

START OF TRANSCRIPT

[00:00:29] Good morning.  
[00:00:32] Good morning. This is Commission President Stephanie Bowman calling to order the special  
[00:00:35] meeting of July 20 3rd, 20 19.  
[00:00:38] The time is eleven thirty nine.  
[00:00:40] We're meeting today at the city council chambers in Kirkland's present with me today.  
[00:00:45] Commissioners Calkins, Feldman and Steinberg.  
[00:00:48] Commissioner Gregoire is excused today.  
[00:00:51] This meeting is being digitally recorded and may be heard or viewed at any time on the  
[00:00:55] port's Web site and may be rebroadcast by King County Television.  
[00:00:59] Please join me in standing for the Pledge of Allegiance.  
[00:01:21] Great. Thank you. So before we began, I wanted to just take a moment and give a special  
[00:01:26] thanks, first of all, to Mayor Sweet, who's going to join us here in just a moment.  
[00:01:31] And city manager Kurt Triplett and Lorie McKay, both of which gave us just a fantastic  
[00:01:37] tour this morning of the Cross Kirkland corridor.  
[00:01:42] And thank you so much for taking the time to arrange for us to be here.  
[00:01:45] It was really important for us to be able to do meetings here on the east side.  
[00:01:50] I think some people sometimes forget that the port of Seattle's district is king county  
[00:01:53] wide. You're all our constituents.  
[00:01:56] We report to you. And so we want to make sure that we're making that connection and being  
[00:02:00] here very visibly.  
[00:02:01] There's so much growth happening here on the east side.  
[00:02:04] We got the opportunity this morning to see the original Google campus and learn a little  
[00:02:10] bit more from the city manager about the plans for expansion.  
[00:02:13] And that's really exciting.  
[00:02:14] You've got a great team here.  
[00:02:16] Mayor, just want to compliment you in particular.  
[00:02:19] You just have a fantastic admin team working and running the city.  
[00:02:23] We really get what I think was most interesting to all of us was the eastside rail  
[00:02:28] corridor and the improvements and what that's done for economic development for the  
[00:02:31] region. And I think any commissioners want to weigh in on that project in particular.  
[00:02:38] You want a picture like the existence of the Colossal was a tremendous surprise.  
[00:02:44] And I'm very I'm glad somebody saw the value of preserving such an iconic piece of  
[00:02:48] Seattle. But overall, it was the wildlife cadre, the pedestrian.  
[00:02:52] Carter, everything about that was a spectacular experience.  
[00:02:55] Thank you. And I'm glad that the port was the one that initially initiated the investment  
[00:02:59] that everybody could benefit along the way.  
[00:03:02] Well, it was a win win all around.  
[00:03:05] Like, let's say it was a win win all around.  
[00:03:07] And I hadn't experienced it.  
[00:03:09] Traveling along the corridor until this morning, I'm just amazed at what an incredible  
[00:03:14] community amenity that that has become.  
[00:03:18] The participation in our jurisdiction early and the leadership and the vision, I think,  
[00:03:24] behind that that made that possible will be a legacy for decades and generations to come.  
[00:03:31] Thank you for sharing that with us.  
[00:03:34] Thank you. Well, with that, I'd like to welcome up Mayor Sweet for a few words of welcome  
[00:03:40] introduction. And again, thank you for having us on.  
[00:03:45] Excellent. Well, good morning and welcome to Kirkland.  
[00:03:49] Welcome the staff.  
[00:03:51] Welcome to the city council.  
[00:03:53] Welcome to the city.  
[00:03:54] Is so happy to have you here in partnership.  
[00:03:56] I want to introduce two of my colleagues, council member Kelly Curtis.  
[00:04:00] Council member Toby Nixon.  
[00:04:04] Representing us here today.  
[00:04:08] And Fred, thank you very much for those comments.  
[00:04:10] Clark was built here in Kirkland.  
[00:04:12] What impact do you think that points home?  
[00:04:16] That's right. We also want to thank the speakers here who are going to be here doing  
[00:04:21] their presentations today.  
[00:04:23] We're very grateful to host the port commission's meeting and to acknowledge the critical  
[00:04:28] investments and commitments the port has making across our state, this region, and most

[00:04:33] specifically on the east side.  
[00:04:34] Thank you. Vince Lombardi once said individual commitment is to a group effort.  
[00:04:42] That is what makes a teamwork, a company work.  
[00:04:45] The society work.  
[00:04:47] A civilization work.  
[00:04:49] And Vince Lombardi should know.  
[00:04:52] There is no better example of governments working together as a team to realize a  
[00:04:56] healthy, prosperous future than our partnership with the Port of Seattle.  
[00:05:01] We have many examples of our partnership.  
[00:05:03] And you've just been talking about the number one on all of our minds.  
[00:05:08] The Cross Kirkland corridor is literally a lifeline through the city of Kirkland.  
[00:05:14] It has brought so much economic development.  
[00:05:16] It has brought social development.  
[00:05:19] It is. It is like a lifeline for the city of Kirkland.  
[00:05:23] What it has done in terms of inspiring growth up a totem lake is absolutely unparalleled.  
[00:05:31] And it keeps growing. I think it's Yogi Berra who said, you know, it's nobody goes there  
[00:05:37] anymore. It's too crowded.  
[00:05:39] And that's what's happening up at.  
[00:05:42] Totem Lake, there are still cranes building things like crazy.  
[00:05:46] We've got 24 hundred units of housing, seven thousand five hundred square feet of  
[00:05:51] commercial space and two hundred and ninety five thousand square feet of institutional  
[00:05:55] building under construction today in the development pipeline coming along.  
[00:06:00] We've got another fourteen hundred housing units in another 840000 square feet of  
[00:06:05] commercial and institutional space.  
[00:06:09] To support all of this impressive change, the council has again prioritized the totem  
[00:06:13] lake connector, pedestrian bridge on bridge, and I hope you saw the place for that today  
[00:06:18] on the sea, Casey, as one of our key work program items.  
[00:06:23] Now beginning construction, the connector will be a critical as both an iconic gateway  
[00:06:29] and a connection supporting our pedestrian and bicycling network.  
[00:06:34] When we look south, you went down to look at the Google activity.  
[00:06:38] They have doubled down in their efforts to support both our partnership with them with  
[00:06:44] their most recent building, a lead premium building the second in the state and added 11  
[00:06:51] hundred additional tech jobs.  
[00:06:52] And I'm sure you talked more about Google than I'm even going to relate today.  
[00:06:56] It is absolutely bursting at the seams.  
[00:06:59] I've been told anecdotally that for many Google employees, the Kirkland campus is one of  
[00:07:04] their most desirable office locations in the world.  
[00:07:11] You already said that's on my phone, make a comment on it.  
[00:07:15] Thank you for your comments.  
[00:07:16] Bye. By the way. What you have done over the since 1987 in terms of awarding grants to  
[00:07:26] us, over 400000 have helped to catalog cat catalyze economic prosperity in our city.  
[00:07:34] Later on, Toby Nixon, council member, will talk about how port funding has helped us with  
[00:07:40] our economic development and our regional partnerships.  
[00:07:44] Ellen Miller Wolf will highlight some of the remarkable port funded work being done by  
[00:07:49] our innovation triangle.  
[00:07:51] I'd like to close just by complimenting the port on your decision to reach out with these  
[00:07:55] meetings. I think it makes a lot of difference for people to get a sense of what the port  
[00:07:59] really does and really can mean to them individually.  
[00:08:03] So I applaud your efforts to do that moving forward.  
[00:08:06] So thank you all for being here today.  
[00:08:08] I hope this is a fun meeting and look forward to chatting with you later.  
[00:08:12] Bye. Thank you, Mayor.  
[00:08:14] We appreciate you. Well, with that, executive director Patrick, anything to add?  
[00:08:21] Thanks, Commissioner. I do have a few things to mention, please.  
[00:08:25] I have three brief announcements and then some information about today's agenda.  
[00:08:29] First, I'd like to add my thanks to Commissioner Bowman's to the to the city of Kirkland  
[00:08:34] for a great tour this morning.  
[00:08:37] Eastside Rail Corridor project was mentioned, as we've discussed.  
[00:08:41] So I thought I'd give you just a little more information about the project.  
[00:08:44] The port purchase the right away from the BNSF Railroad in 2009 for eighty one million  
[00:08:49] dollars. Since that time, we the port has sold portions of the right away to King County,  
[00:08:55] the city of Kirkland City, Bellevue city of Redmond, the city of Woodville Sound  
[00:09:01] Transit's Sonoma County.

[00:09:03] As we saw this morning, cities have been converting the right away into multi-user  
[00:09:06] trails, which have helped create the sense of place for these communities.  
[00:09:09] And it really became evident in seeing all the use and everything that was going on  
[00:09:13] there. The connections to the community was really impressive.  
[00:09:17] It also supports a sound transit three in an expanded King County trail system.  
[00:09:22] Our purchase is turned into a great investment in the Eastside.  
[00:09:25] We're very pleased that we've added value to these cities and to our partners here on the  
[00:09:29] east side. I'm also pleased to announce Support Jobs has won the Port Placement and  
[00:09:35] Training Award and the success of it in education sponsored by the Puget Sound Business  
[00:09:41] Journal, and I was there for that award ceremony last week.  
[00:09:45] Port Jobs is a non-profit created about 26 years ago to help SeaTac workers get the  
[00:09:50] skills needed to help advance their careers and get connected to nearly a hundred  
[00:09:54] different airlines, restaurants, retailers and other aviation companies.  
[00:09:57] And recruiting and training workers for jobs includes airport university partnership with  
[00:10:02] Highline College and South Seattle College.  
[00:10:06] Congratulations, the poor job staff for the well-earned recognition of their valuable  
[00:10:10] work. And there was a nice article in the special section from the business owned  
[00:10:14] Business Journal Commissioners last week.  
[00:10:17] In my report, I recognized I.T.  
[00:10:19] Finance and other departments for completing a successful upgrade of our PeopleSoft  
[00:10:23] financial system. I'd like to add something to that report.  
[00:10:28] The Accounting and Financial Reporting Department has received the Oracle Corporation's  
[00:10:32] PeopleSoft Innovators Award for its part in the upgrade before it will be recognized that  
[00:10:37] the 2019 PeopleSoft Open World Conference in San Francisco later this year.  
[00:10:43] Sounds like a great event regarding today's today's commission meeting.  
[00:10:49] There are three items I'd like to highlight.  
[00:10:51] Item 3 Be on your consent agenda authorizes us to enter into a memorandum of  
[00:10:56] understanding with maritime blue M.O.  
[00:10:58] You lays out general areas of cooperation and directs the partners to develop annual  
[00:11:02] joint programs of work over the next five years.  
[00:11:05] The purpose of this effort is to sustain Washington's maritime industry and help advance  
[00:11:09] efficient, clean and safe maritime practices.  
[00:11:14] Item three, see on your consent agenda, request for approval to fund the scope and  
[00:11:17] preliminary design for a number of aviation projects.  
[00:11:20] You're briefed on this item last meeting.  
[00:11:22] I think we may have some action related to that, but I do want to point out great.  
[00:11:26] Now, this was as we have that briefing last time, that these are these are projects and  
[00:11:32] this work is not prejudging or in any way influencing our environmental review for the  
[00:11:37] same process that is ongoing now.  
[00:11:40] And we'll know more about that.  
[00:11:42] Item eight days, a staff briefing to inform you about the strategic roadmap for  
[00:11:47] optimizing sea tax airport's main terminal infrastructure and operations to accommodate  
[00:11:53] growing demand during the period between present day and potential implication or  
[00:11:57] enhancement initiatives.  
[00:11:59] So this actually is our efforts to catch up with where we are with our growth at the  
[00:12:04] airport at SeaTac.  
[00:12:06] And with that commissioners, that concludes my remarks.  
[00:12:09] Okay, great. Thank you, Mr.  
[00:12:10] Metruck. With that, we're going to move on to the unanimous unanimous consent calendar.  
[00:12:15] Excuse me. Items on the consent calendar are considered routine and will be adopted with  
[00:12:20] one motion. I believe that we have some items that we might want to pull.  
[00:12:26] I was asking to pull three C, three C O and and to note that the next highlighted forum  
[00:12:35] will have on the thirty first as well.  
[00:12:37] Chance to discuss these matters.  
[00:12:39] Okay. 3 C anything else to be pulled?  
[00:12:42] No. Okay. Well pull three C.  
[00:12:44] So with that. Is there a motion to approve items three A three B and three D.  
[00:12:51] Excellent. Then moved in second by Commissioner Steinbrueck.  
[00:12:54] All those in favour please indicate by saying hi by all opposed nay.  
[00:13:00] I's have it. All right.  
[00:13:01] Thank you. So with that, I believe we're going to move on to our panel presentations.  
[00:13:07] And with that, we're gonna start with a panel discussion on tourism marketing support and  
[00:13:12] spotlighting our airport advertising.

[00:13:16] Mr. Metruck measures during this during this panel, you will receive an update.  
[00:13:21] You know what? I. I apologize.  
[00:13:23] I just miss public comment.  
[00:13:25] I am so sorry. I've never done that before.  
[00:13:27] Oh, that doesn't really matter. You know, I am in, but I am embarrassed.  
[00:13:30] I apologize. I knew new location.  
[00:13:33] I just so we now we're doing public comment.  
[00:13:36] My again, my sincere apologies.  
[00:13:39] Well, any materials that we have for public comment, as usual, can go to our clerk over  
[00:13:44] in the corner for inclusion in the meeting record.  
[00:13:46] If you wish to speak, we've got two people signed up so far.  
[00:13:49] Anybody else? Please sign up with our clerk now.  
[00:13:51] Time will be limited to three minutes per person.  
[00:13:55] We have first of those Joshua Berger, followed by an croaker, and then that's all I have  
[00:14:00] right now. So if anybody else, please, this is a time to sign up.  
[00:14:03] Joshua, come on up to the microphone.  
[00:14:08] Public testimony up here.  
[00:14:10] Thank you. Commission President Bowman and commissioners.  
[00:14:15] For the record, an executive director Metruck.  
[00:14:17] For the record, Joshua Berger.  
[00:14:19] I work as a governor as maritime sector lead and the board chair of Washington Maritime  
[00:14:24] Blue, an independent strategic alliance whose mission is to move forward and implement  
[00:14:29] Washington state strategy for the blue economies.  
[00:14:32] I just wanted to take a quick minute and thank you with gratitude and appreciation for  
[00:14:37] moving forward with this.  
[00:14:39] And will you? I would say somewhat historic.  
[00:14:42] And this is the first formal M.O.  
[00:14:43] you certainly between a port and and the the goals of the strategy.  
[00:14:50] So as you remember, in January of just this last year, the Department of Commerce, along  
[00:14:55] with the Governors Maritime Innovation Advisory Council, which had great support across  
[00:15:01] the port, including Commissioner Feldman sitting on that council and great support  
[00:15:05] certainly from staff, moved forward and presented our state strategy on how we become a  
[00:15:11] growing, sustainable and resilient maritime industry here across Washington state.  
[00:15:16] Defining that broadly across maritime and ocean interests.  
[00:15:20] As part of that, we also wanted to make sure that it wasn't just a beautiful document  
[00:15:25] that sat on a shelf, but that we had strategies going forward in order to implement that.  
[00:15:30] And again, the Port of Seattle has been instrumental in that work.  
[00:15:33] So as part of that, we develop and stood up an independent organization, a cluster  
[00:15:37] organization following models that we've learned from around the globe and here in the  
[00:15:41] United States as the most efficient and viable way to actually implement the hundreds of  
[00:15:49] actual demonstration projects that are outlined in this plan through a number of  
[00:15:52] different routes. What I'm excited about is that conference that we have between this  
[00:15:57] strategy and certainly the goals of the Port of Seattle and many other.  
[00:16:01] And so this, Emil, you gives us the opportunity to call those out.  
[00:16:04] Right. Focused on decarbonisation, workforce development, electrification and making sure  
[00:16:11] that we are a global hub for innovation across the maritime space.  
[00:16:16] So this M.O. you gives us that opportunity to call that out and not to minimize the work  
[00:16:20] of an M.O. you. But what we're excited about is that we call out developing work plans as  
[00:16:26] we go forward and how we're going to implement all of these projects and what roles we  
[00:16:31] find our ability to do that together.  
[00:16:34] What's exciting is that we've already started that process, certainly between the port  
[00:16:39] and across all the members and interest stakeholders of the cluster organization.  
[00:16:43] So excitement of moving forward and work around developing the Maritime Innovation  
[00:16:46] Center, not just the center, but the programming we're going to put in front of that  
[00:16:50] workforce development, electrification across our harbors.  
[00:16:54] So I appreciate this step.  
[00:16:55] I'm looking forward to coming back to you with some more and continuing our boots on the  
[00:16:59] ground work together. Thank you.  
[00:17:02] Thank you, Joshua. Thank you for all of your work on this for many years.  
[00:17:05] You've been the spearhead of this entire effort.  
[00:17:07] We really appreciate it. Thank you.  
[00:17:13] And then anyone else signed up to speak?  
[00:17:15] No. OK. I welcome I.

