

START OF TRANSCRIPT

[00:00:28] GOOD MORNING. THIS IS COMMISSION
[00:00:30] PRESIDENT FRED FELLEMAN CONVENING THE
[00:00:32] REGULAR MEETING OF NOVEMBER 9, 2021.
[00:00:34] THE TIME NOW IS 1030. WE'RE MEETING
[00:00:37] REMOTELY TODAY VIA TEAMS TO COMPLETE
[00:00:39] LINE WITH SENATE CONCURRENT RESOLUTION
[00:00:41] 84 AND TWO AND IN ACCORDANCE WITH
[00:00:44] GOVERNOR INSLEE'S PROCLAMATION 2028 WITH
[00:00:49] ME TODAY, OUR COMMISSIONERS BOWMAN,
[00:00:51] CALKINS, CHO, AND STEINBRUECK, WHO ARE
[00:00:53] CURRENTLY GATHERED ON THE EXECUTIVE
[00:00:54] SESSION ALIGN AWAITING THE OPENING OF
[00:00:57] THE PUBLIC MEETING. WE IMMEDIATELY
[00:00:59] RECESSED INTO AN EXECUTIVE SESSION TO
[00:01:01] DISCUSS THREE ITEMS REGARDING LITIGATION
[00:01:03] OR POTENTIAL LITIGATION OR LEGAL RISK
[00:01:06] PER RCW 42.30.110 1 (i) FOR APPROXIMATELY
[00:01:12] 50 MINUTES AND WILL RECONVENE INTO
[00:01:14] PUBLIC SESSION AT TWELVE NOON, WHICH
[00:01:17] WILL INCLUDE A PUBLIC HEARING ON THE
[00:01:19] DRAFT BUDGET. WE'LL NOW GO OVER TO THE
[00:01:22] EXECUTIVE SESSION. THANK YOU.
[00:01:26] THANK YOU. WE ARE IN RECESS TO EXECUTIVE
[00:01:28] SESSION AND WE WILL SEE YOU ON THAT
[00:01:30] LINE. VERY GOOD. GOOD AFTERNOON.
[00:01:34] THIS IS COMMISSION PRESIDENT FRED
[00:01:35] FELLEMAN RECONVENING THE REGULAR MEETING
[00:01:37] OF NOVEMBER 9, 2021. THE TIME IS 1202.
[00:01:41] WE'RE GATHERING REMOTELY TODAY VIA TEAMS
[00:01:43] TO COMPLY WITH SENATE CONCURRENT
[00:01:45] RESOLUTION 84, TWO AND IN ACCORDANCE
[00:01:48] WITH GOVERNOR INSLEE'S PROCLAMATION
[00:01:50] 20-28. PRESENT WITH ME TODAY ARE
[00:01:54] COMMISSIONERS BOWMAN, CHO, AND
[00:01:55] STEINBRUECK. COMMISSIONER CALKINS WILL BE
[00:01:57] JOINING US MOMENTARILY. I'LL ASK THE
[00:02:00] CLERK TO DO A ROLL CALL OF ALL
[00:02:01] COMMISSIONERS TO ENSURE EVERYONE IS
[00:02:02] ONLINE. CLERK HART, THANK YOU.
[00:02:05] BEGINNING WITH COMMISSIONER BOWMAN. I'M
[00:02:08] PRESENT. THANK YOU. COMMISSIONER CHO
[00:02:11] PRESENT. THANK YOU. COMMISSIONER
[00:02:14] STEINBRUECK HERE. THANK YOU.
[00:02:17] COMMISSIONER CALKINS HAS NOT JOINED US AS
[00:02:20] OF YET. COMMISSIONER FELLEMAN PRESENT.
[00:02:25] THANK YOU. YOU DO HAVE FOUR OUT OF FIVE
[00:02:27] HERE THIS MORNING. THANK YOU. TODAY'S
[00:02:29] MEETING IS STRUCTURED FOR OUR VIRTUAL
[00:02:31] FORMAT. WE'VE MADE SPECIAL ARRANGEMENTS
[00:02:33] TO PROVIDE FOR REMOTE PARTICIPATION FOR
[00:02:36] ALL OF OUR STAFF AND COMMISSIONERS.
[00:02:38] LATER WE'LL TAKE PUBLIC COMMENT FROM
[00:02:39] PEOPLE WHO ARE PARTICIPATING BY TEAMS
[00:02:41] AND WHO HAVE SIGNED UP TO SPEAK. ALL
[00:02:44] VOTES TODAY WILL BE TAKEN BY THE ROLL
[00:02:45] CALL METHOD. SINCE ALL COMMISSIONERS ARE
[00:02:47] PARTICIPATING REMOTELY, THAT MEANS FOR
[00:02:50] EACH VOTE, THE CLERK WILL CALL EACH
[00:02:51] COMMISSIONER'S NAME. COMMISSIONERS ON
[00:02:53] THE TEAM'S GOAL WILL THEN MAKE SURE THEY
[00:02:55] ARE UNMUTE AND THEN ANSWER YES OR NO TO

[00:02:59] BE EQUITABLE. WE'LL ASK ALL
[00:03:00] COMMISSIONERS TO SPEAK IN TURN AND WAIT
[00:03:01] TO BE RECOGNIZED BEFORE SPEAKING AS MUCH
[00:03:03] AS POSSIBLE. WE'RE MEETING ON THE
[00:03:05] ANCESTRAL LANDS AND WATERS OF THE
[00:03:07] COAST SALISH, PEOPLE WITH WHOM WE SHARE A
[00:03:09] COMMITMENT TO STEWARD THESE NATURAL
[00:03:11] RESOURCES FOR FUTURE GENERATIONS. THIS
[00:03:14] MEETING IS BEING DIGITALLY RECORDED AND
[00:03:16] MAY BE VIEWED OR HEARD AT ANY TIME ON
[00:03:17] THE PORT'S WEBSITE AND MAY BE
[00:03:19] REBROADCAST BY KING COUNTY TELEVISION.
[00:03:22] PLEASE STAND OR JOIN ME FOR THE PLEDGE
[00:03:23] OF ALLEGIANCE. I PLEDGE ALLEGIANCE TO
[00:03:26] THE FLAG OF THE UNITED STATES OF AMERICA
[00:03:28] AND TO THE REPUBLIC FOR WHICH IT STANDS.
[00:03:31] ONE NATION UNDER GOD, INDIVISIBLE WITH
[00:03:33] LIBERTY AND JUSTICE FOR ALL.
[00:03:37] FIRST ITEM ON THE AGENDA IS THE APPROVAL
[00:03:40] OF THE AGENDA. COMMISSIONERS,
[00:03:43] PLEASE UNMUTE YOURSELVES. I'M GOING TO
[00:03:45] ASK EACH COMMISSIONER IN TURN IF THEY
[00:03:47] HAVE ANY MOTIONS TO REARRANGE THE ORDERS
[00:03:49] OF THE DAY. AND IF YOU DO, I'LL ASK FOR
[00:03:51] A SECOND. PLEASE RESPOND WHEN THE CLERK
[00:03:53] CALLS YOUR NAME. IF YOU HAVE NO CHANGES,
[00:03:55] JUST SAY NONE. CLERK HART, PLEASE CALL
[00:03:58] THE ROLL FOR ANY CHANGES IN THE AGENDA.
