran for Seattle Port Commission to give back to my community in a capacity I felt I could be most effective after moving back home from overseas, where I had practiced international trade and transactional law in the port cities of Singapore, Helsinki and Istanbul.

I have put my heart and soul into my elected position, working hard to educate myself as to each individual set of issues, meeting with a wide variety of stakeholders in order to make the best informed decisions and moving the Port forward in the way that best benefits our community. I have long believed that we need to work to ensure that the prosperity generated by the Port of Seattle is broadly shared across our community.

The Port is going through a period of rapid growth (at Sea-Tac Airport, at our cruise terminals, with respect to redeveloping vacant Port properties) and experiencing a great amount of change (the Northwest Seaport Alliance with the Port of Tacoma, while the right way forward to keep our gateway competitive, is uncharted territory for our two agencies). With the retiring of my colleague Commissioner Tom Albro, the other senior member of the Port Commission, I feel I have a responsibility to stay and provide some continuity and stability as the Port moves forward through this period of change.

I have spoken with many voters over the years across King County. The Municipal League process and ratings seem opaque and confusing to most people. Some officials who have been extremely effective in their roles seem to get consistently panned; others who might have coasted in their roles get the highest ratings. When I have spoken to Municipal League board members or staff, no one has been able to give me a good explanation of the ratings criteria.

Nevertheless, I have put my heart and soul into my elected office, and I am extremely proud of what we have been able to accomplish for our community at the Port. We are firing on all cylinders with respect to our Century Agenda 25-year strategic plan to create 100,000 new port-related jobs for our region. Industrial lands encompass only 12% of the City of Seattle but account for 40% of its tax revenue, revenue that supports

critical social services. Port jobs are good paying middle class jobs that add to our economic resiliency as a region and are all that more important to anchor in King County as our region becomes less and less affordable.

2. Describe your most important personal characteristics or traits as they relate to the office you seek.

When I ran for my first term on the Port Commission twelve ago, I noted in my Municipal League questionnaire that the most important quality of a local elected official is the ability to work collaboratively to solve our region's most pressing issues. At that time, the Port Commission seemed divided and unable to work together effectively to solve problems and get things done for our community. In addition, the Port's relationships with both King County and the City of Seattle were strained at a time when we needed to work collaboratively as a region to solve critical infrastructure and freight mobility problems.

I also noted back then my belief that one of the most important traits that an elected official can bring to the position is an ability to truly listen to constituents of all walks of life, viewpoints and political persuasions, and work collaboratively with others to come up with non-ideological solutions to our region's problems that benefit all in the community. I am proud that I have had the support of Democrats, Republicans and Independents, labor and business leaders, environmental and community advocates throughout my political career because I genuinely care about the continued economic health and quality of life of the region where I grew up, and I believe that our local governmental organizations should represent the interests of all residents, not just a few special interests. I believe that the values instilled in me by my parents and my life experiences living across the country and the world, combined with my training as a lawyer to see issues from all points of view, have given me both the work ethic and the empathy necessary to educate myself on the range of perspectives on the multitude of issues important to the region's diverse communities and stakeholder groups, and be an effective representative of the broad public interest.

When I first came to the Port Commission in 2006, I was considered the "swing vote", bridging two often conflicting points of view on the direction of the Port and its role in our community. I am proud that I have been able to bring my bridge-building skills to work in helping move the Port forward on critical economic development projects, while addressing important community concerns such as environmental sustainability. I am also proud of the hard work that I have put into the position in the last six years in helping the Port improve relations with other key public agencies in the region, such as:

- King County (examples include working with former County Executive Sims to push forward the upland disposal of contaminated sediments at Terminal 30, working with Council member Phillips to commission a joint feasibility study on offloading cruise ship bio-solids at Terminal 91, and working with Executive Sims (and after that, Executive Constantine) and several County Council members on the public acquisition of the BNSF Eastside Corridor),
- City of Seattle (examples include working together with former Mayor Nickels and various Council members on policies to safeguard industrial lands and ensure continued freight mobility; chairing with Council President Conlin a joint City-Port work session, working with current Mayor McGinn to implement funding for a city freight plan), and
- Port of Tacoma (examples include holding the first ever joint Port of Seattle/Port of Tacoma commission meeting under my leadership as Commission President in 2008, and holding three more such joint meetings since then).