[00:17:19] Thanks for having me. Meanwhile, you might wonder.  
[00:17:26] I've spoken here several times, but you might wonder why I am here now.  
[00:17:29] When I came to Washington, Kirkland was my my residents of choice.  
[00:17:34] And I still love Kirkland.  
[00:17:35] It's great to hear that they're doing these amazing wildlife and people, critters, and  
[00:17:39] they're still there when we moved to Bellevue.  
[00:17:42] We still kept coming back for city offering.  
[00:17:44] So it's pretty.  
[00:17:45] This is this is great to hear exactly why I would like to be here.  
[00:17:50] As a longtime Eastside resident, to let the Kirkland people know that much of this  
[00:17:55] economic prosperity is for the airport.  
[00:17:57] Growth has come on the backs of the s sound s King County people, because we moved to Des  
[00:18:03] Moines and we understand what's happening.  
[00:18:06] And while the airport growth.  
[00:18:08] Airport operations have increased six times and very targeted over our our area is down  
[00:18:14] in South King. They are lower now at the 3000 feet or below where jet fuel and other  
[00:18:20] pollution does not disperse before it hits the ground.  
[00:18:23] And there the health impacts are great.  
[00:18:26] The business and community institutions are great.  
[00:18:30] And I have the choice of moving, but they do not because they live there or they have  
[00:18:35] other issues. I don't want to move.  
[00:18:37] It's a beautiful spot where we are.  
[00:18:39] And I guess what I wanted to say is that if these economic benefits that you're going to  
[00:18:44] consider today do have repercussions and they are responsible.  
[00:18:50] The part that our east side people don't want to do this to other people.  
[00:18:55] So it's since it was a revelation to me, I thought it might also be of interest to the  
[00:19:00] rest of the east side communities that these people have been suffering for decades.  
[00:19:06] And it's it's time to make sure that environmental justice and social justice and equity  
[00:19:12] ability is spread before prosperity for all the communities that the airport serves.  
[00:19:18] So thank you very much for allowing me to comment today.  
[00:19:21] And thank you for coming out here to Kirkland.  
[00:19:24] That's always a challenge.  
[00:19:25] Four or five. All right.  
[00:19:28] With that public comments, nothing else.  
[00:19:30] Okay. Public comment is now closed then.  
[00:19:32] So we'll advance to our mission discussion.  
[00:19:35] I just want to say, please want to make one remark.  
[00:19:38] And I know Joshua has stepped out, but I think one of the important things for us to  
[00:19:42] understand about that M o you that was on unanimous consent, which, you know, when it's  
[00:19:46] not controversial, we don't often pull it off.  
[00:19:48] But I do think it's important to kind of put into the record.  
[00:19:52] It's my belief that this will be a remarkable return on investment for the the early  
[00:19:57] investments we make in this.  
[00:19:58] We know that in the next decade, billions of dollars will be invested in maritime tech.  
[00:20:05] We know that we need to find new solutions for decarbonising vessels.  
[00:20:09] We know that we need to expand sustainable fisheries.  
[00:20:12] We know that ocean renewables will be a major area.  
[00:20:16] And right now, there is not a global cluster.  
[00:20:19] And yet, Seattle, the greater Puget Sound region, we have an ecosystem around maritime  
[00:20:24] that we can leverage. We need to kick it off.  
[00:20:26] There needs to be a convener who says we're gonna bring all the groups together, the  
[00:20:30] applied physics laboratory at the University of Washington.  
[00:20:33] All the community based organizations that are working on this, government agencies like  
[00:20:36] ourselves. And then, of course, the private sector.  
[00:20:38] And we believe that this type of project will help to kickstart that.  
[00:20:42] And so while it may feel like a significant investment right now, I think in the future  
[00:20:47] people will look back and say what a depression idea at the time to ensure that the  
[00:20:52] future of maritime remains in the Puget Sound region.  
[00:20:57] And thank you for those comments and I'm glad you made the additional remarks, because it  
[00:21:02] isn't, but it's a critical M.O.  
[00:21:04] You and I want to a lot of compliments to you and Commissioner Feldman in particular for  
[00:21:08] your work on this over the years, so.  
[00:21:09] Thank you. KAYE With that now, I really am going to move on to the panel discussions.



[00:21:14] So, Ron, come on up.  
[00:21:16] I think our first panel that we have today is, again, tourism marketing support and then  
[00:21:20] talking about our airport advertising and business centric commissioners.  
[00:21:25] During this panel, you received an update about the Ports Tourism Marketing Support  
[00:21:29] Program in the SeaTac Airport Advertising Spotlight Programs.  
[00:21:33] GUEST speakers will discuss the impact of these programs on their community.  
[00:21:37] With us on this panel, we have Ron Peck, Puerto C.L.  
[00:21:40] Tourism Development Director, Brad Jones.  
[00:21:43] Visit Bellevue director Toby Nixon, Kirkland City Council member.  
[00:21:51] Welcome. Good afternoon.  
[00:21:54] Commission President Bowman, Fellow Commissioners and Executive Director Metruck.  
[00:21:58] My name is Ron Peck. I feel blessed and fortunate enough to be employed by the Port of  
[00:22:02] Seattle for a little over three years.  
[00:22:05] Thank you for the opportunity to update you on the 2019 marketing support program and the  
[00:22:11] advertising and airport spotlight programs.  
[00:22:15] I will briefly recap the programs statewide participation and then our two guests from  
[00:22:20] the Eastside area will speak to the value and effectiveness for their organizations.  
[00:22:25] After the tourism grants presentation, Joe Meyer will provide you an update on the  
[00:22:29] Economic Development Partnership Program.  
[00:22:37] Tourism grant programs are in direct alignment with strategy two of the century agenda to  
[00:22:42] advance the region as the leading tourism destination and increased visitors and visitor  
[00:22:47] expenditures throughout Washington state, as well as increase the utilization of Port of  
[00:22:52] Seattle assets. They clearly demonstrate the ports leadership in the visitor industry and  
[00:22:58] your desire to have strong collaboration with travel marketing firms, attractions and  
[00:23:03] tourism related events statewide.  
[00:23:06] The programs are generating additional awareness, interest, travel and economic value for  
[00:23:12] the Port of Seattle and all of Washington State.  
[00:23:18] Or the tourism marketing support program in this year of 2019.  
[00:23:21] We obtained forty seven different applications, the highest number received in the four  
[00:23:26] years of the program and awarded to 30 different recipients.  
[00:23:30] 17 our new recipients and 13 have been previously awarded.  
[00:23:35] The commission authorized two hundred thousand dollars available in 2019.  
[00:23:40] I think the map reflects a continued state wide participation.  
[00:23:49] In 2018, the commission increased the tourism marketing support program by 50 thousand  
[00:23:54] dollars to a total of two hundred thousand dollars, with an added requirement that the  
[00:23:59] additional funds will be required to go to organizations that are engaged in eco,  
[00:24:03] sustainable cultural, historical, outdoor nature and or promotion of our public lands in  
[00:24:10] their tourism promotion efforts as directed by the commission.  
[00:24:14] The promotion of our environment, culture, history and use of our public lands and waters  
[00:24:19] is a point of emphasis to our applicants.  
[00:24:23] Of the 30 recipients in 2019, 25 identified their projects under one or more of the  
[00:24:31] environment or cultural categories.  
[00:24:34] The port funds awarded to those identified projects will be over one hundred and sixty  
[00:24:39] thousand dollars. Fifteen organizations identified projects involving Washington's  
[00:24:44] environment, eco sustainable or outdoor nature, recreation aspects, methane trails,  
[00:24:51] Discover Lewis County Visit Kits, Health and Grays Harbor.  
[00:24:55] Wild Watch are some of the examples of organizations promoting our state's unique and  
[00:25:00] wonderful environment.  
[00:25:01] Seven marketing projects specifically identified promotion of our public lands and Nash  
[00:25:08] and Parks and Waters, including the Olympic Peninsula Visitors Bureau, Golden Dale  
[00:25:13] Chamber of Commerce, which is a very interesting dark sky program.  
[00:25:17] And I know that one is if you're gonna have to go down and visit the project.  
[00:25:21] Absolutely. I traveled Tacoma and White Past Scenic Byway, also referenced our beautiful  
[00:25:28] national parks and our state public lands.  
[00:25:31] Eleven attractions or our marketing, our state's unique cultural and historical heritage.  
[00:25:36] Cultural attractions participated, including the Suquamish Museum, Museum of History and  
[00:25:40] Industry and the Museum of Flight.  
[00:25:43] We will continue to emphasize the promotion of our environment, culture, history and use  
[00:25:48] of our public lands and waters in the tourism marketing support program in the future.  
[00:25:55] All of our awarded recipients are required to identify specific metrics and demonstrate a  
[00:26:00] return for the collaborative investment, the listed categories reflect strategy.  
[00:26:05] Scuse me, reflect strategies and marketing efforts that have been undertaken.  
[00:26:09] The results in terms of raising the awareness of Washington as a great travel destination

[00:26:15] and or increasing actual sales by nonresidents for events, attractions and locations  
[00:26:20] ultimately benefiting and adding to the economy by increasing visitor expenditures and  
[00:26:25] benefiting the port with an increase of inbound travelers.  
[00:26:29] An example of return on an investment with respect to familiarization tours is the  
[00:26:33] recently completed posted FAM tour to the Suquamish Museum.  
[00:26:38] Suquamish hosted 15 Seattle area hotel concierges and front desk personnel.  
[00:26:44] With the expressed intent of giving them a firsthand opportunity to experience the unique  
[00:26:49] museum that is a ferry ride from downtown Seattle.  
[00:26:52] The goal for the museum is to see an increase in non resident visitors as a result of  
[00:26:57] hotel personnel recommending that destination.  
[00:27:01] They will conduct a post follow up report on that metric over the next one to two years.  
[00:27:06] Attractions or events also advertise and market with specific goal of increasing  
[00:27:11] attendance by non residents.  
[00:27:14] In previous presentations, we have identified the success of the Winter Grass Music  
[00:27:19] Festival, which is held in Bab Belvieu every year on the East Side because of their print  
[00:27:24] advertising efforts to non-resident bluegrass music aficionados.  
[00:27:29] Winter grass non-resident attendants more than doubled from 2016 to 2017 18 again.  
[00:27:37] A successful story about attendance at events generating interest awareness and actual  
[00:27:43] sales via Digital Media Online has also delivered results.  
[00:27:47] One example is the Museum of History and Industry.  
[00:27:50] Mo High conducted a very targeted digital online campaign in the Pacific states of  
[00:27:56] Alaska, California and Arizona.  
[00:27:59] The results were a 23 percent increase in traffic resulting from those three destination  
[00:28:04] marketing efforts. As a result, more high was a recipient for this year, and they will be  
[00:28:09] conducting another campaign promoting their Pacific Northwest fashion exhibit for this  
[00:28:13] fall. Destinations have also been able to impact travel writers and influencers.  
[00:28:19] An excellent example of reaching the travel media is the 2018 Leavenworth Chamber of  
[00:28:24] Commerce's activity.  
[00:28:25] They participated in Travel Media Blogger Conference in Corning, New York, and hosted  
[00:28:31] seven travel influencers who then impacted awareness of the destination in 2018 and in  
[00:28:37] this year 2019.  
[00:28:38] The earned media value of the articles published from those travel influencers will reach  
[00:28:43] ninety thousand nine to 1 return on investment.  
[00:28:51] In a little over two years that the airport spotlight advertising program that you  
[00:28:55] authorized for the fourth quarter of 2017 to start.  
[00:29:01] We have had 53 different organizations to participate promoting their unique destination  
[00:29:09] or region. Increasing awareness and promoting the unique aspects, activities and diverse  
[00:29:14] beauty, the beauty of our state to the almost 50 million travelers.  
[00:29:19] We're using our airport.  
[00:29:21] This slide is a reproduction of the visit.  
[00:29:23] Bell views advertising that has been on display at SeaTac commissioners.  
[00:29:27] It is my pleasure to introduce Brad Jones, executive director for visiting Bellevue.  
[00:29:32] Rod will speak to the airport spotlight program as well as talk about the impact of the  
[00:29:36] cruise industry on hoteliers and lodging on the east side.  
[00:29:43] Thank you, commissioners and executive director.  
[00:29:46] Thank you very much. My name is Brad Jones.  
[00:29:49] I'm executive director of Visit Bellevue.  
[00:29:51] And I'd like to just recognize and thank the commission for your continued commitment to  
[00:29:56] promote and increase tourism while working with cities in King County and specifically  
[00:30:02] for working with destination marketing organizations throughout Washington State.  
[00:30:07] It is absolutely vital that we have a coordinated program and organizations promoting  
[00:30:12] Washington and offering unique and diverse visitor experiences, the visitor economy and  
[00:30:18] hospitality industry, our large and growing sectors for Bellevue.  
[00:30:22] The two point two million annual overnight visitors to Bellevue inject nearly two billion  
[00:30:28] dollars into our economy and employ 14000 workers.  
[00:30:32] Interestingly, 20 percent of all Bellevue overnight visitors are international travelers  
[00:30:38] taking advantage of the port's programs and facilities.  
[00:30:42] Bellevue has recently adopted a new proactive destination development plan that will  
[00:30:46] enable visit Bellevue and our industry to purposefully grow and diversify our economy.  
[00:30:52] We look forward to our continued partnership with the part of Bellevue and our industry  
[00:30:57] partners are also very appreciative of the Airport Spotlight Advertising program, which  
[00:31:02] is afforded Bellevue the opportunity to raise awareness and interest of Bellevue to  
[00:31:08] potential and future travelers.

[00:31:10] We've been able to leverage this program to promote Bellevue recently in three different  
[00:31:15] quarters, allowing us and several other destinations to reach hundreds of thousands, if  
[00:31:20] not millions of SeaTac travelers.  
[00:31:23] In fact, several of our stakeholders and our residents.  
[00:31:27] When these advertisements run have really noted to me and reach out.  
[00:31:33] And and I explained to them that it's a part supported program.  
[00:31:37] They've given us very positive feedback after seeing the spotlight.  
[00:31:41] Now, retirements, everybody loves to see their city spotlighted.  
[00:31:45] The Bellevue lodging properties have also been benefactors of a very strong and continued  
[00:31:51] growth of the Alaska cruise industry and cruise season.  
[00:31:56] The continued growth of the cruise industry.  
[00:31:58] I think it is very important to note produces travel and exposure to the region.  
[00:32:04] And it really brings for us much needed weekend demand for room nights through direct  
[00:32:10] cruise travelers and also creates what we call indirect compression to nearby cities like  
[00:32:15] ours. I'd also like to just say that tourism really just does not happen.  
[00:32:21] You have to invest in it.  
[00:32:23] I have to tell the Washington story and we appreciate you taking a leadership role and we  
[00:32:29] look forward to working with you in the future on these and other programs.  
[00:32:35] Thanks, Brad, we appreciate.  
[00:32:36] I'm glad that you're lot of people I've seen the ads at the airport and they're  
[00:32:39] phenomenal. And I'm, you know, a quick story on that.  
[00:32:42] Several years ago, there was an advertising contract that was writ large for the airport  
[00:32:47] and we couldn't do any of that.  
[00:32:48] So we very intentionally held back about 10 percent of our advertising space at the  
[00:32:53] airport to do to allow opportunities for other organizations in cities to be able to take  
[00:32:58] advantage of. You said hundreds of thousands.  
[00:33:01] It's actually tens of millions of people that see this ad every year.  
[00:33:04] So great return on investment.  
[00:33:06] I'm glad you're able to take advantage of it.  
[00:33:11] It is also my pleasure to introduce.  
[00:33:13] To the oh, excuse me, commissioners.  
[00:33:16] My pleasure to introduce Toby Nixon, city council member from the city of Kirkland.  
[00:33:21] Mr. Nixon will speak to our various collaborative efforts with Kirkland and the Eastside,  
[00:33:25] including our recent tourism marketing project that they were awarded the two.  
[00:33:32] Thank you very much, Ron and Madam President and members of the commission.  
[00:33:36] I'm Toby Nixon is, as was stated, a member of the Kirkland City Council.  
[00:33:39] I'm also chair of the council's for the city's tourism development committee.  
[00:33:45] We want to thank you very much for creating the tourism marketing support program and the  
[00:33:50] airport spotlight advertising program.  
[00:33:53] The port's commitment to working with cities and marketing organizations throughout the  
[00:33:57] state offers all of us an opportunity to promote the destinations and experiences that  
[00:34:02] make Washington such a wonderful place to live, work and play the tourism marketing.  
[00:34:08] Funding helps Kirkland's tourism program achieve our primary mission of reaching  
[00:34:13] travelers from 50 or more miles away.  
[00:34:16] Our twenty nineteen grant allows us to target potential future travelers outside  
[00:34:21] Washington to raise the awareness of Kirkland as a destination and the unique aspects of  
[00:34:27] Kirkland. Specifically, we're using the grant funding to create some distinctive  
[00:34:32] immersive videos that will be front and center on our new Explorer Kirkland Web site,  
[00:34:38] which is now in the process of being redesigned.  
[00:34:41] The videos will show Kirkland's fabulous experiences, like our extensive, publicly  
[00:34:46] accessible waterfront and our walkable downtown with its wonderful restaurants and  
[00:34:50] boutique hotels and businesses.  
[00:34:53] The videos will highlight our unique parks and, of course, the Cross Kirkland corridor,  
[00:34:57] which you had the opportunity to experience this morning.  
[00:35:01] The primary objective of our Web site redesign is to make it cutting edge, mobile,  
[00:35:05] responsive and user friendly with engaging content that will inspire visitors and allow  
[00:35:10] them to personalize their itineraries for their visits.  
[00:35:15] Imports tourism marketing funding will also be used to promote Kirkland through geo  
[00:35:19] targeted marketing to future travelers from the critical markets of San Francisco and Los  
[00:35:24] Angeles by beginning the itineraries at SeaTac.  
[00:35:28] Travelers from these cities will be oriented upon arrival to where Kirkland is with  
[00:35:33] respect to the airport and Seattle, and they will have an idea of some wonderful  
[00:35:38] experiences offered in our great city.



[00:35:41] We're excited to explore this integrated marketing opportunity.  
[00:35:46] We also appreciate the Ports Airports Spotlight Advertising Program since its inception  
[00:35:52] at the end of 2017.  
[00:35:54] Kirkland has been a spotlight recipient of this program in four quarters, promoting  
[00:35:58] Kirkland to the 50 million passengers using SeaTac Airport each year.  
[00:36:03] And I'm sure it's going to be over 50 million this year.  
[00:36:05] Yes, we know it's having a positive response because as with Bellevue, our residents let  
[00:36:11] us know they've seen the Kirkland spotlights while coming through the airport.  
[00:36:16] On behalf of the Kirkland City Council and our Tourism Development Committee, I thank you  
[00:36:20] and the port staff for spearheading these programs that are vitally important to our  
[00:36:25] success as thriving, vibrant cities and reasonable regional economies.  
[00:36:29] Thank you. Thank you, Toby.  
[00:36:32] That concludes our presentation.  
[00:36:34] Next up was we've got a couple of questions, Mr.  
[00:36:37] Feldman and then Calkins.  
[00:36:40] So thank you. I was delighted to hear such great examples of the tourism program  
[00:36:44] application to the East Side and was really encouraging to see relatively small grants  
[00:36:49] being so well spent.  
[00:36:51] And I also just wanted to make a quick clarification of a considerable misquote in the  
[00:36:55] Seattle Times yesterday in which I was suggesting that somehow we should not promote  
[00:37:00] Alaska in India.  
[00:37:03] In exchange doing only Washington.  
[00:37:05] In fact, my statement was actually to expand rather than in lieu of and I think that was  
[00:37:10] really quite unfortunate and actually gave the reporter some help.  
[00:37:13] And I actually I thought was going to get a correction.  
[00:37:15] But the the the idea that.  
[00:37:19] That the tourism from from cruise benefits into Eastside is great.  
[00:37:24] Might my impression was that we have a lot of Washington fell and I love the fact that  
[00:37:28] the map is growing and the fact that this additional 50000 dollars towards more of the  
[00:37:33] eco tourism business in the course of protecting the environment.  
[00:37:37] So that's really important message.  
[00:37:38] And I'm of the belief we can continue to build on this program.  
[00:37:43] If you compare it to the amount of money we invest in promoting Cruise.  
[00:37:46] And then just finally, one example I guess we'll hear maybe following up from Mr.  
[00:37:51] Meyer, who just told me about this great example of a business associated with tourism  
[00:37:57] and outdoor rec is a business grant and economic development grant.  
[00:38:02] We're giving to Issaquah for outdoor outfit outfitters to have a conference to talk about  
[00:38:09] getting people into the woods and things like that.  
[00:38:11] So anyway, thank you so much for these examples.  
[00:38:13] And with these sort of things, it only makes us want to feed the fire that much more  
[00:38:18] moisture. I just want to add that we will continue to work to emphasize two things.  
[00:38:23] Alaska cruising and expansion of their cruise throughout all of the state of Washington.  
[00:38:27] And I'm very excited because two of the new applications that are closing this year for  
[00:38:31] fourth quarter of airport spotlight include Visit Ezequiel.  
[00:38:35] And believe it or not, our friends in the pond or REI Regional Tourism Authority, which  
[00:38:39] is as far east and north as you can possibly get in our state.  
[00:38:44] So, Fred, it sounds like we shouldn't send you on the next Alaska chamber.  
[00:38:48] Maybe wait a year. I know.  
[00:38:52] Well, let's a bunch. I'll keep on going to Alaska.  
[00:38:55] Thank you. I just wanted to comment on what I see as the merit of this program.  
[00:39:00] A big part of it is that, you know, whenever you're looking at a budget and times get  
[00:39:03] tight, marketing is one of the first lines that people always look at.  
[00:39:07] And I think that's a really short sighted way to look at budgets.  
[00:39:10] We saw it happen with the state in the last recession when the state tourism funding was  
[00:39:14] cut. And I think that's really unfortunate.  
[00:39:16] I think, you know, it is a significant cost of doing business, but it's a very important  
[00:39:20] one. And certainly in this case, it's in the interest of the Port of Seattle to see all  
[00:39:26] the communities and King County across the state succeed as we are the regional airport  
[00:39:31] for all of our international travelers and and for folks coming into Seattle for business  
[00:39:36] who we want to let them know that there is more to it than just the downtown convention  
[00:39:40] center. So thank you all for your work.  
[00:39:42] Thank you for continuing. Promote it.  
[00:39:43] Thanks for hosting us here in Kirkland to reshape the efforts.