[00:04:00] THANK YOU FOR CHANGES TO THE AGENDA
[00:04:02] BEGINNING WITH COMMISSIONER STEINBRUECK.
[00:04:04] NO CHANGES. THANK YOU. THANK YOU,
[00:04:07] COMMISSIONER JOE. YES. I DON'T HAVE ANY
[00:04:10] MOTIONS TO CHANGE THE AGENDA, BUT I DID
[00:04:12] WANT TO NOTIFY MY COLLEAGUES IN THE
[00:04:14] PUBLIC THAT FOR ITEMS NINE A AND NINE B,
[00:04:18] I WILL BE RECUSING MYSELF FROM BOTH THE
[00:04:20] DISCUSSION AND THE VOTER TO CONFLICT
[00:04:22] ADVENTURE WITH MY DAY JOB. SO JUST
[00:04:26] WANT TO LET EVERYONE KNOW. THANK YOU.
[00:04:28] THANK YOU. COMMISSIONER CHO.
[00:04:30] COMMISSIONERS HAS JOINED COMMISSIONER
[00:04:32] CALKINS FOR CHANGES TO THE AGENDA.
[00:04:38] NONE. THANKS.
[00:04:42] COMMISSIONER BOWMAN. CHANGES TO THE
[00:04:43] AGENDA. ACTUALLY,
[00:04:47] I'M NOT SURE PER OUR BYLAWS. IF I CAN
[00:04:51] MOVE ITEMS NINE A AND NINE B TO THE END
[00:04:53] OF THE AGENDA, IS THAT POSSIBLE?
[00:04:56] YOU CAN CERTAINLY MAKE A MOTION TO
[00:04:57] COMMISSIONER BOWMAN. OKAY, GREAT. THEN I WANT TO
[00:05:00] MAKE A MOTION. AND JUST SO WE'VE GOT
[00:05:02] THAT'S A GREAT DISCUSSION. I KNOW THE
[00:05:04] STAFF HAS GOOD INFORMATION FOR US, BUT
[00:05:06] WE ALSO HAVE IMPORTANT THINGS ON NEW
[00:05:08] BUSINESS THAT WE NEED TO GET THROUGH.
[00:05:09] SO I WAS HOPING THAT WE COULD. SO MY
[00:05:11] MOTION WOULD BE TO MOVE ITEMS NINE A AND
[00:05:13] NINE B TO FOLLOW THE
[00:05:16] END OF THE NEW BUSINESS. SO THEN IT
[00:05:18] WOULD FOLLOW ITEM TEN. H.
[00:05:24] MR. COMMISSION PRESIDENT, THERE IS A
[00:05:26] MOTION. DO YOU LIKE TO CALL FOR A
[00:05:28] SECOND?

[00:05:32] YES, I DO SEE VALUE IN THAT. IS THERE A
[00:05:36] SECOND THEN?
[00:05:41] YEAH. OKAY. SO THERE IS A MOTION AND
[00:05:45] A SECOND ON THE FLOOR. WOULD YOU LIKE ME
[00:05:47] TO CALL THE ROLL FOR A VOTE, PLEASE?
[00:05:50] THANK YOU. AND THIS WOULD REORDER ITEMS
[00:05:53] NINE A AND NINE B TO THE END OF THE
[00:05:55] AGENDA. JUST FOR CLARITY THERE,
[00:05:57] BEGINNING WITH COMMISSIONERS STEINBRUECK
[00:05:59] TO REORDER THE AGENDA. YES. THANK YOU,
[00:06:02] COMMISSIONER CHO. SURE. OH,
[00:06:05] I'M SORRY. COMMISSIONER CHOW IS NOT
[00:06:07] INVOLVED IN THIS FOR THAT PARTICULAR
[00:06:09] ITEM, COMMISSIONER CALKINS. YEAH,
[00:06:12] THAT'S FINE. THANK YOU. COMMISSIONER
[00:06:15] BOWMAN. AYE. THANK YOU. COMMISSIONER
[00:06:18] FELLEMAN. AYE.
[00:06:21] THANK YOU. THERE ARE FOUR YESSES AND
[00:06:23] ZERO NOS FOR THE REORDER OF THIS AGENDA.
[00:06:29] VERY GOOD. THEN THE QUESTION IS BEFORE
[00:06:31] US,
[00:06:36] WE VOTED ON THE CHANGE TO THE AGENDA.
[00:06:38] NOW WE HAVE TO APPROVE OF THE AGENDA.
[00:06:42] CORRECT AS AMENDED. AND JUST TO NOTE
[00:06:44] THAT THAT REORDER DID PASS. AND IF YOU
[00:06:46] LIKE, I CAN GO AHEAD AND CALL THE ROLE
[00:06:47] FOR APPROVAL OF THE AGENDA AS AMENDED.
[00:06:51] THANK YOU. THANK YOU. BEGINNING WITH
[00:06:53] COMMISSIONER STEINBRUECK. SORRY.
[00:06:57] YES, I HAD JUST HAD A WARNING ABOUT A
[00:06:59] TORNADO.
[00:07:02] GOODNESS. OKAY. THANK YOU,
[00:07:05] COMMISSIONER CALKINS?. I'M SORRY.
[00:07:16] COMMISSIONER CHO, APPROVAL OF THE
[00:07:26] AGENDA AS AMENDED HAS BEEN APPROVED.
[00:07:30] VERY GOOD. SO WE HAVE AN APPROVED
[00:07:34] AGENDA, AND I WILL
[00:07:37] NOW SAY A COUPLE OF WORDS BEFORE TURNING
[00:07:40] TO THE EXECUTIVE DIRECTOR'S. COMMENTS
[00:07:44] I'D LIKE TO BEGIN TODAY BY ACKNOWLEDGING
[00:07:46] THAT NOVEMBER'S NATIVE AMERICAN HERITAGE
[00:07:48] MONTH. WE BEGAN OUR MEETINGS WITH A LAND
[00:07:50] ACKNOWLEDGEMENT. I INITIATED THIS
[00:07:52] PRACTICE TWO YEARS AGO DURING THE
[00:07:54] SWEARING AND CEREMONY FOR MY SECOND TERM
[00:07:56] IN OFFICE AT WHICH SUQUAMISH CHAIRMAN
[00:07:58] LEONARD POORSMAN PRESIDED. THIS LAND
[00:08:01] ACKNOWLEDGEMENT IS A SMALL ACT THAT
[00:08:03] RECOGNIZES THE PORT OF SEATTLE EXISTS ON
[00:08:05] THE ANCESTRAL HOMELANDS OF THOSE WHO
[00:08:07] WALK HERE BEFORE US AND THOSE WHO STILL
[00:08:09] WALK HERE AND IDENTIFY AS COAST SALISH
[00:08:11] PEOPLE AS WELL AS OTHERS IN THEIR
[00:08:13] DESCENDANTS. IT'S PART OF OUR ONGOING
[00:08:16] WORK TO HONOR AND MAINTAIN A RESPECTFUL
[00:08:18] RELATIONSHIP WITH THOSE WHOM WE SHARE A
[00:08:20] COMMITMENT TO STEWARD THESE NATURAL
[00:08:21] RESOURCES FOR FUTURE GENERATIONS. I'VE
[00:08:24] HAD THE HONOR OF WORKING WITH TRAVEL
[00:08:25] GOVERNMENTS IN WASHINGTON FOR THE PAST
[00:08:27] 30 YEARS, AND I'VE COMMITTED TO BUILDING
[00:08:29] ON THOSE RELATIONSHIPS FOR THE BENEFIT
[00:08:31] OF THE PORT, THE TRIBES, THE SAILORS,

[00:08:33] SEA, AND ALL THOSE DEPENDENT ON IT.