I also have worked hard with my colleagues during my time on the Commission to improve the Port's working relationship with cities around the airport, such as Burien and Sea-Tac, and with Olympia, both with respect to the State Legislature and with the Governor's office. I co-chair the Highline Forum, the group of Southwest King County elected officials who meet every two months to discuss

airport community issues.

In my first two years on the Port Commission, relations among commissioners were strained due to a number of factors, and I recognized the need to do my part in building trust among commissioners and helping the Commission come together and work more effectively as a team. In 2008, during my second year as Commission President, we had two new commissioners joining the board, yet we also needed to hit the ground running that year in pushing internal reforms and restoring public trust in the institution in the wake of a number of controversies, including a very critical state performance audit. We established a number of committees to oversee various aspects of the Commission's reform initiatives, and I made sure that the workload was shared and that senior commissioners were paired together with freshman commissioners in order to foster better working relationships among the Commission as a whole.

We have accomplished a lot on the Port Commission in the last eleven years in pushing positive, productive change at the Port. The current commission is working very well together as a team. We may not always get things right, but when we don't we have worked collaboratively to correct course.

3. Please describe, in sufficient detail, one to three accomplishments or contributions of which you are most proud. These examples should illustrate skills and capabilities you think apply to the office you are seeking. These accomplishments may have occurred at any time in your personal, professional, or public life.

- (1) Helping forge the Northwest Seaport Alliance, the marine cargo joint venture between the ports of Seattle and Tacoma. While still early, the ports of Seattle and Tacoma are working together instead of against each other and winning back cargo and jobs to our gateway.

I have long been an advocate of the two ports working together commercially. In 2007, I took a trip sponsored by International Sustainable Solutions to Scandinavia to meet with the Copenhagen-Malmo port authority, two ports in two different countries operating as one. I felt that if two ports in two different countries could cooperate, why not Seattle and Tacoma?

In 2008, during my second year as chair, I met with Tacoma Commission Chair Dick Marzano in Federal Way to discuss cooperating commercially. That began several years of conversation ultimately resulting in the launch of the Northwest Seaport Alliance in 2014. Both sets of commissioners stepped out of their comfort zones to forge an Alliance where we are working together for the benefit of our entire state, not just our respective counties. It was governmental cooperation of the first of its kind both in Washington State and the port industry nationally – we have been the talk of the shipping industry and other ports, most recently the state port authorities in Georgia and Virginia.

Below is an op ed piece I did in 2010 in support of Port and other governmental cooperation:

Don't waste a good crisis for considering consolidation of municipal services

Dire economic circumstances have caused many organizations to rejigger their operations. Port of Seattle Commissioner John Creighton makes the case that local governments, including cities, school boards, fire districts and ports, should consider

searching for ways to save taxpayers money and operate more effectively. Among the possibilities is consolidation or inter-municipal agreements.

By John Creighton
Special to The Times

Port of Seattle container cranes loom over the Seattle skyline south of downtown.

WITH large budget gaps haunting local municipalities for the foreseeable future, there has been a lot of talk about the need to not waste a good crisis.

Many have advocated for wholesale rethinking of local government, looking at how we can deliver critical public services in much more cost-effective and financially sustainable ways. Yet while there has been much lip service given the topic, actual proposals have so far been rather meager — usually consisting of a recommendation to abolish a board here or a commission there. While such changes may make sense, they have little impact on the overall budget of a locality.

Getting past the broad, sweeping political statements, what would actual government reform look like?

One area to consider is local government consolidation. Within King County there are 146 separate governments, including cities, towns, school, library and park districts, fire, utility and hospital districts, and port authorities. Do we need so many different and varied local governments or are there areas where we can cooperate or even consolidate in order to better and more cheaply deliver services to county residents?

Those generally in favor of municipal consolidation point to the potential for increased efficiency and effectiveness in governance and the bottom-line cost savings. Those opposed argue it would more likely result in tax dollars feeding larger bureaucracies than in any significant cost savings. The truth is that some types of local governments may be more suited for consolidation than others.

Moreover, even where there are efficiencies in consolidating, the local control of some government services may be a higher priority to citizens than cost savings (more true of services such as schools and less true of services such as sewer and water). Still, it is a public dialogue worth having, and between the two positions of consolidation or continued Balkanization of local governments is a wide array of other options, ranging from inter-municipal agreements to the regional provision of selected services.