[00:39:48] Commissioner Steinberg, I'm just curious about other sources of tourism grant funding and  
[00:39:54] support. Does the county offer any?  
[00:39:56] Does the state or is it pretty much up up to the jurisdictions to.  
[00:40:05] Their own promotion. Mr.  
[00:40:06] Steinberg? I would simply say, and we've had further discussions and in my previous  
[00:40:11] presentation in terms of there was no state funding at all for tourism.  
[00:40:15] It's now at a small amount of one point five million.  
[00:40:18] And, you know, we're hopeful.  
[00:40:20] As Commissioner Bowman said, you know, you're willing to look at considering taking a  
[00:40:25] strong position in the future.  
[00:40:27] I'm not aware of any other county tourism specific grants.  
[00:40:34] In fact, I think you were all aware that in order for us to obtain the one point five  
[00:40:38] million state money annually, we must present three million dollars in match  
[00:40:43] contributions. And a substantial portion of that match is a derivative of the tourism  
[00:40:49] spotlight and the tourism marketing program because we can use that.  
[00:40:54] So the state's tourism effort is appreciative of that, not just because we're promoting  
[00:41:00] all of the state, as bred so eloquently said, but because you will literally using a good  
[00:41:04] portion of our dollars for a part of that match contribution effort.  
[00:41:09] And I think the duty of this grant program with the port is that small and small and  
[00:41:15] simple. And they can be very targeted to local communities that can use their own  
[00:41:21] creative ideas or how to utilize those funds locally.  
[00:41:26] Right. Well, I would add onto that.  
[00:41:29] I mean, I guess my ass could be both Toby of you and Brad and other organizations to work  
[00:41:35] with us to lobby the legislature to get that funding.  
[00:41:38] I know that we've all worked on it for a number of years.  
[00:41:40] But correct me if I'm wrong.  
[00:41:42] I think that we have the lowest advertising tourism advertising budget in the country.  
[00:41:46] Is that correct? Out of 50 states.  
[00:41:49] I am not aware of a state that has less than two million dollars.  
[00:41:52] Yeah. I just.  
[00:41:53] It kills me to see the visit.  
[00:41:55] Idaho, Montana signs on the buses going through the county.  
[00:42:00] You know, here. So I hope we can work together on that.  
[00:42:02] And then I would say we all are headed over to our state port association meeting after  
[00:42:08] this. And I think it would be great for our WPA Washington Ports Association to take a  
[00:42:15] take this up and B, get other ports to start investing in their communities, because I  
[00:42:19] think it's I love the fact that we're doing this statewide, but we should have the ports  
[00:42:23] that have jurisdiction over Golden Dale, for example, you know, Port of Click Attack,  
[00:42:28] investing in their community as well just to double the efforts.  
[00:42:32] So hopefully we can all work on that.  
[00:42:35] I wouldn't. Could not.  
[00:42:37] I totally agree with you.  
[00:42:38] And as you are, where some of those ports are actually participating in our tourism  
[00:42:43] marketing support program.  
[00:42:45] Right. We need to have a conversation about that.  
[00:42:49] All right. Well, thank you very much.  
[00:42:50] You really appreciate your time with I think we have another panel, Mr.  
[00:42:56] Metruck. On economic development, president, the next panel would be item six economic  
[00:43:03] development partnership program measures.  
[00:43:05] During this panel, you will receive an update about the Ports Economic Development  
[00:43:09] Partnership Grant Program.  
[00:43:11] GUEST Speaker was will discuss the impact of these programs on their community.  
[00:43:15] Our panelists are Joe Meyer of Port of Seattle, economic development coordinator Alex  
[00:43:20] Herzog, City of Woodville, assistant to the city manager, and Ellen Miller Wolf City of  
[00:43:27] Kirkland Regional Business Partnership Manager.  
[00:43:31] Welcome. Thank you.  
[00:43:33] Thank you. Commissioner is Executive Director Metruck.  
[00:43:36] So my name is Joe Meyer and the Economic Partnership Program was created in 2016 by the  
[00:43:43] commission. It provides grants for tourism and tourism and economic development to King  
[00:43:49] counties, cities.  
[00:43:51] And in 2019, approximately 700000 excuse me.  
[00:43:56] Seven hundred and. 9 6.  
[00:44:00] Almost 800000 has been awarded to 25 cities.

[00:44:06] Several cities did not apply for funding this year, largely due to council council  
[00:44:11] changeovers, staff changeovers, and its two are still finishing up projects from last  
[00:44:15] year. Staff will come back with a policy recommendation just to make contracting a little  
[00:44:20] more flexible for multi-year projects.  
[00:44:22] This winter. So the funding formula for the partnership program is about one dollar per  
[00:44:31] capita from levy funds going from a minimum of five thousand dollars up to about sixty  
[00:44:37] five thousand dollars. And cities are asked to match about 50 percent of that match.  
[00:44:42] Half can be in kind contributions, including location, staff, time and other services.  
[00:44:50] And kind of looking at the overall makeup this year, projects really included about 14 or  
[00:44:55] targeted around business development and recruitment, 13 around helping startup and  
[00:45:01] existing businesses in the community.  
[00:45:03] Ten feasibility projects, including one you'll hear about later today.  
[00:45:07] And nine, tourism development programs.  
[00:45:10] And for interesting, a new kind of marketplace development and by local initiatives, some  
[00:45:15] with the tech twist. So next, I'd like to invite, uh.  
[00:45:24] Some of the cities up that we've been working with this year.  
[00:45:28] Alex Hertzog, we'll talk a little bit about the City of Wooden Villas Project.  
[00:45:32] And Ellen Miller, Wolf will be talking about startup four to five.  
[00:45:36] Thank you very much, Joe. Foremost wanted to say thank you for the opportunity to be here  
[00:45:40] today. And of course, thank you for the partnership, especially over the last few years  
[00:45:44] with the inception of this program.  
[00:45:46] We've with this program, we've done some really cool things and we're excited to keep  
[00:45:49] that ball rolling with that with your partnership.  
[00:45:52] But before I get into this year's effort, I wanted to set the stage a little bit with  
[00:45:56] regard to Woodville.  
[00:45:58] With around 12000 residents, Woodville may seem small, but really our economy is outsized  
[00:46:03] in comparison, especially as we talk about adult beverages.  
[00:46:06] I think some of you might agree that the city of Woodville has become synonymous with  
[00:46:10] adult beverages of many kinds.  
[00:46:12] In fact, there are about 130 different wineries, breweries and distilleries and all told,  
[00:46:16] they generate about 800000 visitors annually, which is pretty incredible.  
[00:46:20] And that's even more incredible when we think about the fact that much of this sector of  
[00:46:25] wouldn't. Phil's economy has grown organically and under its own strength.  
[00:46:28] But really, we're looking to change that a little bit.  
[00:46:29] And the city is looking to get a little more involved and support that sector of our  
[00:46:32] economy. Do you need extra sobriety patrols or other additional expenses associated with  
[00:46:39] that development? Not quite yet.  
[00:46:41] I'm pleased to say our crime has gone down overall, so we're doing pretty well.  
[00:46:45] Thank you. I appreciate that. Over the last couple years.  
[00:46:48] Like I said, we've taken a little more active role as it relates to the port and this  
[00:46:52] program. We've used previous years funding for a tourism study and also community paint  
[00:46:58] by Numbers Mural Project, which features a number of aspects of Woodville life, including  
[00:47:04] its history with the adult beverage industry.  
[00:47:06] And those are pictured here. This year, we are looking to expand our support  
[00:47:16] of this industry by undertaking a feasibility study of establishing an adult beverage  
[00:47:20] business incubator, which I know is a mouthful.  
[00:47:23] We've hired a consultant to help us understand some of the nuances.  
[00:47:26] But at this early stage, our initial vision is that the incubator will have three prongs.  
[00:47:31] First, it would facilitate production of adult beverages by providing various equipment,  
[00:47:36] physical space and other operational necessities.  
[00:47:39] Secondly, we'd like to partner with some sort of tertiary education program so as to  
[00:47:43] prepare the next generation to to participate in the field.  
[00:47:47] And finally, we envision there will be some sort of venue that allows the general public  
[00:47:51] a behind the scenes look at some of these production processes and perhaps also fills  
[00:47:55] facilitate tastings of products made there.  
[00:47:59] If all goes well with this study, we will ask our council to fund the project or the  
[00:48:03] incubator in coming years.  
[00:48:05] Admittedly, we're not quite there yet, but we do have their support so far.  
[00:48:07] So we're very excited about the possibilities here and again, very appreciative.  
[00:48:12] Like I said, for the ports partnership in this program.  
[00:48:14] Alex, are you familiar with the Walla Walla Wine Incubator program?  
[00:48:18] Yes, Joe has been very great at throwing us lots of different ideas and support.  
[00:48:21] So, again, that speaks to the partnership with the port.

[00:48:24] And we're looking a lot different options.  
[00:48:25] Anytime we can maybe go do a joint tour, it was a project I'd seen for the first time  
[00:48:30] about seven years ago right when it first started.  
[00:48:32] It's phenomenal.  
[00:48:34] And it's really they'll tell you at the port of Walla Walla.  
[00:48:36] It has really helped jumpstart those tiny little wineries that couldn't afford a tasting  
[00:48:40] room, provides them with a crash pad in there.  
[00:48:43] I believe they can only be in this space for five years and they have to grow out of it.  
[00:48:46] But it's some they will say and it's become just a huge tourism draw.  
[00:48:49] The food trucks and the whole nine yards.  
[00:48:52] So they made a lot of expertise over Walla Walla for that.  
[00:48:55] Yeah. Thanks, Ken Cook.  
[00:48:58] Yeah, we see it on a on a retreat a few years ago.  
[00:49:01] Yeah, it was great. Mr Guy, just a quick question about the proposed incubator.  
[00:49:05] Will you have an emphasis on diversity, inclusion and in reaching out to businesses that  
[00:49:10] might participate or individuals?  
[00:49:11] Yes, we're studying an aspect of it we're going to fill out.  
[00:49:15] We don't we? I should say that we don't know all the questions we want answered yet, but  
[00:49:20] we're really trying to get her really basic understanding of where to go with us next.  
[00:49:23] And as this program develops will, of course, be looking at many different aspects,  
[00:49:26] including that.  
[00:49:36] Nada four to five, I also like to address the innovation triangle the mayor mentioned  
[00:49:42] debt. We are also very much appreciative of the port's involvement and contributions to  
[00:49:50] the innovation triangle, and that is a three city effort and it includes Kirkland,  
[00:49:57] Bellevue, Anthony and Gillis here for the city of Value.  
[00:50:00] So I want to acknowledge his contributions and that city's as well as the city of  
[00:50:04] Redmond. And it's all about recruiting technology companies to the east side.  
[00:50:09] So thank you very much for that.  
[00:50:11] With Startup 45, there was the Russell Wilson quote so many years ago.  
[00:50:17] What about us? So in conjunction with recruitment, there was the book ending of assisting  
[00:50:24] businesses that are here, helping our entrepreneurs and small businesses succeed.  
[00:50:31] It was an effort started with a few communities and we are now an alliance of five cities  
[00:50:37] on the east side and that includes it's a quarter rent in Redmond, Bellevue and Kirkland,  
[00:50:45] all addressing the needs of entrepreneurs and small businesses, all appreciating the fact  
[00:50:52] that the numbers of new residents are large.  
[00:50:56] Many of them interested in starting small businesses, also recognizing the fact that we  
[00:51:01] have lots of business failures in this state for startups.  
[00:51:05] And part of that is having the right education and information to start a business and  
[00:51:10] the right mentoring to sustain that business.  
[00:51:14] And thirdly, we have a lot of people on the east side that are downsizing coming out of  
[00:51:19] the ranks of the corporate entities that you all know of with amazing talents and skills  
[00:51:26] and wanting to start their own businesses and obviously hire people to help them.  
[00:51:31] So we're trying to administer all of those and always with a consideration.  
[00:51:36] As Commissioner Hawkins mentioned, to be inclusive and to understand the diversity and  
[00:51:42] try to minister to people that learn things in different ways, in different languages.  
[00:51:47] So we're very acclimated to that.  
[00:51:54] The mission to provide access to tools for experienced workers and entrepreneurs and that  
[00:52:04] need help with their ideas to make their ideas into working businesses that are  
[00:52:09] successful and sustainable, again, lowering the barriers to entry for those  
[00:52:14] non-traditional and first time founders.  
[00:52:17] Keeping our ecosystem diverse, encouraging spontaneous collaboration and providing  
[00:52:23] pathways to prosperity for our whole community.  
[00:52:29] Some of the tools that we're using are bread and butter program is shown on the right and  
[00:52:35] that is a program called the Foundation's Classes, and these are classes speaking to the  
[00:52:41] barrier of entry that are free to people in the five cities and beyond.  
[00:52:47] They are administered by score retired executives on the spaces provided by the King  
[00:52:54] County Library system.  
[00:52:55] So for all those five communities, there are five classes held in the libraries, which  
[00:53:01] are places that are have become third places there where people feel very comfortable  
[00:53:08] going. And we're hopeful that our city halls will be the same.  
[00:53:11] But certainly there are third places for people that want to learn the other.  
[00:53:18] The second run that we're trying to do, well, we're I should mention that we're trying to  
[00:53:24] ministered to businesses that are different sizes and also in different stages of

[00:53:29] maturity. So our second run is providing advanced services, advanced series of classes.  
[00:53:36] And this year we're doing that in a place called Co Box, which is in Bellevue.  
[00:53:41] It's a coworking space and we're using that space to provide advanced coursework in  
[00:53:46] finance and marketing and business plan development that's happening this fall.  
[00:53:52] And in addition, we're also going to be providing our foundations course again, our bread  
[00:53:57] and butter free courses in the libraries in the fall as well.  
[00:54:01] So and thank you again.  
[00:54:03] The port for helping us to provide those.  
[00:54:06] We also in addition to that, we have one on one mentoring provided to businesses in the  
[00:54:11] five cities, and that can come through economic development staff and city staff, SPDC  
[00:54:17] ministers to businesses in Bellevue and Redmond.  
[00:54:21] And my colleague Duncan Malloy, who's in the audience, ministers to businesses all over  
[00:54:26] the five cities but and specifically in Kirkland as well.  
[00:54:30] So we try to customize our mentoring.  
[00:54:32] Some people are not as comfortable in classes, but or some people are beyond those  
[00:54:37] classes and into having very specific problems that that mentor can provide help for.  
[00:54:43] And then finally, your funds are helping us to put together a three to five year work  
[00:54:49] plan. We really want start at 45 to ultimately be sustainable.  
[00:54:55] It's now sustained by your funding and funds from each of the participating cities.  
[00:55:02] What we've done is assembled an advisory committee.  
[00:55:06] That advisory committee has come up with two very key concepts that we are now testing  
[00:55:13] and researching, one of which is partnering with private coworking spaces to provide our  
[00:55:20] startup four to five mentoring and classes to those engaged in those coworking spaces or  
[00:55:26] possibly doing standing up our own coworking space, not unlike what is being stood up in  
[00:55:32] the incubator in windmill.  
[00:55:35] The other concept is to enrich the curriculum.  
[00:55:39] I've described what we are doing now, but we think it needs to be done in many languages,  
[00:55:44] for example, and more customization for the different business clusters that are  
[00:55:53] entrepreneurs represent.  
[00:55:55] Thirdly, we want a map.  
[00:55:57] We have map, the ecosystem of business services on the east side.  
[00:56:02] We want to be able to connect entrepreneurs to those services knowing that we can't do  
[00:56:07] everything. So.  
[00:56:12] In summary, how so, sorry.  
[00:56:14] And similarly, I just want to do a close up picturing a foundations meeting that includes  
[00:56:21] mentors, and you would I think you'd be appreciative of what you would see of people from  
[00:56:29] many disciplines wanting to give back on the mentor side and do amazing work score.  
[00:56:36] Volunteers are volunteers and there are other incredibly gifted mentors that at this time  
[00:56:42] want to give back to people that are just starting out and then people just starting out  
[00:56:47] with some of the most amazing, inspiring ideas.  
[00:56:51] Somebody that wants to run an equestrian business, someone that wants to tackle, doesn't  
[00:56:56] want to tackle drones, but wants to use drones to assist in in selling real estate.  
[00:57:04] There are a number of culinary companies that want to get out of the kitchen and get into  
[00:57:11] bricks and mortar store fronts, et cetera, et cetera.  
[00:57:14] So we minister to an awful lot of people over spectrum and we appreciate the opportunity.  
[00:57:23] Thank you, Paul, again for being able to mint new businesses and help people succeed and  
[00:57:29] help people support their families.  
[00:57:31] So thank you very much. Thank you, Ellen.  
[00:57:34] Any questions? I just think we should come back to Kirkland because it's feeling the love  
[00:57:40] is nice. Thank you very much.  
[00:57:44] Mr. Hawkins, one quick question for Allen.  
[00:57:47] This may be a little bit outside of the topic today, but I am curious about ways in which  
[00:57:54] conversations are happening in Kirkland around regional mobility in particular.  
[00:57:59] You were looking at as a significant shoreline landowner.  
[00:58:04] We're looking at is there an interest in water taxis, particularly from your side and  
[00:58:10] further afield in Puget Sound?  
[00:58:11] And I'm wondering, is that is that discussion happening at the city of Kirkwood?  
[00:58:15] You know, we've had that discussion over many years and then included the poor.  
[00:58:19] We talked to Renton about some of the water taxi efforts that are going on there.  
[00:58:24] There are certain considerations because when you deal, it's not just about the water  
[00:58:29] taxi, it's about the subsidies that are required.  
[00:58:32] And so, as I understand it, to to run the water taxi, the other is having to kind of go  
[00:58:38] from a number of different modes of travel, as, you know, transportation to be able to