[00:08:36] IT'S ALSO IMPORTANT TO RECOGNIZE THAT
[00:08:37] THIS THURSDAY IS VETERANS DAY, AND
[00:08:39] NATIVE AMERICANS HAVE SERVED THE US
[00:08:41] ARMED FORCES SINCE COLONIAL TIMES. IT'S
[00:08:44] BELIEVED THAT THEY'VE SERVED AT A HIGHER
[00:08:45] PROPORTION THAN ANY OTHER RACIAL OR
[00:08:47] ETHNIC GROUP. THEY'VE DEMONSTRATED THEIR
[00:08:49] PATRIOTISM DESPITE THE INJUSTICES
[00:08:51] THEY'VE HAD TO ENDURE. THIS VETERAN'S
[00:08:54] DAYS ALSO MARKS THE 100TH ANNIVERSARY OF
[00:08:56] THE DES MOINES MEMORIAL DRIVE, KNOWN AS
[00:08:58] THE ROAD OF REMEMBRANCE IN HONOR OF
[00:09:00] WORLD WAR ONE VETERANS. THE PRESERVATION
[00:09:03] ASSOCIATION WILL BE CELEBRATING THE
[00:09:04] ANNIVERSARY AT SUNNYDALE SCHOOL THIS
[00:09:06] THURSDAY. THEY WERE RECIPIENT OF THE
[00:09:08] PORT'S ACE FUND TO REPLANT THE TREES ON
[00:09:11] THE DRIVE. ANOTHER WAY IN WHICH WE CAN
[00:09:14] HONOR ALL OUR LOVED ONES AND NEIGHBORS
[00:09:16] IS BY DOING OUR PART TO GET VACCINATED
[00:09:18] IF YOU'RE ELIGIBLE TO DO SO. THE COVID
[00:09:21] 19 PANDEMIC CONTINUES TO PRESENT A
[00:09:23] PUBLIC HEALTH EMERGENCY IN WASHINGTON
[00:09:25] STATE AND AROUND THE WORLD WITH VIRUSES
[00:09:27] KILLING OVER 1000 AMERICANS EVERY DAY.
[00:09:31] THE OVERWHELMING CONSENSUS WITHIN THE
[00:09:32] SCIENTIFIC AND MEDICAL COMMUNITIES IS
[00:09:34] THAT VACCINATION REMAINS THE SINGLE BEST
[00:09:36] WAY TO STEM THE SPREAD OF COVID-19,
[00:09:39] PARTICULARLY IN PREVENTING SEVERE
[00:09:40] DISEASE. THE COMMISSION WILL CONSIDER
[00:09:43] ENDORSING THE EXECUTIVE DIRECTORS
[00:09:45] ADOPTION OF POLICY HR 34, REQUIRING PORT
[00:09:49] EMPLOYEES TO BE FULLY VACCINATED WHEN
[00:09:51] THEY TAKE UP ITEM TEN H. I'D BE REMISS
[00:09:54] IF I DID NOT ACKNOWLEDGE THAT THE
[00:09:55] COMMITTEE OF THE PARTIES ARE STILL IN
[00:09:57] GLASGOW DURING THE COP 26 MEETING.
[00:10:00] THEY'RE STRUGGLING WITH THE HERCULEAN
[00:10:02] TASK OF PRESERVING OUR PLANET AS WE KNOW
[00:10:04] IT BY GETTING WEALTHY NATIONS TO
[00:10:06] CONTRIBUTE PROPORTIONALLY TO THEIR
[00:10:08] IMPACT. WHILE POORER COUNTRIES SUFFERED
[00:10:11] THE WORST IMPACTS, MANY PRONOUNCEMENTS
[00:10:13] HAVE BEEN MADE, WHICH HAVE BEEN
[00:10:14] CRITICIZED AS NOT BEING BOLD ENOUGH.
[00:10:17] ONE BOLD ACTION TAKEN WAS HAVING QUINAULT,
[00:10:19] CHAIRWOMAN AND PRESIDENT OF THE NATIONAL
[00:10:21] CONGRESS OF AMERICAN INDIANS FAWN SHARP
[00:10:24] REPRESENT THE US AT COP 26, BECOMING THE
[00:10:27] FIRST TRIBAL LEADER TO RECEIVE
[00:10:28] DIPLOMATIC CREDENTIALS FROM THE STATE
[00:10:30] DEPARTMENT. IN THE ABSENCE OF STRONG
[00:10:33] INTERNATIONAL LEADERSHIP, GOVERNOR
[00:10:34] INSLEE JUST ANNOUNCED HIS COMMITMENT TO
[00:10:36] HAVE ALLSTATE VEHICLES RUN ON
[00:10:38] ELECTRICITY BY 2035. AND OF
[00:10:41] COURSE, OUR STATE LEGISLATURE HAS MADE
[00:10:43] SOME OF THE MOST SIGNIFICANT
[00:10:44] ADVANCEMENTS IN OUR STATE POLICY
[00:10:48] TO REDUCE GREENHOUSE GAS EMISSIONS AT
[00:10:50] OUR LAST COMMISSION MEETING. THE PORT OF

[00:10:52] SEATTLE ALSO ANNOUNCED OUR COMMITMENT TO
[00:10:53] ACCELERATE OUR GREENHOUSE GAS EMISSION
[00:10:56] REDUCTION GOALS BY TEN YEARS, AND WE
[00:10:58] JUST SIGNED AN ILA WITH THE CITY WITH
[00:11:00] CITY LIGHT TO EXPLORE HOW HYDROGEN COULD
[00:11:02] BE INCORPORATED INTO OUR ENERGY
[00:11:04] PORTFOLIO. AND FINALLY, ALSO OF NOTE IS
[00:11:07] PRESIDENT BIDEN'S IMMINENT SIGNING OF
[00:11:09] THE \$1.2 TRILLION INFRASTRUCTURE
[00:11:12] INVESTMENT AND JOBS ACT. THE HOUSE
[00:11:14] PASSED ON FRIDAY. THAT'S FIVE MONTHS
[00:11:16] AFTER EXECUTIVE METRUCK, AND I WROTE AN
[00:11:18] OP ED IN THE TIMES. INVESTING IN
[00:11:20] INFRASTRUCTURE MEANS MORE THAN BRIDGES.