Let's start with a world I have been involved in since being elected to the Seattle Port Commission in 2005: public ports in Puget Sound. Having separate ports in the same body of water may have made sense 100 years ago. In today's world of complex, interconnected economies, having localized ports using public tax dollars to undercut one another benefits no one.

Further, the lack of coordinated port operations impedes regional planning of critical freight infrastructure necessary to keep our local economy competitive. In 2008, three ports to the north of us in British Columbia combined to form Port Metro Vancouver. One of their main rationales was to wield greater market power to better compete with other West Coast ports.

Last year, the Port of Seattle was able to win back the business of a major shipping line from the Port of Tacoma. It is an open secret that the Port of Tacoma is now actively wooing one of the Port of Seattle's largest terminal operators, whose lease will be up in 2013.

Competition among local public ports costs taxpayers money — it forces ports to undercut one another and makes ports susceptible to pressure from shipping lines to use public funds to subsidize terminal lease rates in order to win jobs for our respective communities.

Puget Sound public ports have been cooperating more and more over the past several years on issues varying from environmental stewardship to port security. We should be looking at two additional areas of cooperation:

infrastructure development and commercial planning and marketing.

There are infrastructure needs that local public ports have in common — such as off-dock intermodal rail-yard capacity — that we should be developing jointly instead of duplicating efforts. Greater commercial cooperation among local ports would give us increased market power and a better ability to resist the "race to the bottom" in which ports undercut each other with public dollars.

Greater commercial cooperation would not require actual port consolidation: Public ports have an exemption from federal antitrust laws that would allow us to cooperate on pricing and other commercial terms.

Local government reform through consolidation or inter-municipal agreements providing for the joint provision of services may or may not make sense depending on the unique situation of the municipality or service in question. Still, many of the same questions I've raised can and should be asked about other local governments.

Local elected leaders should not be wasting a good crisis — we need to take the opportunity to ask ourselves hard questions and think through new paradigms.

John Creighton has served on the Seattle Port Commission since 2005.

- (2) Developing the Port's Century Agenda, our 25 year plan that the Commission unanimously approved in 2012 to add 100,000 new port-related jobs to our region.

I was co-chair of our Century Agenda Planning Committee that developed the overarching jobs goal and supporting goals of our 25-year plan. Port jobs are not just any jobs, they are primarily good paying middle class jobs that are important to anchor and grow in our region, even more importantly now that our region is becoming less and less affordable.

I worked with my co-chair holding round tables of industry and community stakeholders where we would brainstorm about the future of the Port – where the various industries the Port operates in our headed and what long term goals we should set in line with our triple bottom line (revenue, jobs, environment) that would most benefit our community.

The Port has been executing on our Century Agenda ever since and we have been the fastest growing airport in the country three years in a row, our cruise terminals continue to set passenger records, and we are strengthening the region's fishing cluster by re-investing in industrial lands. The global marine cargo industry is still unsettled, but through our Northwest Seaport Alliance joint venture with the Port of Tacoma, we are winning back cargo and jobs.

- (3) Expanding the impact of and jobs created by our cruise business in Seattle.

I worked with the environmental community early to address their concerns on the proposed Smith Cove Cruise Terminal. Sitting down with Friends of the Earth and the UW environmental law clinic, with their help I drafted a motion that committed the Port to environmental initiatives in six areas related to cruise that I was able to convince my colleagues on the Commission to unanimously approve. Friends of the Earth, initially an opponent of the project and threatening to sue the Port, ultimately issued a press release in favor of the project because of the environmental commitments made by the Port.

The environmental commitments that we made allowed us to move forward with the

development of a new cruise terminal with shore power plug-ins at both berths. Today, we continue to set records with regard to the number of cruise passengers, and this year we will likely top 1.1 million cruise passengers for the season. Every time a cruise ship docks in Seattle, it brings in over \$2.5 million into our local economy.

As a long time advisory board member of Visit Seattle and since then, I have worked to bring regional governments, the tourism sector and the port together to strategize how to grow the economic impact of the cruise industry in Seattle, including how to market to passengers to get them to stay a while in the state and travel around.

Below is an article printed at the time in the Seattle P-I about the Commission's efforts to marry jobs with environmental stewardship:

Port to give environment new emphasis

By KRISTEN MILLARES BOLT, P-I REPORTER

Published 10:00 pm, Friday, February 16, 2007

Things have sure changed since John Creighton took over the presidency of the Port of Seattle Commission from Pat Davis five weeks ago.