[00:58:43] get people to that water taxi.  
[00:58:46] And in Kirkland, we have such difficulty parking or providing any kind of park and ride  
[00:58:54] service in or near that where that ferry embarkation might be.  
[00:59:00] So there are lots of issues, but I think in our hearts then you mentioned the clock A.  
[00:59:06] There's there's certainly a love of Kirkland for its for its its former ferries.  
[00:59:12] And and perhaps there's a way.  
[00:59:16] Mr. Feldman following up on.  
[00:59:18] Commissioner Calkins interest in the transit or mobility is one of things we've been  
[00:59:25] talking about as potential ways of getting folks from the Eastside to the airport in a  
[00:59:31] efficient fashion, because the airport drive probably has more constraints than airspace.  
[00:59:36] So have you have been part of these conversations of potential remote baggage check in  
[00:59:41] and shuttle buses to the airport?  
[00:59:44] And have that been floated to any of you folks?  
[00:59:47] Well, I know I heard you speak about it at Kirkland Chamber meeting not too long ago, but  
[00:59:54] other than that, I've not been involved.  
[00:59:57] Well, I think the staff is still looking at will.  
[00:59:59] It's something that we'll continue.  
[01:00:01] The conversation is obviously in addition to the rail corridor and tourism grants, having  
[01:00:06] an accessible airport.  
[01:00:07] It's obviously another major thing we can do for you side, right?  
[01:00:10] Mm hmm. Thank you.  
[01:00:12] Well, Alan, I just wanted to add one quick question.  
[01:00:15] How much? What's the staffing of Startup 45?  
[01:00:19] Is it just you?  
[01:00:21] No, actually, it's me.  
[01:00:22] And it's also Duncan Malloy.  
[01:00:24] And I want to say hi to Duncan.  
[01:00:25] I saw you back there.  
[01:00:27] So nice to see you.  
[01:00:28] Good to see you. Yeah, yeah.  
[01:00:29] So I should say that Kirkland is very proud to administer the program, and Duncan and I  
[01:00:34] are very proud to do it.  
[01:00:36] Previously administered by Anthony Gill and Jesse Cannito at the city of Bellevue.  
[01:00:41] Well, you've done remarkable work.  
[01:00:43] The two of you, I mean, you punch above your weight, without a doubt.  
[01:00:47] I guess the question I have on that is you mentioned that the funds come not just from  
[01:00:51] the port, but from the different cities when there was a King County Economic Development  
[01:00:55] Council. Did you get funding from that or do you have the ability to get it through the  
[01:00:59] state ADL? That's nothing that we've looked at.  
[01:01:04] I think it's satisfactory at this point to fund us through hopefully through the port  
[01:01:10] continuation and the cities themselves that have put back put up funds.  
[01:01:15] I think we're thinking as part of the three to five year work plan that perhaps there is  
[01:01:20] some revenue generation through some of the more advanced classes that could be paid for,  
[01:01:26] while we would still obviously continue that, the free classes of the foundation series.  
[01:01:32] So we're looking at ways of generating additional revenue on beyond those city  
[01:01:36] contributions. And yours.  
[01:01:39] Great. Well, I was just curious because that would normally be a function of NATO.  
[01:01:43] A lot of the work that you're doing, again, getting you're doing a remarkable job with a  
[01:01:46] very small staff. So we're fortunate to have you.  
[01:01:50] Thank you. Thank you.  
[01:01:52] Any other questions?  
[01:01:55] No. Ok. Well, thank you very much, we appreciate it.  
[01:01:58] And excited to see the grant program continue on this budget season.  
[01:02:03] Right. All right.  
[01:02:05] Excellent. Madam President.  
[01:02:07] More panel. The next agenda item is a panel discussion on the east side, business growth  
[01:02:11] and port partnerships.  
[01:02:13] Okay. Commissioners are two guest speakers will take us beyond the headlines and share  
[01:02:18] more information about the Eastside growth and possible partnerships with the port.  
[01:02:23] Our panelists are Joe Fane, a Bellevue Chamber of Commerce president and CEO, Chris  
[01:02:28] Johnson W Chamber of Commerce government relations director.  
[01:02:34] Welcome. The Bellevue Chamber of Commerce.  
[01:02:44] And it's great to have you all here today.

[01:02:46] It's wonderful to have Terry Bowman here.  
[01:02:48] We're very excited to have you joining our board of directors and very excited about the  
[01:02:53] port's involvement on the east side and in Bellevue.  
[01:02:56] What we're going to talk about today, very briefly is just walk through, particularly in  
[01:03:00] the Bellevue area, some of the growth that we've been seeing and what sectors that growth  
[01:03:04] has been happening in.  
[01:03:05] And then talk a little bit about how the ports involvement here on the east side and in  
[01:03:09] the city of Bellevue lined up along the corridor, have really been spurring economic  
[01:03:14] activity and is pleased to have a conversation with some of you recently about some of  
[01:03:18] how those investments have really played out.  
[01:03:22] The first chart here that I was going to display talks about.  
[01:03:29] Is our downtown employment by sector.  
[01:03:32] I learned that fire at thirteen point one percent, though it looked very much like how  
[01:03:38] much I pay for fire on my property tax bill is finance, insurance and real estate.  
[01:03:43] But what is kind of striking, especially if you were to take this chart and compare it to  
[01:03:48] years past 10 years ago, 20 years ago, is the shrinking retail US segment compared to all  
[01:03:57] the others, particularly services.  
[01:03:59] Don't tell Kemper I said that, but clearly we are diversifying the offerings in the  
[01:04:05] employment that we see in the city of Bellevue and all across the east side and moving  
[01:04:09] much towards that. Information technology and in service sector economy did then dig into  
[01:04:17] those services a little deeper.  
[01:04:19] You could see how that breaks down and in particular particular you can see the  
[01:04:24] professional science, technical and scientific and technical services now making up over  
[01:04:28] 25 percent of our workforce information, which is deeply related to that, then taking us  
[01:04:34] over half of our workforce.  
[01:04:37] And then of course, our food services and accommodation sector grows at roughly the same  
[01:04:43] clip as those other two segments, in part because of the three hundred and fifty thousand  
[01:04:49] nights that folks from coming through see Tax Day and are in our region, in our city.  
[01:04:56] And then of course, as we have companies that see a lot of out of town travel as part of  
[01:05:02] their business model. So you can certainly see that reflected above that, Nia, in the  
[01:05:07] statistics. Next, it's kind of interesting to see how Bellevue and our innovation  
[01:05:14] triangle, which was referred to earlier, the Redmond Kirkland Bellevue area, compares to  
[01:05:20] some of the other recognized tech hubs around the United States, particularly as the  
[01:05:27] percentage of workers in those in those fields come from computer math and science or  
[01:05:33] engineering and science.  
[01:05:34] And it's really quite remarkable that even when you look at San Jose on those comparisons  
[01:05:40] as a region that we think internationally as being a hub for engineering and science  
[01:05:47] employment as a percentage of the overall workforce.  
[01:05:52] Bellevue, Kirkland and Redmond, the innovation triangle actually dwarfs those those  
[01:05:58] areas. North Carolina, also a growing hub for tech growth, is still well behind where the  
[01:06:07] innovation triangle is.  
[01:06:08] And that drives a lot of what we see on the next slide here, which is the explosive  
[01:06:15] growth. This, of course, is just the downtown development pipeline in Bellevue.  
[01:06:20] But if you were to look at similar charts in the other neighboring cities, you would see  
[01:06:25] similar development trends.  
[01:06:27] The new campus in Microsoft, Microsoft campus in Redmond and the increased square footage  
[01:06:33] there in the in the business park development.  
[01:06:36] That's coming from that. And certainly here in Kirkland, as older buildings are being  
[01:06:42] redeveloped into the tech hubs and the expansion of Google that you were able to see  
[01:06:45] earlier today, what you see here is just what's in the permit pipeline or currently under  
[01:06:50] construction, the buildings that are highlighted in rendering there.  
[01:06:55] And you can see that many of those buildings I'm not sure if the.  
[01:06:59] Yes. The next I'll I'll jump forward to and then jump back.  
[01:07:05] I'm not sure if anyone's familiar with that logo, but that is just that Q2 is in  
[01:07:11] Virginia. But is actually here.  
[01:07:13] Exactly. Hq Q2 can be a term that's used.  
[01:07:18] But in reality from the amount of employees that we expect to see coming to the site and  
[01:07:23] in Bellevue in the next five to 10 years from Amazon, it's clearly that HQ to whether  
[01:07:29] it's in name only or in practice is definitely here and in the Bellevue area.  
[01:07:34] How many employees, Jody, expect?  
[01:07:36] So Amazon has not publicly made that announcement yet.  
[01:07:41] The the way that the projections are done by folks like the individuals that provide us  
[01:07:45] this information with Kidder, Matthew, Gary Gunther, you use kind of a traditional square

[01:07:51] footage by employee calculation and you're anywhere in that five to 15000 range with that  
[01:07:56] kind of a calculation.  
[01:07:57] And, you know, it's possible that that's that that's low considering where the where the  
[01:08:03] growth is coming.  
[01:08:05] And of course, an Amazon first step was to announce the movement of their worldwide group  
[01:08:10] from Seattle to Bellevue.  
[01:08:12] And that's a huge group that is already announced and it has their move in date  
[01:08:17] scheduled. And then, of course, in the last two weeks, the announcement of the forty two  
[01:08:21] storey tower that they'll be under construction there, that you can see, not  
[01:08:26] coincidentally, adjacent to the transit center, which, of course, will be receiving light  
[01:08:30] rail in next five years.  
[01:08:31] And so the timeline can prove that.  
[01:08:33] Right. Yes, I do. And our speaker at our business lunch in September, Peter Rogoff from  
[01:08:39] Sound Transit, I'm sure will speak extensively about that investment.  
[01:08:44] But again, moving back to this pipeline, as you could see, a lot of this is driven by  
[01:08:49] Amazon, but not entirely.  
[01:08:51] We've seen a lot of additional companies that are either wanted to have some kind of a  
[01:08:56] presence here or have moved their entire operation here.  
[01:09:00] And I think the the interesting thing is you talked to folks in the tech industry about  
[01:09:07] how they're making their choices, about what communities they're going to move into.  
[01:09:12] In part, there is a strategy about having at least some presence in all of the major  
[01:09:17] markets so that when there are economic downturns or when there are regulatory changes or  
[01:09:23] when there is a change in where the workforce wants to find that quality of life, they're  
[01:09:29] in a position and they've got boots on the ground in an established relationship with  
[01:09:32] those communities to be able to increase that footprint.  
[01:09:36] And I think what you've seen is out of many of the companies that you see on the screen  
[01:09:40] there, that they've recognized that this innovation triangle is his site area.  
[01:09:46] And the city of Bellevue is a very attractive place to do business, in large part because  
[01:09:51] of the political organizations that that they get to work with.  
[01:09:56] We've got excellent elected leaders here on the east side and have really worked well  
[01:10:01] with some of these companies as they've looking to expand, looking to expand their their  
[01:10:06] footprint. Obviously.  
[01:10:08] When you look at a chart like that and the amount of real estate.  
[01:10:13] Seven point five million square feet just in these pipeline projects alone.  
[01:10:17] This doesn't take into account what you would be able to calculate if I took off that  
[01:10:22] left logo on the bottom and you would see the properties that are up against four or  
[01:10:26] five, which are all two and three story buildings adjacent to four or five walking  
[01:10:31] distance from downtown, you know, two blocks away from the new transit center when it  
[01:10:35] opens up. So clearly a huge development opportunity.  
[01:10:40] And then the developers that own those properties are either starting to go through those  
[01:10:43] early stages of design or have already had conversations with with developers in the city  
[01:10:50] about what that's going to look like in the near future.  
[01:10:52] The other thing that I think would be worth mentioning is as this explosion in commercial  
[01:10:57] real estate is taking place, we know that affordable housing is very is a very big issue  
[01:11:04] throughout the King County area.  
[01:11:05] And right now, only 4000, if we if you just look at Amazon and you're in that 5 to 15  
[01:11:10] range for new employment, that doesn't include the growth in other in other areas and  
[01:11:13] other businesses. There's only about 4000 residential units that are permitted for the  
[01:11:18] Bellevue area in that same time horizon.  
[01:11:21] And so that affordability issue is just going to continue to be on our on our minds and  
[01:11:28] things that we'll need to work collectively on addressing.  
[01:11:32] Joe, can you indicate really quickly where the light rail station will be?  
[01:11:35] Yes, it's right adjacent to city hall.  
[01:11:37] It's that developed that you can actually see the construction underway here.  
[01:11:40] If you look at northeast 6th to the left of that, that kind of that's where the station  
[01:11:45] is coming in. And the existing Bellevue Transit Center is on Northeast 6th.  
[01:11:49] You can see those kind of that long, skinny building.  
[01:11:52] That's the either side of the street.  
[01:11:55] There is transit only bus station.  
[01:11:58] You can see there is no.  
[01:12:01] There is clearly some synergy that Amazon and other developers are trying to exercise  
[01:12:07] with the access to transit, which leads to the other issue about the issues that we're  
[01:12:12] dealing with and that we need to be at the forefront of.

[01:12:15] Over the next few years, which, of course, is transportation mobility, both to the city  
[01:12:20] and throughout the inside, but also within the city, had conversations with some great  
[01:12:24] work that this Bellevue is doing about we're talking about a connector route to connect  
[01:12:31] hotels and workplaces and transit center.  
[01:12:33] And so these are really important mobility things that can be of high impact for the  
[01:12:37] region. Next, I wanted to finish my comments, talking about what you were able to view  
[01:12:45] today and the side rail corridor, and Commissioner Feldman and I had a chance to talk  
[01:12:49] about this earlier as well.  
[01:12:52] There are clearly a lot of ownership and timeline for development about different  
[01:12:56] segments of the corridor and when does it all connect and when are the permanent access  
[01:13:01] points going to be completed.  
[01:13:04] But as you can see here, a chart that I'm sure you've seen many times before about where  
[01:13:07] the alignment goes.  
[01:13:09] And if you look over there on the bell, red corridor, particularly where that's diamond  
[01:13:13] is, we're very close right there actually in the Spring District to the new Global  
[01:13:22] Innovation Exchange from University Washington and of course, the new headquarters from  
[01:13:26] RPI. And one of the big encouraging or one of the big incentives that I think RBI and  
[01:13:33] other developers that are looking at this spring district, including Facebook, which  
[01:13:37] would be one of the largest land lords out in that in that area, they're looking at the  
[01:13:43] access that will be available to their employees by having this resource available to  
[01:13:50] them and anyone that drives four or five on a regular basis as I try not to.  
[01:13:57] Yeah, exactly. It's folks that can use that as an alternative.  
[01:14:02] We certainly will. In a company like RTI that actually has a very high percentage of its  
[01:14:06] employees that get to work using alternative means of transportation, which would be  
[01:14:10] appropriate for the corridor.  
[01:14:11] I have really looked at that as an economic development opportunity and so we talk about  
[01:14:15] open space and the importance of outdoor recreation, but that corridor is certainly an  
[01:14:19] economic development opportunity and very much in the in the service of the ports  
[01:14:25] overlying mission. And so we appreciate those investments in that leadership.  
[01:14:30] I will turn this over to our director of government affairs to talk about the coalition.  
[01:14:34] But again, wanted to appreciate you come to these side and given us this opportunity is  
[01:14:38] going to become the CEO who's going to be referred to as Bill Views West Side, West Side.  
[01:14:44] Just a brief comment on that.  
[01:14:47] I'm a South King County guy.  
[01:14:49] And and I and I still live there.  
[01:14:51] And so what's been fun about coming to these side and getting more engaged in learning is  
[01:14:55] that I don't have a lot of the baggage.  
[01:14:57] And so one of the things that I have talked about in terms of that East Side nomenclature  
[01:15:02] is that it is about.  
[01:15:05] Being relative to something else where the E side of something and so I almost I have a  
[01:15:09] little bit of I don't really like that branding.  
[01:15:11] You know, we're our own thing and and it's really great.  
[01:15:13] And we shouldn't cooperate and work well with the city of Seattle.  
[01:15:16] But yeah, it's great.  
[01:15:18] Great point. Sure.  
[01:15:20] Phelan. Well, picking up on the answer to baggage, it's not like the port ever or a  
[01:15:26] commissioner of a feels they carry that.  
[01:15:28] But one of the things that I'm very proud of, the baggage that we do carry is the  
[01:15:32] foresight and investment that previous commissioners made in the investment of that  
[01:15:36] cadre. And it's just delightful to see over time.  
[01:15:39] It was a lot of forethought there.  
[01:15:40] There's a lot of controversy associated with it.  
[01:15:42] And to have gotten just a glimpse of some of the economic development it spurred as a  
[01:15:47] kind of baggage. I'm happy to where I started my encounters with that corridor when I was  
[01:15:53] chief staff people on right bower in the early 2000s and then continued to see it through  
[01:15:58] my time in the legislature.  
[01:15:59] And I think I may have attended between 10 and 20 ribbon cuttings on this corridor every  
[01:16:05] 15 minutes. It's like, wait, is it actually is it actually a thing now or are we just  
[01:16:09] celebrating again? Exactly.  
[01:16:11] But now you can really see the impacts of the vision come to life.  
[01:16:17] Great. I think we'll turn you over to Chris, right, commissioners and staff for the  
[01:16:22] record, Chris Johnson with the Bellevue Chamber of Commerce.  
[01:16:24] I'm director of government relations.