[00:11:23] WHILE WE HAVE TO WAIT FOR THE PRESIDENT
[00:11:24] BIDEN'S BUILD BACK BETTER BILL SAY THAT
[00:11:27] THREE TIMES FAST, OFTEN REFERRED TO AS
[00:11:29] SOFT INFRASTRUCTURE TO HELP US ACHIEVE
[00:11:31] OUR AMBITIOUS GREENHOUSE GAS EMISSION
[00:11:33] GOALS AS A GREEN GATEWAY,
[00:11:38] IT DOES APPEAR THAT THE AIRPORT EXPECTS
[00:11:40] TO RECEIVE IN THE ORDER OF \$240,000,000,
[00:11:42] AND THE ALLIANCE WOULD BE ELIGIBLE TO
[00:11:44] APPLY FOR \$2.5 BILLION IN GRANTS,
[00:11:47] INCLUDING A NEW \$250,000,000 GRANT
[00:11:50] PROGRAM FOR CLEAN TRUCKS. I'LL NOW TURN
[00:11:52] THE MEETING OVER TO EXECUTIVE METRUCK.
[00:11:57] THANK YOU, PRESIDENT FELLEMAN. GOOD
[00:11:59] AFTERNOON, COMMISSIONERS. I'M GOING
[00:12:03] TO TAKE A COUPLE MORE MINUTES OF MY
[00:12:04] EXECUTIVE DIRECTOR REMARKS BECAUSE
[00:12:07] THERE'S A LOT GOING ON HERE, SO I JUST
[00:12:09] WANT TO GIVE YOU THAT NOTICE IN ADVANCE
[00:12:11] IN THE OPPORTUNITY. THANK YOU. I'D LIKE
[00:12:14] TO BEGIN BY TAKING A MOMENT TO ADD MY
[00:12:15] RECOGNITION TO THE PRESIDENT'S TO
[00:12:18] NOVEMBER AS NATIVE AMERICAN HERITAGE
[00:12:20] MONTH. THIS IS A TIME TO CELEBRATE RICH
[00:12:23] AND DIVERSE CULTURES, TRADITIONS AND
[00:12:24] HISTORIES AND TO ACKNOWLEDGE THE
[00:12:26] IMPORTANT CONTRIBUTIONS OF NATIVE
[00:12:28] PEOPLE. IT'S ALSO A TIME TO RAISE A
[00:12:30] GENERAL AWARENESS ABOUT THE UNIQUE
[00:12:31] CHALLENGES NATIVE PEOPLE HAVE FACED BOTH
[00:12:33] HISTORICALLY AND IN THE PRESENT AND THE
[00:12:35] WAYS IN WHICH TRIBAL CITIZENS HAVE
[00:12:37] WORKED TO CONQUER THESE CHALLENGES.
[00:12:39] IT'S IMPOSSIBLE TO SPEAK OF NATIVE
[00:12:41] AMERICANS AS ONE GROUP OR COMMUNITY IN
[00:12:43] WASHINGTON STATE ALONE, AND THERE ARE 29
[00:12:45] FEDERALLY RECOGNIZED TRIBES. AND SEVERAL
[00:12:47] HUNDRED YEARS AGO THERE WERE
[00:12:49] APPROXIMATELY 600 DIFFERENT TRIBES
[00:12:50] ACROSS NORTH AMERICA RANGING IN SIZE,
[00:12:53] SPEAKING DIFFERENT LANGUAGES WITH
[00:12:55] DIFFERENT CULTURES AND TRADITIONS.
[00:12:57] HOWEVER, I THINK THERE'S AT LEAST ONE
[00:12:58] THING WE CAN SAY FOR CERTAIN ABOUT ALL
[00:13:00] NATIVE AMERICANS. THE HISTORY OF NATIVE
[00:13:02] AMERICANS IS THE HISTORY OF AMERICA. WE
[00:13:05] ALL HAVE SO MUCH TO LEARN FROM THE
[00:13:06] WEALTH OF KNOWLEDGE AND GENERATIONS OF
[00:13:08] THE INDIGENOUS PEOPLES WHO STEWARDED

[00:13:10] THIS LAND FOR CENTURIES BEFORE US. AND
[00:13:13] DESPITE MANY EFFORTS TO RAISE INDIGENOUS
[00:13:15] PEOPLE IN THEIR CULTURE, NATIVE
[00:13:16] AMERICANS HAVE BEEN RESILIENT AND
[00:13:18] STRONG. JUST LIKE LAST WEEK, I TOOK PART
[00:13:21] IN A RACIAL EQUITY TRAINING REQUIRED FOR
[00:13:23] ALL PORT MANAGERS. MUCH OF THE HOMEWORK
[00:13:26] AND THE CONTENT OF THE TRAINING FOCUSED
[00:13:27] ON THE IMPORTANCE OF CENTERING
[00:13:29] INDIGENOUS PEOPLE IN OUR WORK IN OUR
[00:13:31] EQUITY EFFORTS. I'M GRATEFUL FOR THE
[00:13:35] OPPORTUNITY TO LEARN, AND I'M GRATEFUL
[00:13:36] FOR THE PORTS NATIVE AMERICAN COMMITTEE
[00:13:39] EMPLOYEE RESOURCES GROUP ERG HELPING ALL
[00:13:42] OF US LEARN AS WELL. IN CLOSING IN
[00:13:44] RECOGNITION OF ONE OF THE GREAT AMERICAN
[00:13:47] NATIVE AMERICAN LEADERS OF OUR TIME,
[00:13:48] I'D LIKE TO READ A QUOTE FROM THE UNITED
[00:13:50] STATES SECRETARY OF INTERIOR SECRETARY
[00:13:53] HOLLAND, MEMBER OF THE PUEBLO OF LAGUNA.
[00:13:57] WITHIN INDIGENOUS KNOWLEDGE, OUR WORLD
[00:13:59] CAN USHER IN A NEW ERA OF PEACE,
[00:14:00] JUSTICE, AND STRONG INSTITUTIONS TO MEET
[00:14:02] THIS MOMENT AND TO MOVE OUR PLANET
[00:14:04] TOWARD A MORE SUSTAINABLE CULTURE. AND
[00:14:07] WITH THAT, I WISH EVERYONE A HAPPY
[00:14:08] NATIVE AMERICAN HERITAGE MONTH. I'D ALSO
[00:14:12] LIKE TO NOTE, AS PRESIDENT FELLEMAN DID
[00:14:15] IS THE THURSDAY WE WILL CELEBRATE
[00:14:17] VETERANS DAY, A DAY FOR US TO REMEMBER
[00:14:19] THOSE WHO HAVE SERVED IN THE US MILITARY
[00:14:20] AND TO EXPRESS OUR APPRECIATION TO THE
[00:14:23] MEN AND WOMEN SERVING AROUND THE WORLD
[00:14:24] TO PROTECT OUR NATION. OUR EMPLOYEE
[00:14:27] RESOURCE GROUP, MILITARY AND VETERANS AT
[00:14:29] THE PORT OR MVP, IS HOSTING A SPECIAL
[00:14:32] PROGRAM TOMORROW STARTING 11:00 A.M.