Creighton has herded the port into a more active environmental role that will be kicked off by a series of motions approved unanimously by the commission Friday.

At the commission's behest, the port staff will:

- Report within three months on port environmental programs to protect Puget Sound habitat, reduce polluted stormwater runoff and clean up contaminated sediments.
- Create an action plan by the end of 2007 detailing port commitments to reduce air emissions from ships, on-dock equipment and drayage trucks -- or face a possible commission decision to let federal and state legislators have a crack at it.
- Continue work to amend an agreement among the port, the NorthWest CruiseShip Association and the state Ecology Department to prohibit sludge dumping in the Olympic Coast National Marine Sanctuary.
- Present that agreement's annual wastewater handling review of cruise ships calling Seattle home to the commission.
- Prepare a budget and program to evaluate if and how the port should help cruise ships pump their sewage sludge and hazardous waste ashore.
- Make permanent some annual agreements with the cruise lines to either plug their ships into shore power or burn low-sulfur diesel while at dock.
- Brief the commission within two months on the Duwamish East Waterway Superfund site.

4. Please list or describe current and past activities in the community in which you have acquired skills that relate to the office you seek. Include your role in the activity and the year(s) in which you were involved. Involvement consists of many areas such as family, neighborhood, community, employment, or public life.

- Appointed by Governor Christine Gregoire/re-appointed by Governor Inslee to the Freight Mobility Strategic Investment Board, the state board that recommends to the Legislature which freight mobility projects to fund, and puts together coalitions of public and private interests to help fund those projects (2006-present).
- Member of Highline Forum, the Southwest King County group of elected officials that meets every two months to discuss airport community issues (2007-present; Co-Chair 2010-present).
- Member of advisory board of Pathways, the Urban League initiative oriented toward fostering the success of local disadvantaged business enterprises (2008-2011, Chair 2010-2011).
- Port representative on Puget Sound Regional Council Transportation Policy Board (2006-present) and Executive Board (2016-present).
- Member of the advisory board of the Seattle Convention & Visitors Bureau (2010-2014).
- Chaired Immigration Reform Business Roundtable at the Port of Seattle, co-sponsored by OneAmerica, which brought together manufacturing concerns, service providers, agricultural trade groups and other business interests from across Washington State to discuss the impact of federal immigration policy on business competitiveness.
- Port representative on the Bellevue Chamber of Commerce Board (2006-2009).
- Port representative on the board of enterpriseSeattle, the economic development agency for King County (2006-2009).
- World Trade Club (Board Member, Co-Vice President and Co-President at various times), a nonprofit organization that sponsors professional development seminars on a variety of trade topics, as well as networking functions for regional trade professionals.
- US-Japan Leadership Program (Executive Committee Member, 2007-2010; Fellow, 2004-present), a program sponsored by the New York-based US-Japan Foundation oriented at fostering cross-cultural understanding between American and Japanese emerging business, government, civic and cultural leaders.
- Seattle Biomedical Research Institute (Trustee 2003-2008), a local nonprofit focused on basic research on vaccines and cures for some of the world's most deadly infectious diseases.
- Chief Seattle Council, Boy Scouts of America (Executive Committee 2001-2009), the local branch of the national youth program.
- Law clerk to Judge Alfred T. Goodwin, Ninth Circuit Court of Appeals (1993-1994) – as a federal judicial clerk, I researched and made recommendations to Judge Goodwin on cases involving environmental, natural resource, discrimination, criminal, business and bankruptcy, health and welfare, administrative and other legal issues that impact our communities.
- State Department Intern, U.S. Mission to the United Nations in Vienna, Austria (1986).
- Intern to U.S. Senator Daniel J. Evans (1985).

5. Please describe the duties of the office you seek. Which are the most important duties and why?

The most important duty of any local elected official is to exercise his or her independent judgment in stewarding public assets in the interest of improving the quality of life of its residents, present and future.

My job as a port commissioner consists of three major tasks: (i) developing policy for the organization, (ii) overseeing its financial management through the annual budget, the approval of major capital and operating expenditures, the audit committee and the delegation of authority to the executive and (iii) serving as an advocate for constituents and making sure that all individual citizens have effective access to their government.