[01:16:25] It's great to be in such a relaxed environment.  
[01:16:28] I'm used to making two minute comments on the record in the state capital, so it's great  
[01:16:33] to be able to slow it down a little bit while being respectful of your time.  
[01:16:37] First of all, thanks to the port for holding a commission meeting on the east side, and  
[01:16:42] we're grateful to you for being a partner with us, in particular in economic development  
[01:16:47] all along the I 4 0 5 corridor.  
[01:16:49] And sometimes people, I think, have a mistaken impression that the port begins and ends  
[01:16:55] at the water's edge, or there's that little island down in south King County where where  
[01:17:00] airplanes come in and take off.  
[01:17:02] So we're grateful for your footprint, expanding footprint on the site and your interest  
[01:17:06] in a greater presence here.  
[01:17:08] One of the things that I do during the legislative session is represent the East King  
[01:17:11] County Chambers of Commerce Legislative Coalition.  
[01:17:14] You have a slide here that shows you who our current roster of members are.  
[01:17:20] Our chambers are of all sizes and they represent businesses of all sizes and across all  
[01:17:25] sectors from really from south.  
[01:17:27] So how much county all over town of the Pierce County lines with Bothell and Kirkland in  
[01:17:30] the north, we have snow quality in the east, Renton to Maple Valley in the south.  
[01:17:36] So as you can imagine, those chambers have a real diversity of interests and opinions on  
[01:17:42] public policy matters.  
[01:17:43] So sometimes it can be a little bit like herding cats to get everyone on a common agenda.  
[01:17:47] But that's what we do and we try to focus on on high level interests that are that take  
[01:17:53] more than one session to address this past session.  
[01:17:57] Our priorities were housing affordability, mobility solutions and career and technical  
[01:18:02] education. And I think it's really extraordinary for the first time ever that we had a  
[01:18:06] separate housing paper and that housing affordability was our top priority.  
[01:18:10] I mean, that's in the past.  
[01:18:11] I can tell you that the coalition focused more on wage and hour issues or regulatory  
[01:18:15] matter matters and what our employers are telling us up and down the east side.  
[01:18:19] This is all the chambers is the greatest barriers that they face to attracting and  
[01:18:24] retaining talent. In a tight labor market are the lack of housing affordability or  
[01:18:30] workforce housing, which to us means about 80 120 percent of am I ok then?  
[01:18:35] That's what I would call a postie of first and last mile mobility solutions.  
[01:18:42] And then finally, the need for additional a workforce that is has the appropriate career  
[01:18:49] credentials so they can fill the jobs and employers have to offer.  
[01:18:53] That's why we were really pleased to support Cornell liability reform this past session.  
[01:18:59] That was a win. We'll see how that plays out in the marketplace.  
[01:19:02] I had the chance to be a part of a housing affordability forum here just about a month  
[01:19:06] and a half ago in Kirkland City Hall.  
[01:19:08] And I will tell you that a year ago we were told by the realtors that we had one week of  
[01:19:12] inventory that is in the King County residential market.  
[01:19:16] Now, that's up to about a month, but it's still not adequate because it's not spread  
[01:19:20] across all price points.  
[01:19:21] So we hope the market will respond and we hope that more insurers will start providing  
[01:19:27] the policies that are needed for starter condos and other owner occupied housing that our  
[01:19:32] workforce needs. That remains to be seen.  
[01:19:35] We may be having this discussion again in a year and the year after that.  
[01:19:38] There are still there's still a little bit of unfinished business in Olympia when it  
[01:19:42] comes to enabling homeowners associations to act proactively and make informed decisions  
[01:19:49] about whether or not to engage in construction defect litigation.  
[01:19:54] One of the things that is important to us and why we're pleased to be collaborating with  
[01:19:59] the port on the ground in Olympia is some of the items that we see in your own adopted  
[01:20:02] legislative agenda. And I'll just pick three of them.  
[01:20:05] And they're my synopsis, not your language, but first of all, quality jobs and workforce  
[01:20:09] development. The second would be investing in infrastructure of all kinds.  
[01:20:14] And the third is the promotion of alternative fuels such as LNG and electrification, at  
[01:20:20] least of the surface transportation sector.  
[01:20:23] Those are issues that we continue to work on.  
[01:20:25] We think that diversification of the way we move people fits right in with how we power  
[01:20:33] the vehicles that move them.  
[01:20:34] And we will continue to work on work on those bucket of issues in the sessions to come  
[01:20:39] both short and long.  
[01:20:41] So I guess in summation, I'd like to make my comments brief and and be able to take your



[01:20:46] questions if you have any is what we're really grateful for the port's presence on the  
[01:20:50] east side. We look forward to working with you both on local government relations and in  
[01:20:56] the state capital where we have common interests, particularly, I think, in workforce  
[01:20:59] development and and making sure that we have a workforce that's ready to fill the jobs  
[01:21:06] that are available in our communities.  
[01:21:08] And last stage, I want to make sure you all know that you're invited to attend the second  
[01:21:12] annual Port Unplugged East Side event.  
[01:21:14] Last year was here in Kirkland and this year.  
[01:21:17] It will be at the wonderful new Hyatt Regency Lake, Washington, at Southport in Renton.  
[01:21:22] Someone referenced a ferry passenger ferry travel earlier.  
[01:21:26] I know they're very interested in that on the shores of Lake Washington, a little south  
[01:21:29] of us, but we hope you'll be there and we can talk a little bit more about what the port  
[01:21:34] does for economic development.  
[01:21:35] Thank you. All right.  
[01:21:37] Thank you, Chris. I have any questions.  
[01:21:39] I think we've got a few. Mr Hawkins.  
[01:21:42] Yeah. So thank you so much for bringing up the question of housing affordability.  
[01:21:46] I know that while it's somewhat orthogonal to what we do at the port, it absolutely  
[01:21:51] impacts our ability to do what we're chartered to do, which is economic development.  
[01:21:55] And so I would invite you to begin conversations with our external relations teams about  
[01:22:01] how we can contribute to your legislative efforts to look at some of those outdated laws  
[01:22:06] that I think are impeding supply effectively.  
[01:22:10] So thanks for raising that.  
[01:22:13] Commissioner Bowman and I are the Workforce Development Committee at the Port of Seattle.  
[01:22:17] So on that topic, we'd also be interested in learning more about the East Side sees as  
[01:22:22] its real development.  
[01:22:23] What do we call it now? It's not these sites that send us to a King County or something  
[01:22:31] going to West Carnation.  
[01:22:34] Maybe the.  
[01:22:36] So I'm personally interested in learning more about some of the fields that you see as  
[01:22:43] the real ripe areas of job growth in this area of the county, too.  
[01:22:47] So thanks for for bringing that up.  
[01:22:51] And then finally, I I think there is an opportunity for us to look at ways that on the  
[01:22:57] question of renewables and electrification, the port is a pretty significant player in  
[01:23:02] those conversations. And so as you all are doing your brainstorming an idea creation  
[01:23:07] around it would be good for us to also share what we've been thinking about in terms of  
[01:23:12] alternative fuels and sustainable and renewables, too.  
[01:23:14] So thanks so much. Well, I will note, Commissioner, that again, the port as a partner, as  
[01:23:20] a supporter of the coalition, if you had been to any of our events, you will see your  
[01:23:24] local as one of our our supporters.  
[01:23:26] We appreciate that. And I think the issue of renewables in the transportation sector is,  
[01:23:33] well, it's ripe for continued collaboration across all sectors.  
[01:23:37] And we're happy to hear a little bit more about what's going on in the maritime sector  
[01:23:40] and how some of our chamber members can be a part of that.  
[01:23:45] And I will say to thank you for the invitation to the port unplugged.  
[01:23:48] I think we're all or most of us are out of town because we're doing this eastern  
[01:23:52] Washington trip. So I won't really make it, but it is a great event.  
[01:23:56] Commissioner Phelan. I want to speak to this concern about you, sign it.  
[01:24:05] It's the east side of the lake.  
[01:24:07] We love that geophysical feature of the state.  
[01:24:11] It is not something to be embarrassed of being on the east or west side of it.  
[01:24:14] It's not relative to Seattle.  
[01:24:16] Be proud of your east side.  
[01:24:19] I'll set you side of Lake Washington.  
[01:24:21] All right. Mr. Simon, I want to pick up on Commissioner Hawkins comments and your  
[01:24:27] emphasis on affordable housing as a top objective with regard to work workforce housing.  
[01:24:36] I actually think that the Port of Seattle is just as directly engaged in affordable  
[01:24:42] housing in the sense that it is probably the number one insurer protector and a promoter  
[01:24:51] of of living wage jobs in the county, if not the state and maritime alone.  
[01:25:00] It's upwards of ninety thousand, you know, wages.  
[01:25:05] And so looking at the challenge of affordability from the income household income side  
[01:25:12] and growing, closing the disparity, income wage disparity as a strategy, I wonder if  
[01:25:19] you've you've tackled that in any way, directly or indirectly, but looking granted that

[01:25:25] we're never going to have the subsidies to cover the gap, but we can close the gap  
[01:25:30] through wage growth and career ladder and pathways and so forth through those fantastic  
[01:25:36] jobs that are directly and indirectly connected with port activities, maritime aviation.  
[01:25:42] There's something for everybody there.  
[01:25:46] Well, I'd be curious if you had any thoughts about that through your discussions through  
[01:25:52] these. Well, or not?  
[01:25:54] Not directly. I think that some of our employers are are very small.  
[01:25:59] I mean, I've.  
[01:26:01] People or less.  
[01:26:02] And what I hear from them is they have jobs that they aren't able to fill all the time.  
[01:26:10] And in some cases, their own cost structure prevents them from issuing higher wages.  
[01:26:17] But for most of our employers, at least at the Bellevue Chamber, the issue of their  
[01:26:23] willingness to pay higher wages or potentially to address disparity is not is not a  
[01:26:28] problem. They need to fill positions that that that they have.  
[01:26:34] And I think that we can certainly be a convener of that discussion using employment  
[01:26:40] security data about which high paying job clusters in the four or five suburban crescent  
[01:26:45] are not filled. But more importantly, what are the emerging high page wage opportunities  
[01:26:50] that we can make sure that we are able to fill?  
[01:26:54] Yeah, exactly my point.  
[01:26:56] Thank you. Sure, you're filming.  
[01:27:00] You know, you touched on my favorite subject of sustainable fuels and things like that.  
[01:27:05] So, you know, one of our top priorities this past legislative session was House Bill 11  
[01:27:10] 10, which dealt with creating a low carbon fuel standard.  
[01:27:13] And this is something that we really need to broaden this coalition.  
[01:27:17] And so this is something, you know, you stepped in and we're following up.  
[01:27:20] And but it really will matter not only for getting these lower polluting fuels into the  
[01:27:26] system, but the jobs associated with producing them in the state.  
[01:27:30] As we know, anything we produce here will be shipped to California, Oregon, where the  
[01:27:34] standard exists.  
[01:27:35] So it's really a very important piece of legislation that we continue to plug away at and  
[01:27:40] we'd very much embrace having the chambers part of that discussion.  
[01:27:44] So thank you for offering that.  
[01:27:48] Joe, I want to go back to you, if you would.  
[01:27:49] Mike, we go back to your slide showing all of the developments, not that one, the one  
[01:27:54] right before that. I just wanted to, number one, say thank you for highlighting this,  
[01:27:58] because this was really the crux of what I was hoping to get from this presentation.  
[01:28:02] I think that in the past hour, conversations with each side have been more around  
[01:28:07] tourism. And I've really been pushing folks to say we need to understand more about the  
[01:28:12] business development that's happening east of Lake Washington.  
[01:28:15] And so, you know, seven point five million square feet of commercial is huge.  
[01:28:22] That's just amazing.  
[01:28:23] So I. My question to you and you don't have to answer it now, but what more can the port  
[01:28:27] do to partner with businesses on the east side?  
[01:28:30] You know, we again, we have the tourism grant program waiver economic development grant  
[01:28:34] program. But if you don't have an answer now, if you could just think about it over the  
[01:28:38] next couple of weeks and we could get together and talk about it.  
[01:28:40] But I just see us as a big partner.  
[01:28:43] You are, you know, an enormous city, an enormous asset to the region.  
[01:28:47] And we just want to be able to be more engaged in not just on the tourism side of things.  
[01:28:51] Right. And I will welcome that conversation because I think there were a lot of different  
[01:28:55] answers. The one that I just want to touch on briefly because it was discussed earlier,  
[01:28:59] is having that greenlight access to the airport with, you know, remote terminal check in  
[01:29:05] and things like that, isn't it?  
[01:29:07] Q Mr. Metruck, are you hearing that remote terminal check?  
[01:29:10] It's been a conversation that we've seen off and on for over a decade, but it's  
[01:29:15] definitely one that the more interest from us.  
[01:29:19] Right. Well, you know, I'll lean on you because I will say that I know that our staff and  
[01:29:23] tried to reach out to some businesses to understand their level of interest, and we're  
[01:29:27] not getting a response in my response to our staff was you should call Joe Fain.  
[01:29:32] He can get into those businesses.  
[01:29:34] So expect to call in the next week on that.  
[01:29:36] Excellent. Great.  
[01:29:38] And then I will say I'm going to do a little bit off script, but I think that you'll find

[01:29:42] this is good news. I believe Mr.  
[01:29:44] Metruck in the in our external affairs team are about to put on the street a job  
[01:29:49] description for our first fully dedicated staff person to cover the east side.  
[01:29:55] This has been something that I've been pushing for for several years.  
[01:29:58] And really, what I the intention is that you'll have somebody that will regularly attend  
[01:30:03] the East King County chambers meetings, the Bellevue Chamber, Bellevue Rotary being wood,  
[01:30:08] anvil Kirkland is a quasi ma'am ish, et cetera.  
[01:30:11] So that there's really a port presence on the east side.  
[01:30:13] And it's not just a couple of times a year.  
[01:30:15] So I'm excited, Mr.  
[01:30:17] Metruck, that we're moving forward with our position.  
[01:30:20] I would just say that it is well recognized by folks in the community that the port has  
[01:30:25] done a lot of outreach and is putting its putting its resources towards engaging the  
[01:30:32] community in a way that maybe it hasn't been in decades prior.  
[01:30:35] And so we appreciate your leadership and willingness to do that.  
[01:30:38] Well, thank you. Anything else?  
[01:30:41] No. Okay. Well, thank you very much, appreciate it.  
[01:30:44] Good to see you again. All right.  
[01:30:47] With that, this is where we're going to take up items that were removed from the consent  
[01:30:50] calendar and be removed.  
[01:30:52] Item three, see?  
[01:30:55] Yes, Madam President. That's authorization to expend capital funds for project definition  
[01:30:59] and preliminary design, unsustainable airport master plan, near-term projects in an  
[01:31:05] amount not to exceed 10 million dollars, procure and execute professional service  
[01:31:09] contracts, and enter into reimbursable agreements with the Federal Aviation  
[01:31:13] Administration in relation to the relocation and adjustment of the runway 34 hour glide  
[01:31:18] slope antenna as part of the taxiways and extension project.  
[01:31:23] Commissioners, you were briefed on the side at the last meeting.  
[01:31:26] This request seeks your approval to fund the scope and preliminary design for a number of  
[01:31:31] aviation projects.  
[01:31:33] As I mentioned earlier, the authorization before you in no way presupposes the outcome  
[01:31:37] nor short circuits, the process for environmental review of our area of our airport  
[01:31:43] masterplan near-term projects.  
[01:31:45] This item supports only the initial phase of project definition and preliminary design.  
[01:31:50] For that reason, these expenditures are considered at risk, as we discussed in our  
[01:31:54] previous presentation.  
[01:31:56] Since there is no certainty that these projects will go forward into detailed design and  
[01:32:00] later construction, however, these projects are well worth the potential cost and  
[01:32:05] schedule gains that they are anticipated to provide.  
[01:32:08] Carrie Stevens will be available to answer questions and carry, I don't know with that  
[01:32:12] lead in if you wanted to add anything in that regard.  
[01:32:14] Before we open it up to questions from the commission.  
[01:32:20] Put a microphone there.  
[01:32:22] Carrie Stevens with aviation capital programs.  
[01:32:25] I think Steve did a good lead into that for the most part.  
[01:32:30] We did that briefing at the last commission meeting.  
[01:32:34] I could go through, you know, additional presentation here, go through some of the  
[01:32:39] slides, or we could just answer questions, whatever you guys prefer.  
[01:32:46] Any questions? I'm not going to.  
[01:32:48] I don't mean to put him on the spot. Mr.  
[01:32:49] Steinberg was out of town, so we wanted to make sure that he had the opportunity as well  
[01:32:53] as others. I think that's important.  
[01:32:55] Again, Mr. Archer, thank you for highlighting this.  
[01:32:58] Is design at risk?  
[01:32:59] And so this is not presupposing the samp process at all.  
[01:33:03] But from my read on this issue is that I would prefer it'll save us time and money if we  
[01:33:10] can get started on it again.  
[01:33:11] But no formal decisions are made, but at least given you the ability to do some initial  
[01:33:16] design work. I think the one that's really particularly exciting to the community is the  
[01:33:20] change in the flight slope potential and there are like five projects.  
[01:33:25] So can you just briefly touch on the five batteries?  
[01:33:28] I think, Mr. Steinberg, you know, I actually want to just hear an enumeration of the five  
[01:33:32] projects and also to be absolutely clear that there is no bricks and mortar funding

[01:33:38] associated with this.  
[01:33:40] It's all soft funding.  
[01:33:41] And I'm also guessing and not having heard the briefing at the last meeting due to my  
[01:33:47] absence that that some of this work is necessary regardless of any future expansion  
[01:33:53] plans. I gather that we're already at the point where we need to be moving in this  
[01:34:00] direction on some of some of this effort.  
[01:34:03] I would say with regards to that, this this work will help inform us for a lot of  
[01:34:08] different situations in the future.  
[01:34:10] So help us make decisions in the futures is really what this work will help us do.  
[01:34:16] This is a project definition, preliminary design type work.  
[01:34:20] It's conceptual. Still at this phase, if I may, Pete Randall's general counsel for the  
[01:34:27] poor. Just to explain a little further for the public that.  
[01:34:31] Vermin of view will be complete, these projects will not proceed.  
[01:34:35] They will not be implemented. That no bricks and mortar until the commission after  
[01:34:39] environmental review makes that decision.  
[01:34:40] And yes, the information developed through this preliminary design work will help make  
[01:34:46] those decisions. Or it might actually help with some options, too, that are part of the  
[01:34:50] bigger picture. So, yeah.  
[01:34:52] Thank you. So I'm going to quickly, you know, the overview.  
[01:34:58] You know, the what our project planning process was, what the near term projects again.  
[01:35:04] This is are our standard sample map that we that we show for the near term projects are  
[01:35:12] and then get into the projects requiring preliminary design that we're asking for right  
[01:35:16] now, 10 million for the five projects and then a little bit more information on that  
[01:35:20] glide slope antenna.  
[01:35:22] And the next steps. So currently, of course, the master planning that is that has been  
[01:35:28] completed is in review.  
[01:35:29] We all know that we're still progressing through advanced planning.  
[01:35:34] We've been progressing since about 2017.  
[01:35:37] Been going through a lot of the advanced planning.  
[01:35:40] Looking at, you know, different different types of site planning, basically.  
[01:35:47] And you can kind of view it as master planning at around, you know, one hundred thousand  
[01:35:50] feet advanced planning gets us down to maybe 50 or 30000 feet.  
[01:35:54] And then preliminary design probably more down to the 10000 foot level.  
[01:36:00] And then then we get into detailed design.  
[01:36:03] And that is not what we're requesting at this point in time.  
[01:36:08] Though stamped near term projects, hopefully everyone's well well versed in this and  
[01:36:14] understands, you know, all the different projects that we have associated.  
[01:36:20] We're just focused on on five of them.  
[01:36:22] Some of them are enabling and some of them are somewhat efficiency in nature.  
[01:36:28] So I'll go through those projects.  
[01:36:32] This is actually just a you know, a look at some of our critical path, really, and some  
[01:36:38] of the linkages that we have.  
[01:36:40] You can see all of everything in green is really detailed design.  
[01:36:45] And then in the the purple, that would be the construction period.  
[01:36:49] This is in the in the sample documentation.  
[01:36:54] And we are still not at this point for detailed design.  
[01:36:58] And we do.  
[01:37:00] We do note in there that we would be coming back to commission if we wanted to request  
[01:37:07] that. So looking for it would be looking for that authority in the future, but still  
[01:37:13] still waiting for the environmental review to go forward.  
[01:37:16] Not presuppose, Carrie, to add to this.  
[01:37:19] Commissioner Steinberg, it was clearly laid out is that we're talking to the to the left  
[01:37:24] of the green of the green timeline is where the projects of the work that we're talking  
[01:37:30] about now. That was originally cleared.  
[01:37:32] So thank you for that. But me just point out the five projects in that thing.  
[01:37:37] Well, here's here's the five right here.  
[01:37:39] And the schedules pulled pulled together for those five projects.  
[01:37:45] Again, you know, we can see that the detailed design as per the sample documentation was  
[01:37:49] going to start sometime in 2020.  
[01:37:53] But again, that's that's all.  
[01:37:58] All would be. As part of the environmental review and figuring out what our timing really  
[01:38:03] would be with the authorization if we get a successful environmental review.  
[01:38:11] So like I said, these are conceptual in nature project definition, preliminary design,