[00:14:34] WITH PRESENTATIONS ON THE HISTORY OF
[00:14:36] NATIVE AMERICANS IN THE MILITARY AS WELL
[00:14:38] AS THE PRESENTATION OF THE UNITED STATES
[00:14:40] UNITED INDIANS OF ALL TRIBES ON THEIR
[00:14:42] NATIVE VETERAN PROGRAM HERE IN SEATTLE.
[00:14:46] WE WILL ALSO WELCOME THIS YEAR'S
[00:14:47] VETERANS FELLOWS TO THE PORT OF PORT AS
[00:14:49] WELL. I WANT TO INVITE EVERYONE TO
[00:14:51] ATTEND THIS VIRTUAL EVENT IN ADDITION TO
[00:14:55] NATIVE AMERICAN HERITAGE LAUNCH IN
[00:14:56] VETERANS DAY, NOVEMBER IS ALSO ONE WE
[00:14:58] TYPICALLY AWARD THE CHARLES BLOOD
[00:15:01] CHAMPION OF DIVERSITY AWARD. THE
[00:15:03] COMMISSION ESTABLISHED THE CHARLES BLOOD
[00:15:06] CHAMPION OF DIVERSITY AWARD IN SEPTEMBER
[00:15:08] 2009 FOR A LEADER WHO HAS DEVOTED TO
[00:15:11] ISSUES OF INCLUSION THROUGHOUT HIS
[00:15:12] TENURE OF MORE THAN 30 YEARS WITH THE
[00:15:15] PORT. THE AWARD IS GIVEN ANNUALLY TO A
[00:15:17] CURRENT EMPLOYEE OR TEAM THAT EMBODIES
[00:15:19] THE PORT'S DIVERSITY COMMITMENTS AND
[00:15:21] VALUES. PLEASE JOIN ME IN CONGRATULATING
[00:15:24] THIS YEAR'S RECIPIENT OF THE CHARLES
[00:15:26] BLOOD CHAMPION OF DIVERSITY AWARD.
[00:15:28] DELMAS WHITTAKER, DIRECTOR OF MARINE
[00:15:30] MAINTENANCE. DELMAS HAS PROVIDED

[00:15:33] OUTSTANDING LEADERSHIP TO THE PORT
[00:15:35] THROUGH HIS EFFORTS AS CO CHAIR OF THE
[00:15:37] PORT OF SEATTLE POLICING ASSESSMENT AND
[00:15:39] AS CHAPTER PRESIDENT OF BLACKS AND
[00:15:42] GOVERNMENT. DELMAS HAS BEEN AN ADVOCATE
[00:15:45] FOR CHANGE THROUGHOUT THE PORT AND MAKES
[00:15:46] ANTI RACIST WORK AN INTEGRAL PART OF HIS
[00:15:48] TEAM'S OBJECTIVES. DELMAS HAS SERVED THE
[00:15:51] PORT OF SEATTLE FOR 13 YEARS, WORKING AT
[00:15:54] SEATTLE TACOMA INTERNATIONAL AIRPORT AS
[00:15:56] LOGISTICS MANAGER FOR AVIATION
[00:15:58] MAINTENANCE AND THEN SENIOR MANAGER OF
[00:16:00] FISHING AND COMMERCIAL VESSELS. BEFORE
[00:16:02] HIS PROMOTION TO THE DIRECTOR OF MARINE
[00:16:04] MAINTENANCE IN AUGUST. THE AWARD HONORS
[00:16:06] EMPLOYEES WHO TAKE THE INITIATIVE TO
[00:16:08] MAKE SIGNIFICANT CONTRIBUTIONS TO THE
[00:16:10] PORT'S EFFORTS TO FURTHER DIVERSITY AND
[00:16:12] INCLUSION AMONG ITS STAFF, ITS
[00:16:14] CUSTOMERS, AND THE SURROUNDING
[00:16:15] COMMUNITY. DELMAS CERTAINLY EMBODIES
[00:16:17] THOSE QUALITIES. I'VE COME TO KNOW
[00:16:19] DELMAS IS A STRONG AND INCLUSIVE LEADER
[00:16:21] COMMITTED TO MOVING THE PORT FORWARD.
[00:16:23] CONGRATULATIONS TO DALMAS. WHILE WE ARE
[00:16:27] ON THE SUBJECT OF AWARDS, I LIKE TO
[00:16:29] HIGHLIGHT TWO AWARDS RECENTLY RECEIVED
[00:16:31] BY SEATTLE TACOMA INTERNATIONAL AIRPORT.
[00:16:34] THE NORTH SATELLITE MODERNIZATION
[00:16:36] PROJECT JUST RECEIVED THE DISTINGUISHED
[00:16:38] PROJECT AWARD FROM THE NORTHWEST
[00:16:39] CONSTRUCTION CONSUMER COUNCIL FOR PUBLIC
[00:16:42] PROJECTS OVER \$10 MILLION. THE AWARD
[00:16:45] RECOGNIZES EXCELLENCE IN ENGINEERING,
[00:16:47] DESIGN AND CONSTRUCTION OF PROJECTS.
[00:16:49] DURING THE PRIOR TWO YEARS. PROJECT
[00:16:51] MANAGERS WERE HIGHLIGHTED FOR THE
[00:16:53] SUSTAINABLE BUILDING SOLUTIONS
[00:16:54] INCORPORATED THROUGHOUT AND ON TRACK TO
[00:16:56] RECEIVE A LEAD SILVER CERTIFICATION FROM
[00:16:59] THE US GREEN BUILDING COUNCIL. AND JUST
[00:17:02] YESTERDAY, THE SEA SPOT SAVER PROGRAM
[00:17:05] ALSO RECEIVED AN AWARD FOR THE AIRPORTS
[00:17:07] COUNCIL INTERNATIONAL NORTH AMERICA FOR
[00:17:11] EXCELLENCE IN AIRPORT MARKETING,
[00:17:13] COMMUNICATIONS AND CUSTOMER EXPERIENCE.
[00:17:16] SEA WON UNDER THE CATEGORY OF CONSUMER
[00:17:18] EXPERIENCE, TECHNOLOGY INNOVATION.
[00:17:21] THESE AWARDS ARE PRIME EXAMPLES OF HOW
[00:17:22] OUR AMAZING TEAM AT SEA IS COMMITTED TO
[00:17:25] ELEVATING THE CUSTOMER EXPERIENCE EVERY
[00:17:27] DAY. CONGRATULATIONS TO THE TEAMS BEHIND
[00:17:29] BOTH PROJECTS AND THE MANAGING DIRECTOR
[00:17:32] OF LANCELOT. NOW, AS I MENTIONED IN MY
[00:17:35] REPORT TO YOU AT THE LAST COMMISSION
[00:17:36] MEETING, I LIKE TO PROVIDE AN UPDATE ON
[00:17:38] THE ORDER YOU PASSED ON SEPTEMBER 14,
[00:17:41] REQUIRING AN INVENTORY OF EXISTING
[00:17:42] CONDITIONS WITHIN 55 ACRE PARCEL WITHIN
[00:17:45] THE NORTH SEATAC PARK. THE ORDER
[00:17:47] DIRECTED ME TO REPORT BACK TO YOU WITH A
[00:17:49] WORK PROGRAM TIMELINE AND COST ESTIMATE.