[01:38:17] they allow us to get more reliable budgets and schedules.  
[01:38:21] It's not detailed design, but rather capital planning.  
[01:38:25] So the port is better prepared following the completion of the samp environmental review.  
[01:38:29] Granted, the required approvals are in place and we're of course in this phase before the  
[01:38:38] detailed design. And I think there is something else that Pete said that, you know,  
[01:38:43] basically overall, this should actually help inform some of the environmental review.  
[01:38:48] Some of the details that we get out of this out of this process, out of this stage would  
[01:38:52] help inform environmental review.  
[01:38:57] So first project that we have here is the West Side maintenance campus, and I just want  
[01:39:03] to go through following the number one arrow there.  
[01:39:07] And back to the red building.  
[01:39:10] Our current building is is our aviation maintenance building.  
[01:39:14] It was in the red there.  
[01:39:16] It's built in 1969 as a male sort facility.  
[01:39:20] It's past its useful life.  
[01:39:22] It has significant issues and will require additional investment if we keep it, keep it  
[01:39:28] moving or keep it alive for a longer period of time.  
[01:39:33] Currently, houses are vehicle maintenance, carpenter and paint shops and field crew  
[01:39:37] spaces. It has locker rooms, office break areas for one hundred and twenty plus  
[01:39:42] employees. So currently that facility is shown to be moving to the west side of the of  
[01:39:52] the airfield in the in the samp documentation.  
[01:39:58] So it's a it's a better approach, more appropriate location for that type of structure.  
[01:40:05] The second was the the aircraft rescue and firefighting station, also known as RF.  
[01:40:12] So coming back from number two, back to the red red building, that's our existing  
[01:40:18] primary, our facility.  
[01:40:20] This facility was built in 1979.  
[01:40:24] It has outlived its useful life, has significant infrastructure and utility issues.  
[01:40:30] And it is currently undersized for our current activity.  
[01:40:34] And his location has proven operationally difficult for our current airfield complex.  
[01:40:42] We also it will also need continued investment until it is decommissioned.  
[01:40:47] And then as you're probably aware, Sam shows the primary station moving over to the snow  
[01:40:53] shed. Our park, our site on the west side of the of the of the airfield.  
[01:40:59] This is the new primary.  
[01:41:00] And an additional. This this new primary and additional east side station attached to our  
[01:41:08] what we consider our future gates on the east side allows us to demo the current  
[01:41:14] structure of the current structure to make way for Gates in that area, according to the  
[01:41:19] stamp stamp documentation.  
[01:41:22] Number three was roadway improvements.  
[01:41:25] This is the North Airfield Expressway relocation.  
[01:41:30] So for the southbound lanes primary, primarily, this project moves the roadways to make  
[01:41:37] way for an expanded airfield and north gates.  
[01:41:41] But the project will also clear up some alignment issues that we currently have.  
[01:41:45] The Widened Arrivals Drive Project, which you guys approved for development in past  
[01:41:51] February commission meeting.  
[01:41:55] We'll perform a major portion of that alignment and bottleneck cleanup, but this will be  
[01:41:59] the final phase of that just to to clean up that alignment.  
[01:42:04] This we consider this to be one of the most complex spaces in all of Samp and something  
[01:42:10] that will take us quite some time to actually get a better handle on.  
[01:42:14] Get understanding for project definition so that we have all the project linkages, all  
[01:42:20] the utility requirements.  
[01:42:21] There's quite a few utilities that run through there, including a lot of FAA utilities  
[01:42:27] that will need to be ahead of the game on number four.  
[01:42:33] We have taxiway A B expansion.  
[01:42:36] So this is currently a single taxiway at the end of the south airfield.  
[01:42:45] This project provides for dual taxiways, which will increase aircraft efficiency, reduce  
[01:42:50] passenger delay, delay and on the ground before takeoff.  
[01:42:55] The extension requires the relocation of the glide slope antenna, which we would plan to  
[01:43:02] move to either a three or three point one degree approach angle.  
[01:43:08] This this raises the elevation of the aircraft and should reduce noise for communities to  
[01:43:15] the to the south of their airfield.  
[01:43:20] And this is the one that our SeaTac advisory roundtable have commented on and requested  
[01:43:27] us to move forward with.  
[01:43:28] So we are currently working with FAA on that and have done quite a bit of work in



[01:43:35] developing that and need to start into development of a reimbursable agreement, which is  
[01:43:40] part of this request is to go into a reimbursable agreement with the FAA on design and  
[01:43:47] construction of this of the glide slope antenna work.  
[01:43:57] And the last one that I wanted to talk about was the main terminal North Ground  
[01:44:01] Transportation Lot facility, that's number five there, it's basically off the north end  
[01:44:06] of the of the garage.  
[01:44:10] This is currently our cruise and charter lot area.  
[01:44:13] The facility in Samp is proposed as a multi-storey building, housing, airline and airport  
[01:44:19] support, potentially other passenger amenities to include processing.  
[01:44:25] The facility would house the cruise and charter functions as well as the main terminal  
[01:44:29] elevated bus guide way station.  
[01:44:31] It is also intended to provide a connection to our light rail station, providing better  
[01:44:36] conditions, space and a new front door for those passengers traveling on light rail.  
[01:44:42] We need to do this project, we need to provide the project definition because of the  
[01:44:46] Widen Rivals project that is immediately adjacent to it, just so that we can understand  
[01:44:51] the structure and understand the utility requirements between these two projects.  
[01:44:55] So that's our plan to move this thing forward so that we can get a better understanding  
[01:44:59] of those aspects.  
[01:45:01] In general, I ask for a little more detail on how this would affect or improve the  
[01:45:06] connection to light rail.  
[01:45:09] What was the relationship there?  
[01:45:11] So, you know, we've we've looked at this and said that this could have a potential to be  
[01:45:17] conditioned space.  
[01:45:18] So currently the space that we connect between light rail and and the main terminal is  
[01:45:25] non conditioned. And so this could be a facility where we actually have a conditioned  
[01:45:29] route. So providing some passenger comfort.  
[01:45:33] Okay. Thanks.  
[01:45:41] Any other questions? Well, we thank you for that.  
[01:45:43] I think you can go and glide slope a little bit.  
[01:45:45] I mean, I consulted a lot about glide slope.  
[01:45:48] But, you know, the HB requires the relocation of of that of that antenna.  
[01:45:54] Our current glide slope antennas are set at three degrees for their approach angle.  
[01:46:01] This this end of the long runway is actually set at two point seventy five degrees.  
[01:46:08] So this would raise up it.  
[01:46:09] That approach angle so that the aircraft would be higher on approach.  
[01:46:14] There's a lot of procedural work that has to occur with the FAA, specifically procedures  
[01:46:19] for aircraft, and that is going to take some time.  
[01:46:23] So there's actually a couple of years built into the schedule to make sure that that is  
[01:46:27] worked out ahead of time.  
[01:46:35] Any other questions, Mr.  
[01:46:36] Feldman? I think you've covered.  
[01:46:38] We talked about a glide slope pretty extensively in the last meeting.  
[01:46:41] Does I mean, it's a much bigger deal than I think most people think in terms of it's a  
[01:46:47] small degree, but in terms of what it takes to actually achieve that, can you just  
[01:46:52] briefly explain how why it's such a big lift?  
[01:46:57] Well, I mean, this is this is what all of our aircraft, if they're coming in from the  
[01:47:02] south, how they are approaching there, they're monitoring there, they're monitoring this with their equipment.  
[01:47:08] And so I'm talking about the physical, the physical, the physical.  
[01:47:12] You know, the physical relocation should not be that that challenging.  
[01:47:19] But the procedure side of things is where, you know, this is aircraft movement in the  
[01:47:26] air, air aircraft safety.  
[01:47:28] So it's it's very regimented the way we have to go through this process.  
[01:47:34] And it takes a while working with FAA, working with their flight procedures to  
[01:47:41] verify, validate that this relocation is going to be, you know, effective and at the same  
[01:47:47] time safe. The thing I came up, Kerry, and the other discussion I think Mr.  
[01:47:52] Olmert was looking at, this is complex.  
[01:47:54] Nothing is level on our air fields.  
[01:47:56] So when we have to move, move this, it is a complex UN.  
[01:48:00] Nothing's impossible for engineers.  
[01:48:02] I understand that. But but it is.  
[01:48:04] But it is difficult.  
[01:48:06] It will involve the amount of work to make this happen.  
[01:48:11] Definitely the I think maybe, you know, some of the work that we had done preliminarily

[01:48:16] looking at the planning side of things.  
[01:48:18] We had looked at moving the glide slope antenna to the west side of the runway, and that  
[01:48:26] was creating a massive amount of fill.  
[01:48:29] A big retaining wall, you know, millions of cubic yards of fill in a in a wetland  
[01:48:37] area. So that in itself was extremely complex.  
[01:48:41] But the work that we have done with FAA has been able to kind of pull that back into a  
[01:48:46] much more agreeable space.  
[01:48:50] So moving that antenna, the the current proposal that we have with the FAA, which they  
[01:48:56] are it does sound like they're in agreement with, is to slide it and move it a little bit  
[01:49:02] further closer to the to the airfield, but still be within there their safety  
[01:49:07] regulations. Any other questions?  
[01:49:14] No. Ok. Well, then I will call for approval of I.  
[01:49:18] Actually, I think I have to move it.  
[01:49:19] First item.  
[01:49:23] I'm sorry. 3C. Thank you.  
[01:49:25] It's been moved. That's second.  
[01:49:28] Okay. It's been moved in second.  
[01:49:30] Thank you. All those in favor of adoption of item 8 3 C please indicate by saying I I.  
[01:49:36] All those opposed nay i's have it.  
[01:49:39] All right. Thank you very much.  
[01:49:41] We'll look forward to getting updates as you move along in the preliminary design  
[01:49:45] process. I think we've got just a one more presentation on the main terminal, a day's  
[01:49:51] briefing on the main terminal optimization plan for CNN International Airport.  
[01:49:57] Commissioners at this briefing will inform you about the strategic roadmap for optimizing  
[01:50:01] SeaTac Airport's main terminal infrastructure and operations to accommodate growing  
[01:50:06] demand during the period between present day potential implementation of enhanced  
[01:50:11] initiatives. Please note that at our next public meeting we'll be presenting a request to  
[01:50:15] fund the first project recommended in this plan.  
[01:50:18] The presenters are Mandy.  
[01:50:20] She got us close.  
[01:50:22] Close the door. The chorus.  
[01:50:24] I'm sorry. Tucker.  
[01:50:26] Tucker Field. And just to add, I mean, the discussion about this is optimization between  
[01:50:32] the master plan work and this.  
[01:50:35] And this is a great time, especially when we talk about the east side and all all the  
[01:50:41] growth there and how we serve them in R.K.  
[01:50:43] with the aviation side.  
[01:50:44] So take it away. So good afternoon, commissioner.  
[01:50:48] Is Executive Director Metruck right?  
[01:50:51] I think it's close enough.  
[01:50:52] There we go. I mean, he's a aggress with Aviation Capital Programs Department.  
[01:50:57] I'm here with my colleague Tucker Fields with the Aviation Planning Department to provide  
[01:51:01] a briefing on this exciting study that we've been working on, exploring projects that  
[01:51:06] will address the congestion and elevate the level of service in the main terminal at  
[01:51:10] SeaTac Airport. So as you're aware, SeaTac has been experiencing an increasing demand in  
[01:51:15] the main terminal facility with the continued passenger growth in recent years.  
[01:51:20] This has resulted in crowded ticket lobbies, long checkpoint lines and congestion in the  
[01:51:24] main terminal. So in 2016, the port initiated the main terminal optimization plan or m  
[01:51:30] top for short to provide a strategic plan to optimize the existing footprint and  
[01:51:35] infrastructure and top addresses the need to accommodate our customers and create a  
[01:51:40] balance facility that will provide a better level of service for our customers at SeaTac.  
[01:51:48] The primary objective of M Top was to provide a strategic plan for the future phased  
[01:51:53] enhancements to the main terminal to ultimately create a balanced and properly sized  
[01:51:57] facility for our current and projected number of growing passengers.  
[01:52:02] All of the projects that were going to talk about today felt inside of the terminal and  
[01:52:06] do not extend the footprint of the building.  
[01:52:12] One of the key components of the main terminal optimization plan was the robust gap  
[01:52:16] analysis that we performed to identify where we have level of service issues in the main  
[01:52:21] terminal. Tucker will be walking through that shortly.  
[01:52:24] During this Gap analysis, we focused on functional areas.  
[01:52:28] Functional areas are the footprints that make up each area that the passenger travels  
[01:52:32] through and their journey through SeaTac like ticket counters, checkpoints, restrooms,  
[01:52:37] baggage claim and retail spaces.

[01:52:40] Each functional area was assessed based on its current operational efficiency and their  
[01:52:45] ability to handle current and future passenger activity.  
[01:52:49] This is defined as by industry accepted standards for wait time goals and functional  
[01:52:53] requirements. The analysis of each area considered distinct characteristics of our  
[01:52:58] current operators and our existing configurations.  
[01:53:02] The Gap analysis compares future requirements to the current airport facilities where we  
[01:53:07] analyzed processing efficiencies and passenger throughput in each functional area.  
[01:53:15] The next step in our analysis was comparing the efficiency of these areas and their  
[01:53:18] passenger throughput as they are currently configured against the level of service for  
[01:53:23] our passengers. When I turn it over to Tucker to talk about how the main terminal in its  
[01:53:27] current state is causing our level of service to deteriorate as our passenger numbers  
[01:53:32] continue to grow and how projects informed by the main terminal optimization plan can  
[01:53:37] help us create a better experience for our customers at.  
[01:53:43] To determine level of service in this study, we're using industry standard metrics.  
[01:53:49] By using these definitions to aim for an optimum level of service shown here in green.  
[01:53:54] We can be confident that we're providing adequate space and a stable experience for our  
[01:53:58] customers while on the other hand, not over allocating space that could be used.  
[01:54:03] Any overallocation would push us into the over design category shown here in Orange above  
[01:54:07] the optimum. Under provided the level of service shown here in red describes any process  
[01:54:13] that has failed. The small diagrams on the left show rough cartoon examples of densities  
[01:54:18] that equate to the various levels of service.  
[01:54:20] To give you a bit of a mental image, um, when I say the goal of the study is to hit that  
[01:54:24] sweet spot of. I ask, where are we right now in regard to this  
[01:54:34] level of service lines away from saying, OK.  
[01:54:37] All right. Sorry.  
[01:54:39] Yeah. We will go into that.  
[01:54:42] This so slide, this shows a real world example of what it can look like when SeaTac  
[01:54:48] exceeds our available resources.  
[01:54:51] This is what we would call them under provided scenario.  
[01:54:55] Optimal security wait times at the main SeaTac security checkpoint are ideally between  
[01:54:59] about five and 15 minutes, and the wait time shown here can be more than 70 minutes.  
[01:55:06] The top gap analysis, when coupled with C tax predicted demand in the future, can give  
[01:55:11] valuable insight into how often we can see these unacceptable levels of service for our  
[01:55:15] past. So here's the slide I was referring to.  
[01:55:21] So understanding this slide is a lot to unpack, but I'll walk you through the specifics.  
[01:55:27] But this snapshot represents the conclusions of the Gap analysis.  
[01:55:31] The chart on the left shows the existing functional areas Mandy spoke about earlier and  
[01:55:35] how their performance deteriorates as the passenger.  
[01:55:40] As you can see, the areas that are represented with green indications are providing and  
[01:55:44] or exceeding an optimal level of service.  
[01:55:47] Tucker, what is the projected passengers for twenty nine?  
[01:55:53] Twenty twenty nine based on the projections that we used for this project.  
[01:55:59] It was fifty nine. So the areas with red identify functions that are  
[01:56:09] experiencing under provided levels of service, meaning that they are crowded,  
[01:56:12] uncomfortable and have unaccepted wait times, as in the pictures we showed on the  
[01:56:16] previous. These are averaged over throughout the year.  
[01:56:21] They're not reflective of these levels of service, actual level of service.  
[01:56:27] They're representative of putting this passenger volume demand on to the resources that  
[01:56:34] we have available at these different years.  
[01:56:36] Yeah, but this take your 20 19.  
[01:56:39] This is representative of the level of service average throughout a year period.  
[01:56:48] It would seem to me also important to see what happened during peak season and how these  
[01:56:54] levels of service deteriorate.  
[01:56:56] Right. So this. This was calculated over a peak demand period.  
[01:57:00] It is peak demand. Not so it's not this area.  
[01:57:03] It's not a raw LB average of processing across the year.  
[01:57:07] It is representative of the peak.  
[01:57:09] Ok. You might want to note that in future on this chart that this is peak demand.  
[01:57:14] Okay. So we know that it's looking at the extreme conditions.  
[01:57:24] The purple line represents what we have defined as the design basis for the plan.  
[01:57:28] The design basis of our top aims to provide adequate levels of service in the main  
[01:57:32] terminal over the next decade.  
[01:57:35] As any of you who have recently flown could attest to, I'm sure see tax main challenges,