[00:17:52] AFTER REVIEWING THE PRELIMINARY WORK

[00:17:53] PLAN, I TOOK ADDITIONAL TIME TO ENSURE
[00:17:55] THE WORK PLAN MEETS YOUR OBJECTIVES.
[00:17:57] SINCE THEN, I'VE TOURED THE SITE AND
[00:17:59] HELD DISCUSSIONS WITH STAFF TO FURTHER
[00:18:01] DEVELOP THE APPROACH. I HAVE NOW
[00:18:04] REVIEWED A REVISED WORK PLAN AND
[00:18:06] SUBMITTED IT TO YOU LAST WEEK. I'M
[00:18:08] PLEASED TO REPORT TO YOU THAT I'M
[00:18:09] RECOMMENDING THAT THE WORK BEGAN. THE
[00:18:11] WORK PLAN INCLUDES CONSULTANT REVIEW OF
[00:18:13] THE EXTENSIVE STUDIES AND DATA ALREADY
[00:18:15] AVAILABLE FOR THE SITE COLLECTION AND
[00:18:17] REVIEW OF INFORMATION FROM THE CITY OF
[00:18:19] SEATAC STAFF AND FIELDWORK TO VERIFY
[00:18:24] CONDITIONS AND IDENTIFY IMPORTANT SITE
[00:18:26] FEATURES IN A GAP ANALYSIS TO DETERMINE
[00:18:29] WHETHER ANY OF THE INFORMATION IS
[00:18:31] INCOMPLETE. IF THERE ARE GAPS, THE
[00:18:33] CONSULTANT WOULD RECOMMEND THE
[00:18:35] APPROPRIATE STUDIES AND TIME FOR DOING
[00:18:36] THAT ADDITIONAL WORK. ASSUMING WE CAN
[00:18:39] BEGIN THE INVENTORY BY MID DECEMBER, WE
[00:18:41] ESTIMATE COMPLETING IT BY END OF MARCH
[00:18:42] FOR A TOTAL COST OF APPROXIMATELY
[00:18:45] \$84,000 AS REQUIRED BY THE ORDER. NO
[00:18:48] DECISION REGARDING FUTURE USE OF THE
[00:18:50] SITE WOULD BE MADE BEFORE THIS WORK IS
[00:18:53] COMPLETE. TURNING YOUR ATTENTION TO THE
[00:18:55] COVID PANDEMIC, THE DISEASE THAT
[00:18:58] CONTINUES TO POSE A SERIOUS HEALTH
[00:18:59] THREAT TO THE PORT IN THE COMMUNITY.
[00:19:02] I'D LIKE TO PROVIDE YOU AN UPDATE ON
[00:19:03] PROGRESS TOWARD VALIDATION OF THE PORT
[00:19:05] OF SEATTLE EMPLOYEES VACCINATIONS. LET
[00:19:08] ME SAY I APPRECIATE THE COMMISSION'S
[00:19:09] CONTINUED SUPPORT FOR OUR EFFORT TO
[00:19:11] PROTECT THE HEALTH AND SAFETY SAFETY OF
[00:19:13] OUR WORKFORCE AND THE COMMUNITY. I WAS
[00:19:16] PLEASED TO SEE THAT THE NORTHWEST
[00:19:17] SEAPORT ALLIANCE MANAGING MEMBERS
[00:19:19] APPROVED THE VACCINE REQUIREMENT LAST
[00:19:21] WEEK. LATER TODAY YOU WILL CONSIDER AN
[00:19:23] ACTION ENDORSING THE REQUIREMENT THAT
[00:19:25] EMPLOYEES BE FULLY VACCINATED AS A
[00:19:26] CONDITION OF EMPLOYMENT BY NOVEMBER 15.
[00:19:29] AS OF TODAY, 86% OF PORT EMPLOYEES HAVE
[00:19:32] SUBMITTED VACCINATION VALIDATIONS,
[00:19:34] THANKS TO THOSE EMPLOYEES FOR TAKING
[00:19:36] THAT IMPORTANT STEP TO PROTECT
[00:19:37] THEMSELVES, THEIR FAMILIES, AND THE
[00:19:39] COMMUNITY. A NUMBER OF EMPLOYEES HAVE
[00:19:41] BEEN GRANTED AN EXTENSION DUE TO SPECIAL
[00:19:43] CIRCUMSTANCES, BUT THEY CANNOT RETURN TO
[00:19:45] WORK UNTIL THEY ARE FULLY VACCINATED.
[00:19:48] AS YOU'RE AWARE, PRESIDENT BIDEN HAS
[00:19:49] ISSUED AN ORDER THROUGH THE OCCUPATIONAL
[00:19:51] HEALTH AND SAFETY ADMINISTRATION THAT
[00:19:53] ALL EMPLOYERS WITH 100 OR MORE WORKERS
[00:19:55] BE REQUIRED TO BECOME VACCINATED OR BE
[00:19:58] TESTED WEEKLY. SEPARATELY, THE
[00:20:00] GOVERNMENT HAS ISSUED A DIRECTIVE THAT
[00:20:02] EMPLOYEES OF FEDERAL CONTRACTORS,
[00:20:04] INCLUDING THE PORT OF SEATTLE, MUST ALSO

[00:20:07] BE VACCINATED. THERE IS NO TESTING
[00:20:09] OPTION. IN THIS CASE. A LOT OF WORK IS
[00:20:12] UNDER WAY BY OUR STAFF TO CONSIDER HOW
[00:20:15] TO APPLY VACCINE REQUIREMENTS TO
[00:20:17] CONSULTANTS, CONTRACTORS AND OTHERS WHO
[00:20:19] WORK ON PORT PROPERTY, OFTEN ALONGSIDE
[00:20:21] POOR EMPLOYEES. WE'LL HAVE MORE TO
[00:20:23] REPORT ON IN THE COMING WEEKS. DESPITE
[00:20:26] PROGRESS COVID 19 AND ITS IMPACTS HAVE
[00:20:29] NOT GONE AWAY. THE RATE OF NEW CASES HAS
[00:20:32] SLOWED SOMEWHAT, BUT THE NUMBER WILL
[00:20:33] REMAIN STUBBORNLY HIGH AS DUE
[00:20:35] HOSPITALIZATIONS. THIS RELATES DIRECTLY
[00:20:38] TO THOSE WHO ARE NOT VACCINATED. FOR
[00:20:40] THESE PEOPLE, THE RISK OF SERIOUS
[00:20:42] ILLNESS AND DEATH IS VERY HIGH. PLEASE
[00:20:45] GET VACCINATED IF YOU HAVE NOT DONE SO
[00:20:47] ALREADY, I WANT YOU TO KNOW THAT OUR
[00:20:50] EMPLOYEES ARE PULLING TOGETHER TO MEET
[00:20:51] THIS CHALLENGE AND KEEPING OUR WORKFORCE
[00:20:53] SAFE AND HEALTHY WHILE DELIVERING THE
[00:20:54] CENTRAL SERVICES OF THE PORT. ON A
[00:20:58] POSITIVE NOTE, THERE IS A LOT OF JOY IN
[00:20:59] CANADA, MEXICO, AND COUNTRIES AROUND THE
[00:21:01] WORLD, WITH A LIFTING OF RESTRICTIONS ON
[00:21:03] TRAVEL TO THE UNITED STATES FOR
[00:21:05] VACCINATED VISITORS. NEW REPORTS SHOW
[00:21:08] AIRCRAFT FILLED WITH HAPPY TRAVELERS.