[01:57:39] passenger screening. What you may not know is that the checking in hall is not too far  
[01:57:44] behind. The team decided to focus on these two areas as the priority of the main terminal  
[01:57:49] optimization and have created a realistic roadmap to attack levels of service in these  
[01:57:54] critical bottlenecks. The chart to the right shows how level of service could be improved  
[01:58:00] through the implementation of this plan.  
[01:58:02] Unfortunately, hold rooms level of service could not be improved without expanding the  
[01:58:07] building footprint, which is not feasible at this time.  
[01:58:09] But you'll notice that the airport's most efficient areas have greatly improved.  
[01:58:14] Is there is there no possibility through the changes that are occurring with ticketing  
[01:58:21] that our expediting and reducing space?  
[01:58:23] I think. Needed for ticketing, so it could be could serve the hold, hold room space  
[01:58:31] in the future. We looked into that and the actual the the math behind the plans was about  
[01:58:37] 400 pages of a ton of work that our colleagues at Ricardo and Associates, the consultant  
[01:58:42] team that helped us out with this plan, looked into.  
[01:58:44] And part of it was how much can the requirements change over time?  
[01:58:48] Percentage wise, we kind of bumped it up a little bit, write it down a little bit,  
[01:58:52] requirements wise to see how the sensitivity would look if something like that was to  
[01:58:58] happen, if there was a change in operation or if the operation became more efficient or  
[01:59:01] if it became less efficient.  
[01:59:03] What that type of requirement would be.  
[01:59:05] And we found that it's it's.  
[01:59:08] It's not it's not so much that we felt the need to change that.  
[01:59:12] Yeah, it just it just from appearances seems like the ticket in space is generous with  
[01:59:21] respect to the whole space.  
[01:59:24] And whether there's some room to make some longer term adjustments there and through  
[01:59:30] through higher efficiencies and the ticketing processing side of things.  
[01:59:33] Just just a question.  
[01:59:36] I think it's a great question because I was sort of along those lines we spoke earlier.  
[01:59:40] I mean, I think clearly as folks go to electronic tickets, I don't remember last time I  
[01:59:46] printed out a ticket. I only used my phone.  
[01:59:48] I go directly to security.  
[01:59:50] But of course, the biggest issue with ticketing is that people are checking in bags.  
[01:59:53] And so if we had more ability to do remote bag check in off of the airport, perhaps that  
[02:00:00] could be something. So I know that there have been two different study.  
[02:00:03] I think that you've looked a little bit at this and we've had the quote unquote, Eastside  
[02:00:07] Bag's remote checking study.  
[02:00:10] But it just seems like that going down the road, that could be a big efficiency if we can  
[02:00:14] find a way to get people to not bring their bags directly to the airport and wait in  
[02:00:19] line. Right.  
[02:00:20] It could be if we can get the volumes that we need to move the needle.  
[02:00:24] Right. And just to reiterate what you were saying, these numbers here for check and haul.  
[02:00:30] We talked about it a little bit in the functional areas piece, but that we're looking at  
[02:00:34] those as baggage acceptance points, not actual ticket counter positions.  
[02:00:38] So even this red deficiency is just places where you can input a bag, not necessarily a  
[02:00:43] person standing there. You can check it.  
[02:00:45] Right. Because we're where all the electronic differences.  
[02:00:48] Right. We'd like to hope for those efficiency gains, but we're not.  
[02:00:52] We're still looking at it kind of the worst.  
[02:00:58] But I guess that's my question, though, is that I appreciate that that idea, but then  
[02:01:02] couldn't we be driving towards finding efficiencies pushed, planning for efficiencies in  
[02:01:07] other areas, driving towards that, rather than just planning for worst case scenario?  
[02:01:12] Does that make sense?  
[02:01:14] Yeah. So this is kind of what what we're showing here is if we were to especially with  
[02:01:18] the chart on the right, the green is if we're where we were to implement a kind of middle  
[02:01:22] of the road. So we have a super high technology and a really low.  
[02:01:26] OK. Algae. And what we're doing is kind of middle of the road.  
[02:01:29] Ok, that's help efficiencies.  
[02:01:31] OK. Thank you. We're aware of both sides.  
[02:01:34] OK. So the projects that make the chart here on the right possible make up what we call  
[02:01:43] the top strategic vision.  
[02:01:45] But before we take a look at the strategic vision, I want to point out something else.  
[02:01:49] Near the middle of the left chart, you'll notice that there's a vertical dash line  
[02:01:53] depicting the actual 2018 activity.

[02:01:56] I want to call it out because you'll notice it also does not line up with the year 2018  
[02:02:00] on the chart. We've seen demand at the airport grow even faster than what was projected  
[02:02:05] in 2017, which was the data snapshot that was used for this study.  
[02:02:10] Based on current trends, we're expecting that the airport will see these degraded levels  
[02:02:13] of service three years sooner than what was anticipated by.  
[02:02:23] I would like to go back to the point my two colleagues just put up.  
[02:02:27] Given that we're running into trouble sooner, shouldn't we be looking at something beyond  
[02:02:33] the middle of the road scenario?  
[02:02:35] And so if I understand your point was that maybe the return on investment is at this  
[02:02:41] point thought of and it's not being that great.  
[02:02:42] The greater automation may not get us that much, but it seems to me that we should really  
[02:02:48] be turning over every rock.  
[02:02:50] Oh, I did I and so when you when you say just maybe you can explain what you meant by  
[02:02:54] middle of the road in terms of if we went to the most advanced imaginable.  
[02:03:01] George Jetson situation, right?  
[02:03:03] How much better would we move the needle?  
[02:03:06] It would help. I don't want to say exact percentages.  
[02:03:10] I'm not sure. But the problem is, is it's not just the availability and the workings of  
[02:03:14] the technology. It's also regulatory.  
[02:03:16] As you know, so the ability of TSA and FAA to catch up with those technological  
[02:03:22] advancements has shown to drag the stuff behind.  
[02:03:24] So while certain passenger improvements may.  
[02:03:28] Be out there already. That we could install and that could help if the regulatory isn't  
[02:03:33] there at the same time.  
[02:03:34] Then we can't we can't bank on those improvements.  
[02:03:37] And the transitions could be eroding even the current surface, right?  
[02:03:41] Just that anyway, if there were, you know, things that we could also be advocating for.  
[02:03:47] Right. So, you know, point us in the right direction.  
[02:03:49] And it's obviously this accelerated degradation of service is not something we should  
[02:03:55] just accept. Based on  
[02:04:06] iterative workshop discussion and debate on these advantages and disadvantages of  
[02:04:10] multiple configurations, the project team, support staff and airport stakeholders  
[02:04:14] selected a three zone concept.  
[02:04:17] This concept provided a balance between the operational efficiency of consolidated  
[02:04:21] facilities with the redundancy and adjacency provided by three screening areas flanking  
[02:04:26] to enhance check in areas.  
[02:04:30] The final vision of the plan illustrates in red two new consolidated checkpoints in the  
[02:04:34] south and center areas of the main terminal.  
[02:04:36] A new checkpoint on the baggage level and maintains the current northern security  
[02:04:41] checkpoint. Existing linear ticket counters will be reconfigured by consolidating the  
[02:04:47] seven existing zones into two primary areas between the three check.  
[02:04:54] Did in blue. The this new flow through reconfiguration, Batali utilizes the available  
[02:05:00] depth in the non secure areas and provides greater operational flexibility by placing  
[02:05:05] more efficient kiosk and backdrops functions in the front of the hall with full service  
[02:05:09] agent counters in the rear.  
[02:05:13] This new configuration there is now adequate available passenger circulation between  
[02:05:17] functions as the queuing for each area can now be self-contained.  
[02:05:22] While this vision is ideal, it will be a complex process to get there from where we are  
[02:05:25] today. So now that I've run you through the why, I'll let Mandy tell you about the.  
[02:05:34] Ok. So unfortunately, we can't shut down the airport for a couple of years while we  
[02:05:37] construct all of these projects.  
[02:05:40] So we've proposed a series of incremental improvement projects to optimize the functional  
[02:05:44] areas of the main terminal.  
[02:05:47] This graphic outlines a potential sequence of the proposed projects.  
[02:05:51] But as we know, with all plans of this size, this will need to flex with our operational  
[02:05:56] needs as we move through implementation.  
[02:06:00] So these 14 projects aim to accelerate the implementation of operational improvements,  
[02:06:06] increase our passenger level of service in the ticketing lobby and security checkpoints,  
[02:06:11] mitigate impacts to existing capacities and facilities.  
[02:06:17] Leverage existing areas and infrastructure and isolate construction areas to minimize  
[02:06:22] passenger impact during construction.  
[02:06:28] The implementation of the main terminal optimization plan begins with the relocation of  
[02:06:32] Checkpoint 1 to the baggage claim level to provide early relief to a constrained facility



[02:06:37] prior to the implementation of other optimization projects.  
[02:06:41] That project is outlined in the call out in labeled as number one.  
[02:06:45] The team will be bringing that project to commission for funding authorization to further  
[02:06:49] develop and design that project in September.  
[02:06:53] Our next two projects will include the expansion of checkpoint three to the north, our  
[02:06:57] central checkpoint. This is found in the center of this graphic in the upper right hand  
[02:07:02] corner and labeled with a number three.  
[02:07:06] And the third project is a build out of the currently unconditioned promenade space to  
[02:07:11] the side of the airport, Sky Bridges.  
[02:07:13] These areas will be used for airline ticketing offices that will be displacing when we  
[02:07:17] implement the optimized flow through ticket counter design campus wide.  
[02:07:22] That project is not shown on this graphic, but it would span the length of the upper  
[02:07:25] drive on the sky bridge level.  
[02:07:31] Sounds expensive. We have not looked at it and we do not have a current budget.  
[02:07:38] Ok, so these projects will create some breathing room for us to further implement the  
[02:07:43] plan and begin to address our declining passenger level of service at SeaTac.  
[02:07:48] And with that, we conclude our briefing.  
[02:07:50] And we are happy to take any questions.  
[02:07:53] I have a couple of men who can go back to the previous slide.  
[02:07:55] Thank you so much. At some point I'd really like.  
[02:07:58] I think we all need quite a bit more detail on these projects because this is the first  
[02:08:03] time that we're hearing about this.  
[02:08:05] And so I think it's a good initial overview and appreciate that.  
[02:08:08] But really a lot of detail about what is involved and then also timeline.  
[02:08:14] I understand that you might not have the dollar amount yet, but as we just saw from the  
[02:08:17] previous presentation, when you would think about going into design, one potential  
[02:08:22] construction would go.  
[02:08:24] So we really need quite a bit more detail.  
[02:08:28] I know. I don't think Jeffrey's in.  
[02:08:29] It just looks like Jeffrey's in the room or Lance.  
[02:08:32] But I would please give that message, Steve, back to him.  
[02:08:35] This is an enormous undertaking.  
[02:08:38] And so I think before we get too far along.  
[02:08:41] I mean, they're all critical areas, but we need to see the big picture.  
[02:08:44] Do you think I'd ask is you mentioned or in the memo?  
[02:08:48] It's mentioned on page two at the bottom of the second paragraph that this was done with  
[02:08:53] government taken into consideration.  
[02:08:56] Industry trends. Government agency initiatives.  
[02:08:58] Predefined level service schools and stakeholder objectives.  
[02:09:02] Were the airlines consulted?  
[02:09:04] You were we had four workshops with the airlines altogether and then we had several  
[02:09:09] individual workshops with different airlines that requested them.  
[02:09:13] OK. And you feel confident that they are bought into is what's the process by which they  
[02:09:19] would provide?  
[02:09:20] I mean, do we feel confident, Steve, that they've bought into this plan?  
[02:09:24] I understand. I haven't spoken myself about this.  
[02:09:27] I'll talk with the staff. I understand they are supportive of these efforts.  
[02:09:30] But what? Well, I'm sure we'll hear if they're not, at least for the first project, that  
[02:09:36] Checkpoint 1 relocation.  
[02:09:37] The only feedback we've heard is why can't you do it sooner?  
[02:09:39] So as far as our our very first project.  
[02:09:43] Again, this the main terminal optimization plane is just that.  
[02:09:46] It's a plan. It's showing us what's possible, a possible way that we could do all of  
[02:09:50] these things. But each one of these projects will be developed at as their own thing.  
[02:09:56] And so as we go through, if TSA regulations, change of airline operations change, if you  
[02:10:01] know, some new ticketing technology comes out, then all of these will flex and they'll  
[02:10:06] and they'll potentially change.  
[02:10:07] But when we started in 2016, realizing that we had this issue and that our passenger  
[02:10:12] numbers were going to continue to grow, we wanted to at least create some kind of roadmap  
[02:10:17] to be able to show where we could create breathing room, where we could kind of use  
[02:10:21] spaces that were underutilized right now and move forward.  
[02:10:24] So all this this may change.  
[02:10:26] It's a you understood.

[02:10:28] You know, it's it's a great first start.  
[02:10:30] I think, again, just the more details I can.  
[02:10:32] When I was reading through it over the weekend, I just thought it would make sense to  
[02:10:36] move a checkpoint down to baggage claim.  
[02:10:39] But then I thought about the circulation.  
[02:10:41] How do you actually is I can mean more escalators.  
[02:10:44] And then certainly that's a big change in how people would approach the airport if  
[02:10:48] they're now thinking. It's just it's going to be a large change.  
[02:10:51] It's not an insignificant.  
[02:10:53] And we'll be coming. I believe we're on the agenda for September 24th to come back and  
[02:10:57] talk to you about that. We'll be asking for additional funds to kind of look at it  
[02:11:02] further. All these details.  
[02:11:03] We're not at the design level yet.  
[02:11:05] It's similar to the sample right before the green the green bar.  
[02:11:09] So but those are all things that we've looked at.  
[02:11:11] So I think reflecting, commissioner, reflecting back on the previous presentation that  
[02:11:16] looked at all the projects and potential timelines for those, I think that would be  
[02:11:21] useful here. I think I hear that's what I'm looking for, like.  
[02:11:24] Right. And even though we think numbers of sequencing things.  
[02:11:28] Yes. Yes, sequencing all of that.  
[02:11:30] Yeah. And I know we have some of that pre worked out.  
[02:11:32] And so I would be happy to go back and work with our consulting team and think we get.  
[02:11:38] Mr. Feldman, and the the other thing is if we start making plans and then we hear a phase  
[02:11:45] thinking about changing the.  
[02:11:48] The rules in these are sort of things that we should have in common letters and  
[02:11:51] conversations with our congresspeople, and so once we start investing based on an  
[02:11:56] assumption that this is the way, it's because we've already experiences with IAF,  
[02:12:00] obviously. But, you know, the more forethought you can give us if you hear that that this  
[02:12:05] would jeopardize this project.  
[02:12:07] You know, earlier is better just so we can defend this effort and not be set back.  
[02:12:12] Absolutely. Yeah.  
[02:12:13] And as we go through and develop each one of those projects and those are conversations  
[02:12:17] that we will continue to have, we've been working really closely with our airline  
[02:12:20] technical rap to make sure that the airlines are engaged and we will continue to bring  
[02:12:24] those forward as we implement this plan.  
[02:12:27] Think you're super, I think kind of cute.  
[02:12:28] Well, I would like to very much second, the desire to have a projection at least of your  
[02:12:35] intended timeline for completion of these various projects.  
[02:12:41] I think there needs to be a sense of urgency put on us.  
[02:12:45] It's the stresses are are being experienced everyday by travelers and I'm sure employees  
[02:12:53] at that.  
[02:12:54] We just need to have a sense of urgency.  
[02:12:57] Is it my understanding that this is not at all in any way tied to the SAP near-term  
[02:13:04] projects? Correct. It is not.  
[02:13:05] This is this goes forward.  
[02:13:06] There's no this is this is investing in our existing book.  
[02:13:10] That's what I thought. And I would also add that I think, well, in addition to other  
[02:13:15] comments that Commissioner Bowman made, that regarding the cost projections timeline, I  
[02:13:22] think there really needs to be some public communication around what we're doing, what  
[02:13:30] we're intending to do to improve the traveler experience and reduce these long lines and  
[02:13:36] these stress points that are occurring all over.  
[02:13:38] I mean, I don't think people know that this is in the works.  
[02:13:44] They think that some you know, they they want to assign blame or incompetence or  
[02:13:49] inefficiencies. And everybody's got some solution to how to fix the problem.  
[02:13:54] But it's far more complex than meets the eye.  
[02:13:56] And challenging given is basically a house remodel without expanding the footprint to  
[02:14:01] make it work better and more efficiently with a whole lot more children in the house.  
[02:14:05] Exactly. So I would suggest if we're not already thinking about this, that there be a  
[02:14:14] strong, robust communication plan that that is and fairly soon, too, especially during  
[02:14:21] the peak season. You know, maybe you'd be better prepared next year and to tell the  
[02:14:26] public what we're doing, you know, what work is underway and that we hope to see relief,  
[02:14:31] you know, in our lifetime instantly.  
[02:14:34] Okay. I know that I think Kyra 7 did it and did an interview and the presentation came

[02:14:41] out talking about the Checkpoint 1 relocation.  
[02:14:43] And so, yeah, it started a little bit.  
[02:14:45] But we let's be intentional about it and let's be comprehensive about that needs to be  
[02:14:50] put in terms that people can understand, obviously.  
[02:14:52] So, yeah, yeah. We want to make sure that you guys were briefed before we know.  
[02:14:55] That's for sure.  
[02:14:56] Calkins, a few questions for you.  
[02:14:59] So can you go back to slides?  
[02:15:01] I think it is. It's that one right there.  
[02:15:03] No, sorry. One sign it was so.  
[02:15:09] All of this, I think, is pushing toward an improvement in a metric that Lance has talked  
[02:15:14] to us about. There's sort of two metrics that I recall.  
[02:15:16] One is clock tower to gate, which I believe was forty five minutes.  
[02:15:21] Is the goal to never exceed that?  
[02:15:23] Right. Because if if people if we're exceeding that regularly, they they plan their trips  
[02:15:29] based on the worst possible, not the average.  
[02:15:31] And so really driving at getting people from clock tower to gate under 45 minutes.  
[02:15:37] And I believe it's curbside to get in or.  
[02:15:40] No. Sorry. Security is maybe 15 minutes through security under 50 minutes.  
[02:15:44] That's my understanding. So for me, those are the marquee numbers, the metric that we're  
[02:15:49] driving out with all of these projects and the echo.  
[02:15:53] Commissioner Steinberg's point.  
[02:15:55] We hear this. I mean, I'm certainly in the in the visibility I have into the campaign  
[02:16:00] season right now. I know the candidates are talking about and are hearing about what the  
[02:16:05] public wants from their port of Seattle is a shortened security lines, shortened  
[02:16:10] congestion at the getting into the airport.  
[02:16:13] And I think all of these are essentially working towards that.  
[02:16:15] So with that in mind, one of my specific questions on this here is I know that curbside  
[02:16:21] real estate is a significant issue both in these projects and in our other projects.  
[02:16:26] And so my concern with what I see up here is that we've taken ticketing, which would  
[02:16:34] effectively span the entirety of this, and now we've shrunk it down a little bit.  
[02:16:38] And so if you are, say, going to one of the ticketing areas currently on the south side.  
[02:16:48] Are we going to change signage all the sudden since ticketing and thereby consolidate the  
[02:16:54] actual curbside where people would be dropping off?  
[02:16:56] Or would we try to maintain all the curbside for unrepresented, curbside for check in and  
[02:17:03] ticketing, even though security occupies a part of that concourse?  
[02:17:07] So there's a couple of things.  
[02:17:08] One thing to note. When we did our calculations and looking at these blue areas is that  
[02:17:13] the blue areas would be common use.  
[02:17:16] So we would have the operational flexibility to assign them to any airline based on an on  
[02:17:21] passenger flow and things like that.  
[02:17:24] Having a another checkpoint relocated to the baggage claim level we think will change a  
[02:17:29] little bit. We've been referring to it as our cheater checkpoint, where you can have your  
[02:17:33] Uber drop you off there if you're a savvy traveler.  
[02:17:36] We know that because of it, because you're not you don't have to actually check bags and  
[02:17:39] utilize the app and you can just kind of zoom through.  
[02:17:42] We also think that a lot of our international passengers will use this checkpoint because  
[02:17:46] of its location to the south satellite.  
[02:17:48] You would go through, take one escalator down and you're out the train.  
[02:17:53] We are currently working on another project, which we're hoping to bring to you outside  
[02:17:57] of M Top early next year, which is digital signage initiative on the drives where we  
[02:18:03] would also have that operational flexibility, too.  
[02:18:05] As we've been referred to, it stretched the drives where we would have that digital  
[02:18:09] signage on the upper and lower and we could work with our operations team to kind of  
[02:18:13] change and depending on what the schedules are and help with some of those issues.  
[02:18:17] So it is something that we're aware of.  
[02:18:20] But but one of the key things to this, this plan is going more common use than  
[02:18:25] specifically Alaska Airlines is, you know, you sort of addressed this in this in the  
[02:18:33] promenade option.  
[02:18:35] But I'm wondering, you know, I think we have some flex spaces actually in the garage that  
[02:18:39] we use for certain things.  
[02:18:40] And I'm wondering if there is any potential for, you know, doing any sort of baggage drop  
[02:18:47] off there, as put it, before they even get into the terminal.

[02:18:51] And it's things that we're investigating.  
[02:18:54] There's a lot of technical challenges behind getting those bags across the drive and into  
[02:18:58] the terminal. So it's things we're exploring.  
[02:19:02] It's just not we don't feel like it's for the are enough along to.  
[02:19:06] In a sense, take credit in this plan right now.  
[02:19:08] And what about right at the light rail station so that we know that  
[02:19:18] people are not pleased that they have to walk all the way to the terminal?  
[02:19:22] If they weren't any longer dragging their bags with them.  
[02:19:25] So consideration of maybe bag check right at the light rail station as opposed to having  
[02:19:30] people come in. I'd encourage you to put that on your list of considerations.  
[02:19:34] It is I think that Tucker's saying is that it's still trying to transmit the bags from  
[02:19:38] whatever spot to write it sic through security.  
[02:19:42] That said, though, which is not on you, but I will put this on on the the rest of the  
[02:19:47] team that was looking at the Eastside Bag study.  
[02:19:49] I know that there's an effort to look at doing remote bag check in at the rental car  
[02:19:54] facility. So if we can do it there, we could do it at the either in the garage or  
[02:19:59] somewhere else. So, Steve, I'd ask that this make sure that this effort is coordinated,  
[02:20:04] that it's not just it's not even imagining a series of pneumatic tubes that suck.  
[02:20:09] That's commission that well.  
[02:20:11] Yes, Commissioner. Well, we'll look at this.  
[02:20:14] But I know as we looked at the E side bag, check in as a standalone program, the  
[02:20:18] logistics involved with that.  
[02:20:20] So there are difficulties and cocoons is just pointed that out.  
[02:20:24] There is no easy logistical everything else going on to do that.  
[02:20:27] But we will examine those as we're looking at the options to do that, to try to look at  
[02:20:33] and keep or look at things and those increases that we have.  
[02:20:36] The airlines have something to say about that.  
[02:20:38] They're not in all a group agreement with this remote checking and they take a certain  
[02:20:44] responsibility for the baggage and delivery in its timely delivery.  
[02:20:49] So I would I think whatever solutions it has to be worked through the airlines, to the  
[02:20:53] major airlines. And I have a couple more questions real quick.  
[02:20:57] Yeah, sure. That's my project as well.  
[02:21:00] So I I we are very, very much looking into things like.  
[02:21:06] Another common request we get is for additional dining and retail options on the non  
[02:21:12] sterile side. And I'm hearing that that's some of the most space constrained area.  
[02:21:16] And yet I think right now we have.  
[02:21:19] The wine place and forgetting the name of it, eh?  
[02:21:23] Washington wants it into Washington, vintage Washington.  
[02:21:26] We've got the ALC bakery.  
[02:21:27] There's a Starbucks, but there really is no.  
[02:21:32] There are not many options for dining and retail on the on the non sterile side.  
[02:21:36] So does this contemplate any expansion there?  
[02:21:40] Unfortunately, it's to the opposite end.  
[02:21:42] What you're hoping for, but it's because being limited by the building footprint, you  
[02:21:47] kind of have to rob Peter to pay Paul to get these functional areas up and running and  
[02:21:51] get these security. So food trucks in the parking garage.  
[02:21:54] Maybe so that you have the less operational critical functions end up losing.  
[02:21:59] Okay. And finally, I'm I want to kind of peer back a little bit into recent history when  
[02:22:07] airlines shifted from a, you know, free baggage policy to now increasing.  
[02:22:16] Costs room for checked baggage and then the no frills airlines taking a larger share of  
[02:22:22] the market. I imagine that creates some consumer incentives that that impact the way we  
[02:22:28] consider this, too, so that, you know, I think about can I make this a carry on only  
[02:22:33] trip? And so does that kind of change in airline policy impact how we consider some of  
[02:22:39] these things? That's one of the things I think those speaking about or that were tried to  
[02:22:44] imagine, but something like that going through the baggage fees, baggage per passenger,  
[02:22:49] changing as much as it has over the last 10 years.  
[02:22:53] We'll try to keep those sensitivities in mind.  
[02:22:56] But it is a guessing game, especially airline policies and things like that.  
[02:22:59] But we keep in contact with them.  
[02:23:01] So hopefully we can get ahead of that story whenever.  
[02:23:04] And I think that that less baggage was built into our range of that.  
[02:23:08] What I was talking about before with the higher technology was less baggage, more and  
[02:23:12] more automated things like that.

[02:23:14] So that that is part of the range.  
[02:23:15] And we're kind of taking a middle of the road approach as far as are our estimates going  
[02:23:19] forward. I want to see Mr.  
[02:23:21] Calkins travel with no bags with his children.  
[02:23:25] I have have looked at any use of the mezzanine level.  
[02:23:30] Yes, we did. So as part of this 3 zone configuration, which we're showing here, we  
[02:23:34] actually showed all ticketing on the ticketing level and moving all of the check in.  
[02:23:40] Excuse me. All of the screening threw up on the mezzanine level, but the vertical gold,  
[02:23:46] sir, circulation and our current infrastructure, it just wasn't viable.  
[02:23:50] It was one of the options that dropped out in Austin, vertical circulation.  
[02:23:55] It wasn't just it was a lot of escalators and elevators.  
[02:23:59] I mean, the cost is, you know, and the question is there's also a cost of not doing  
[02:24:05] things right. So, I mean, if it's physically not a good idea, we'd like to be at least  
[02:24:10] presented with opportunities to look at costs if indeed they solve problems, if again, it  
[02:24:16] doesn't get to the way it doesn't get to the issue than it is.  
[02:24:21] And not just cost, but in terms of the complexity of the passenger journey, changing  
[02:24:27] levels multiple times, having to backtrack things like that.  
[02:24:30] Just once we planned it out, it just.  
[02:24:34] Which which was my other point.  
[02:24:36] Given that we're sort of like in the Etch a sketch phase of airplane airport development.  
[02:24:40] That's my technical term that the idea that you mentioned about like digital signage.  
[02:24:46] Things are going to change. And we keep on talking about having as signage plan for the  
[02:24:51] airport. I mean, the plan should be flexibility apps, right.  
[02:24:56] And so I'm less concerned of what they look like than the information they can impart,  
[02:25:02] because everybody feels a little bit of loss lost at some point in time, whether it be  
[02:25:07] how to find the cab or whatever, you know.  
[02:25:11] And so are we really moving to that throughout the airport?  
[02:25:14] Yes. So we've been we've been highly engaged with our FBI department, looking at them,  
[02:25:18] implementing their signage away, fighting masterplan, making sure that it's linked to  
[02:25:21] this M top initiative.  
[02:25:24] They've done some of the digital signage in Zone 1 and 2, which is where international  
[02:25:28] carriers are, where we're able to have that flexibility.  
[02:25:30] And I think that we've seen really great return on investment in that area.  
[02:25:35] But that is what we'll be expanding.  
[02:25:37] Excuse me. So our project will be the rest of the ticketing lobby and then the upper and  
[02:25:42] lower drives will be all of that digital signage which are just listing on the light  
[02:25:47] rail. I was recently had the pleasure of.  
[02:25:51] When you stop. It doesn't say, you know, main terminal.  
[02:25:54] Baggage claim. Who is the.  
[02:25:58] You know, it's like changing light rail or the tram, the tram.  
[02:26:01] I'm sorry. Okay.  
[02:26:03] It's like it's like thus stop.  
[02:26:06] No, I mean, in terms of signage, I mean, I see people asking each other, is this the one?  
[02:26:10] Is this one? I mean, it just has and I've mentioned this to Lance before, but that's not  
[02:26:14] the main terminal baggage claim.  
[02:26:17] It just it's it's you know, I've listened for it and I've watched passengers on the tram  
[02:26:22] wondering about it. I know that they've been making some changes to this.  
[02:26:25] I did notice I did notice something, but it still didn't say it.  
[02:26:28] I will I will be happy to take.  
[02:26:30] I think, you know, that kind of operation.  
[02:26:31] You don't mean I go the route.  
[02:26:33] Yeah, I know that they've recently made some changes.  
[02:26:35] I will take that back. Fisher Steinberg back.  
[02:26:37] I wanted to follow up on one of Commissioner Cochran's points regarding the priest  
[02:26:43] security amenities.  
[02:26:48] Areas and limit limits there.  
[02:26:50] And that's something that's been a big change over the years since the security measures  
[02:26:55] were put in place. And demand is increased for check points and queue lines and so forth.  
[02:27:01] But one area that I'm pleased to see you're not messing with, I think, is that Gina  
[02:27:07] Marie Lindsey atrium space, which I think is one of the most, you know, least stressful  
[02:27:13] areas where people can hang out, relax in the rocking chair.  
[02:27:17] Yep. Enjoy time with family before departure, which was really virtually no.  
[02:27:22] Nowhere else. Pre security to do that anymore.



[02:27:28] Sure. And I hope that that is going to be retained.  
[02:27:30] And I think there's a potential to have some perhaps some more concessions there.  
[02:27:35] I don't know if space permitting, but so that there's a little bit more of a service area  
[02:27:39] also for you know, for retail concessions limited in that area.  
[02:27:45] But I'd heard what at one point there was talk about a a checkpoint there utilizing that  
[02:27:51] and at another checkpoint.  
[02:27:53] So it was it was something that was brought into the conversation, at least know  
[02:27:57] alternatives. And I believe it is very quickly.  
[02:28:00] OK. Could you do that making right now as these people don't want to see?  
[02:28:05] Yeah, that's the way it is.  
[02:28:06] And it's also I think the environment there is more relaxed because it's not a throughput  
[02:28:12] area either so much.  
[02:28:13] It's just it's at the end.  
[02:28:15] It's a little bit more difficult to access, but being at this out.  
[02:28:19] But I just hope that that will be retained for and remain a casual, comfortable space for  
[02:28:25] people to spend some time away from the hustle and bustle.  
[02:28:28] The other question I had for you.  
[02:28:31] I'm guessing you've looked at this, but there's a lot of letting of freeways these days.  
[02:28:37] What about letting the the access drive more?  
[02:28:42] We have sky bridges across it.  
[02:28:45] That's what the promenade is.  
[02:28:46] Correct? The prominent is close to the sky bridges.  
[02:28:50] So if you cross the sky bridge from the garage into that main terminal and you come into  
[02:28:54] the landing where you can either take the escalator up or down.  
[02:28:56] I didn't know that they were there for years.  
[02:28:58] But if you look to your left or right, there's actually unconditioned space.  
[02:29:01] It's behind a door. So it would be enclosing map, but it wouldn't necessary.  
[02:29:04] We're not right now proposing extending over that.  
[02:29:07] But is it possible has that been looked at as of as feasible?  
[02:29:11] I know that there's code issues.  
[02:29:13] It's a parking garage, a different use of fire separation that a dog.  
[02:29:16] But these looked at in very, very early investigation.  
[02:29:19] But yeah, I think it was taken much further, really.  
[02:29:22] And it is very difficult.  
[02:29:23] Costly. Of course.  
[02:29:25] Yeah. But it would mean, given our our space constraints, its airspace right now that  
[02:29:33] Commissioner Simon, I did see a drawing or going on for the in the early stages of the  
[02:29:39] samp investigations there.  
[02:29:40] Is that right? Is it potential to sort of push a lot of the terminal back towards the  
[02:29:45] parking garage? I know it was considered at least for that, but I would also suggest on  
[02:29:49] the middle I'm sorry, in the middle of the boomerang that, again, any central area to  
[02:29:54] kind of live that area and get some more floor space.  
[02:29:57] It's something that we could further explore after the environmental reviews, because it  
[02:30:00] would be a change of that footprint that it would be.  
[02:30:02] Yeah. Okay. And I'd.  
[02:30:05] One area with regard to the ADR sort of non sterile ADR thing.  
[02:30:12] It'll be interesting to see if we can extend or expand the day pass program, because I  
[02:30:19] think part of the consideration around.  
[02:30:23] Having dining options in the non sterile is when somebody is on layover and they come to  
[02:30:27] see a loved one in the area that loved one can't get through security.  
[02:30:30] And so if we can offer a more of those and be.  
[02:30:36] On demand, as opposed to 24 hours in advance, somebody comes to the airport to meet a  
[02:30:40] loved one and they discover they can actually go through security to meet their loved one  
[02:30:44] or that layover, period. I think that would be an interesting option provided they have  
[02:30:50] real I.D., passport, that kind of thing.  
[02:30:53] I believe the commercial management group is still working on that, but yeah, I agree.  
[02:30:59] I also just wanted to note that this the main terminal optimization plane doesn't touch  
[02:31:03] the baggage claim level.  
[02:31:04] So I know that they've been expanding their retail and food offerings down there so those  
[02:31:09] those won't be touched by part of this project.  
[02:31:19] One more thought to throw into the mix.  
[02:31:20] I think this is pretty design right now.  
[02:31:23] This is plan B at the planning stage, acknowledge.

[02:31:26] I would hope to see that the quality and character and aesthetics of the main terminal  
[02:31:36] be made an important priority as well for the quality of that experience and its  
[02:31:42] expression. And I think it could be much more than it is now and a much more attractive,  
[02:31:48] pleasing, welcoming, art filled etc place.  
[02:31:54] And that goes for the furnishings as well as airport furnishings historically are  
[02:31:58] dreadfully bad.  
[02:32:00] I think they're they they just force people to be comfortable and all of those things.  
[02:32:06] Finished materials, flooring, lighting, lighting can make a huge difference.  
[02:32:10] All of those things I think you should incorporate and be planning to include in your  
[02:32:15] capital planning or for this upgrade.  
[02:32:18] Absolutely. We've been working really closely with our FBI partners to make sure that we  
[02:32:21] have we have a strategic vision aesthetically throughout.  
[02:32:25] Yeah, that's exactly what I was hoping to hear.  
[02:32:27] And I want a second.  
[02:32:29] Commissioner Steinberg on that.  
[02:32:30] Commissioner Steinberg was off gill net fishing, so he didn't have the opportunity to see  
[02:32:35] the world class gorgeous Alaska Airlines lounge and say, oh, you are gonna be blown away.  
[02:32:42] And so we even impressed Governor Locke.  
[02:32:44] And it's very hard to impress Governor.  
[02:32:46] And so I would say I mean, that's me is the gold standard.  
[02:32:50] And in fact, several people at that event said this is what the airport should look like.  
[02:32:53] And I agree. And so when you have a chance committee, let's get him there as soon as  
[02:32:57] party member. I'm sure somebody can.  
[02:32:59] I haven't been in there either. I'm sure somebody can pick you, take you on a tour of it  
[02:33:05] like that. But but from an architectural standpoint, it just it's all about the  
[02:33:10] northwest. And that is what I think that would improve the customer's experience quite a  
[02:33:14] bit. So we have really strong leadership from our FBI department.  
[02:33:18] We've been working with Heather Kerch, who is all about the Northwest sense of place, and  
[02:33:22] she's been a great partner to us.  
[02:33:23] So we will continue to look at that as part of this.  
[02:33:26] This really harks back to the branding topic as well, because this is how you to me, how  
[02:33:30] you brand a place, an airport is through that kind of quality of design and character.  
[02:33:37] Thank you, Mr. Feldman. Well, I mean, at this point, it's all up from here, right?  
[02:33:43] I mean, the Gina Marie Hall does set the tone as best for that kind of open spaces  
[02:33:48] suddenly that. But so you have a very good slate to start with.  
[02:33:52] But, um, I just want to actually pay compliment to the to the new seating at Jean Marie  
[02:33:57] Hall, those, you know, crazy Amy Boyle seats.  
[02:34:01] I mean, those are quite nice.  
[02:34:02] And they have the plugs in through, I think, very biologic about them.  
[02:34:06] And so anyway, it's not like you're not doing nothing.  
[02:34:10] Thank you. Keep up the good work.  
[02:34:11] And I did really see that you had a chance to sit on that.  
[02:34:14] Of course. All right. So we'll look forward to more detail on the projects.  
[02:34:19] Absolutely. Thank you very much.  
[02:34:20] So we're gonna we're coming up on 215 and we all have to get to eastern Washington and  
[02:34:24] then have a meeting with WPA and then a retreat for the next two days.  
[02:34:29] So I know we have several more days of port meetings.  
[02:34:35] Right. Way to go.  
[02:34:38] So with that, are there any other questions from commissioners or comments?  
[02:34:42] I'll just say, I'm not sure.  
[02:34:44] Prevent anybody from Kirkland still in the room.  
[02:34:45] But thank you to everybody.  
[02:34:47] Our staff in particular, the folks from Kirkland for making today possible.  
[02:34:52] Mayor Sweet and city manager Curt Triplett just did a fantastic job with the tour.  
[02:34:57] I think it was just really interesting and we're thrilled to be here.  
[02:35:02] I'm looking forward to coming back to the east side.  
[02:35:04] And now we're going to go to the other side of the state.  
[02:35:06] So with that, we are adjourned at up to 13.

END OF TRANSCRIPT