[00:21:10] NEWS REPORTS THAT IS, HUNDREDS OF PEOPLE
[00:21:13] WERE ON HAND IN VICTORIA, BC, YESTERDAY
[00:21:14] MORNING FOR THE DEPARTURE OF THE FERRY
[00:21:16] COHO FOR ITS FIRST TRIP TO THE US IN
[00:21:18] 20 MONTHS. THIS IS OBVIOUSLY WELCOMED BY
[00:21:21] COMMUNITIES HERE IN WASHINGTON AND
[00:21:23] THROUGHOUT THE NATION. LOVED ONES WHO
[00:21:25] HAVE BEEN SEPARATED FOR NEARLY TWO YEARS
[00:21:27] CAN BE UNITED AGAIN, AND WE LOOK FORWARD
[00:21:29] TO AN ECONOMIC BOOST AS TRAVELERS
[00:21:30] RESTORED. THIS SHOWS THAT THE PATH TO
[00:21:33] RECOVERY DEPENDS ON EVERYONE GETTING
[00:21:35] VACCINATED.
[00:21:39] ANOTHER NEWS COMING OUT OF WASHINGTON,
[00:21:41] DC, THIS PAST FRIDAY EVENING, THE
[00:21:43] COMMISSIONER FELLEMAN TALKED ABOUT THE US
[00:21:45] HOUSE OF REPRESENTATIVE PAST HISTORIC
[00:21:47] BIPARTISAN INFRASTRUCTURE LEGISLATION
[00:21:49] AND SENT IT TO PRESIDENT BIDEN FOR A
[00:21:51] SIGNATURE. THE \$1.2 TRILLION INVESTMENT.
[00:21:54] THIS \$1.2 TRILLION INVESTMENT WILL HAVE
[00:21:57] TRANSFORMATIVE IMPACTS THROUGHOUT OUR
[00:21:58] REGION, STATE, AND THE COUNTRY. AND I
[00:22:00] WANT TO THANK THE WASHINGTON
[00:22:02] CONGRESSIONAL DELEGATION WHO PLAYED
[00:22:05] PIVOTAL ROLES IN ENSURING THE SUCCESSFUL
[00:22:07] PASSAGE OF THIS BILL. IN PARTICULAR,
[00:22:09] THE LEGISLATION INVESTS \$20 BILLION IN
[00:22:12] AIRPORTS AND 17 BILLION IN MARITIME, A
[00:22:15] SIGNIFICANT PORTION OF WHICH THE PORT OF
[00:22:16] SEATTLE AND THE NORTHWEST SEAPORT
[00:22:18] ALLIANCE AND OUR PARTNERS WILL HAVE THE
[00:22:20] OPPORTUNITY TO RECEIVE. SEA ALONE IS
[00:22:23] SLATED FOR APPROXIMATELY 240,000,000 IN
[00:22:25] DIRECT ALLOCATION BY FORMULA NOT

[00:22:28] INCLUDING THE OPPORTUNITY TO APPLY FOR
[00:22:29] COMPETITIVE GRANTS. PORT STAFF WILL BE
[00:22:32] GETTING TO WORK RIGHT AWAY TO IDENTIFY
[00:22:34] WHICH AVIATION AND MARITIME PROJECTS TO
[00:22:36] PRIORITIZE FOR FUNDING AND GRANT
[00:22:38] APPLICATIONS, AND WE LOOK FORWARD TO
[00:22:40] PROVIDING ADDITIONAL UPDATES TO THE
[00:22:41] COMMISSION ON THESE EFFORTS IN THE
[00:22:43] COMING MONTHS. FINALLY, I WANT TO
[00:22:45] ACKNOWLEDGE THAT THE INFRASTRUCTURE AND
[00:22:46] LEGISLATION IS ONLY HALF OF THE
[00:22:49] PRESIDENT'S BUILD BACK BETTER AGENDA,
[00:22:51] AND THE PORT STANDS STRONGLY IN SUPPORT
[00:22:53] OF CONGRESSIONAL PASSAGE OF THE
[00:22:55] GENERATIONAL INVESTMENTS IN CHILDCARE
[00:22:57] EDUCATION, HEALTH CARE, IMMIGRATION AND
[00:22:59] CLIMATE THAT ARE CURRENTLY BEING
[00:23:01] DEBATED. IN PARTICULAR, WE WOULD BENEFIT
[00:23:04] SIGNIFICANTLY FROM SUSTAINABLE AVIATION
[00:23:06] FUELS AND MARITIME DECARBONISATION
[00:23:08] PROVISIONS OF THE BUILD BACK BETTER ACT,
[00:23:10] AND SO WE LOOK FORWARD TO ADDITIONAL
[00:23:12] PROGRESS ON THE BILL IN COMING WEEKS.
[00:23:14] MOVING TO TODAY'S COMMISSION MEETING,
[00:23:15] I'D LIKE TO HIGHLIGHT JUST A FEW ITEMS.
[00:23:18] ITEM EIGHT E IS AN AUTHORIZATION FOR THE
[00:23:20] EMERGENCY PREPAREDNESS EXERCISE SUPPORT
[00:23:22] AT SEA. AS PART OF MY STATED EMPHASIS ON
[00:23:25] ENHANCING PREPAREDNESS AND RESILIENCE,
[00:23:27] WE'RE LOOKING AT IT TO INCREASE SEA'S
[00:23:30] AIRPORT'S COMPREHENSIVE EXERCISE PROGRAM
[00:23:32] FOR ONCE EVERY THREE YEARS IS REQUIRED
[00:23:34] TO THE FAA TO ANNUAL EXERCISE PROGRAM.
[00:23:37] UTILIZING CONTRACTOR SUPPORT. THIS FIVE
[00:23:40] YEAR CONTRACT FOR EXERCISE SUPPORT WILL
[00:23:43] EXPAND THE AREAS OF EXERCISE FOCUS AND
[00:23:45] VALIDATE THE FUNCTIONALITY AND
[00:23:46] EFFECTIVENESS, EMERGENCY PLANS,
[00:23:48] PROCEDURES AND MULTI AGENCY
[00:23:49] COORDINATION. ITEMS ON OUR AGENDA IS
[00:23:53] THE ANNUAL AUTHORIZATION ON OUR SALARY
[00:23:55] AND BENEFITS RESOLUTION, AND THE PORT IS
[00:23:58] COMMITTED TO PROVIDING COMPETITIVE WAGES
[00:23:59] AND BENEFITS THAT ARE BETTER THAN
[00:24:01] MARKET. ITEM EIGHT K IS AUTHORIZATION
[00:24:04] FOR AN IRREGULAR BID FOR THE BUILDING
[00:24:06] CONTROLS UPGRADE PROJECT. THIS PROJECT,
[00:24:08] WHO SELECTED BID CAME IN UNDER
[00:24:10] ESTIMATES, WILL REPLACE APPROXIMATELY
[00:24:12] 100 OBSOLETE BUILDING CONTROL PANELS.
[00:24:15] IT WILL ADD ENVIRONMENTAL FEATURES TO
[00:24:16] THE BUILDING CONTROL SYSTEM THAT
[00:24:18] REGULATES AND CONTROLS CRITICAL FEATURES
[00:24:20] SUCH AS TEMPERATURE, HUMIDITY AND AIR
[00:24:22] EXCHANGES. ITEM EIGHT M ON THE CONSENT
[00:24:26] AGENDA IS AN ACTION ITEM RELATED TO THE
[00:24:27] SOUTH KING COUNTY FUND. MULTI YEAR
[00:24:30] FUNDING WAS OFFERED FOR THE FIRST TIME
[00:24:32] UNDER THIS FUND IN 2021. DUAL
[00:24:34] COMBINATION OF INCREASED NEED DUE TO THE
[00:24:36] COVID PANDEMIC ENHANCED OUTREACH OVER
[00:24:39] THE LAST TWO YEARS, ESPECIALLY THROUGH
[00:24:41] THE PORTS COMMUNITY LIAISONS. THE PORT

[00:24:43] SAW A SIGNIFICANT INCREASE IN THE NUMBER
[00:24:45] OF ORGANIZATIONS APPLYING FOR SEVERAL OF
[00:24:47] THEM REQUESTING MULTI YEAR FUNDING FOR
[00:24:49] SEVERAL MULTI PHASE AND THOUGHTFUL
[00:24:51] PROJECTS. FUNDS FOR THIS PROGRAM HAVE
[00:24:53] BEEN USED FOR INITIATIVES INCLUDING,
[00:24:55] BUT NOT LIMITED TO, ENVIRONMENTAL
[00:24:56] PROJECTS, SMALL BUSINESS ASSISTANCE,
[00:24:58] ECONOMIC DEVELOPMENT, WORKFORCE
[00:25:00] DEVELOPMENT, JOB CREATION, AND MANY
[00:25:02] MORE. AND FINALLY, WE'LL HEAR TODAY THE
[00:25:04] INTRODUCTION OF PROPOSED 2022 BUDGET AND
[00:25:07] TAX LEVY INCREASE. I HAVE MORE TO SAY ON
[00:25:09] THOSE ITEMS DURING THEIR INTRODUCTIONS.
[00:25:12] COMMISSIONERS, THIS CONCLUDES MY REMARKS
[00:25:13] AND THANK YOU FOR THE EXTENDED TIME.
[00:25:15] THANK YOU. THANK YOU. EXECUTIVE METRUCK
[00:25:19] WE'LL NOW MOVE ON TO ITEM SIX COMMITTEE
[00:25:22] REPORT. ARE THERE ANY COMMITTEE REPORTS,
[00:25:25] MR. PRINCE? THANK YOU, COMMISSION
[00:25:28] PRESIDENT FELLEMAN. THERE'S NO COMMITTEE
[00:25:29] REPORT OUT SINCE THE LAST COMMITTEE
[00:25:31] COMMISSION MEETING. HOWEVER, THE NEXT
[00:25:33] COMMITTEE MEETING IS THE AVIATION
[00:25:34] COMMITTEE ON NOVEMBER 11, WHERE THEY
[00:25:37] WILL REVIEW THE AIRPORT DINING AND
[00:25:38] RETAIL MASTER PLAN, WHICH WE ARE ALSO
[00:25:40] CONSIDERING FOR EITHER COMMISSION
[00:25:42] RETREAT OR BRIEFINGS IN JANUARY. THANK
[00:25:45] YOU. MY REPORT. THANK YOU FOR
[00:25:49] YOUR BREVITY. ARE THERE ANY FOLLOW UP
[00:25:51] QUESTIONS FOR AARON'S BRIEF REPORT OR
[00:25:55] ANYTHING ELSE TO DO WITH COMMITTEES? I
[00:25:58] DO NOT CURRENTLY SEE ANY HANDS RAISED.
[00:26:00] MR. COMMISSION PRESIDENT. VERY GOOD.
[00:26:02] THEN WE'LL MOVE ON TO ITEM SEVEN PUBLIC
[00:26:04] COMMENT THE COMMISSION WILL NOW RECEIVE
[00:26:07] GENERAL PUBLIC COMMENT FROM THOSE WHO
[00:26:08] HAVE SIGNED UP TO SPEAK ON ITEMS RELATED
[00:26:11] TO THE PORT. FOLLOWING THIS GENERAL
[00:26:13] PUBLIC COMMENT SECTION, WE WILL BE
[00:26:15] SEPARATELY HOLDING A PUBLIC HEARING ON
[00:26:17] THE 2022 BUDGET AND TAX LEVY. THIS
[00:26:20] GENERAL PUBLIC COMMENT IS FOR TOPICS
[00:26:22] RELATED TO POOR BUSINESS THAT ARE NOT
[00:26:24] THE 2022 BUDGET OR TAX LEVY. THE CLERK
[00:26:27] HAS A SEPARATE SIGN IN SHEET TO TAKE
[00:26:29] THOSE COMMENTS FOR THAT LATER PUBLIC
[00:26:31] HEARING. WRITTEN MATERIALS PROVIDED TO
[00:26:34] THE CLERK WILL BE INCLUDED IN TODAY'S
[00:26:35] MEETING RECORD. THE CLERK HAS A LIST OF
[00:26:38] THOSE PREPARED TO SPEAK. AS THE CLERK
[00:26:40] CALLS. YOUR NAME WILL OPEN THE LINE AND
[00:26:42] COMMENT IS WE'LL HAVE TO UNMUTE
[00:26:44] THEMSELVES. THEN PLEASE REPEAT YOUR NAME
[00:26:46] FOR THE RECORD. IF YOU ARE ON TEAMS
[00:26:49] MEETING AND ARE ALSO STREAMING THE
[00:26:51] MEETING, PLEASE MUTE THE VIDEO STREAM TO
[00:26:53] AVOID FEEDBACK, PLEASE NOTE THERE MAY BE
[00:26:55] A SHORT TIME ON THE VIDEO STREAM.
[00:26:58] COMMENT TIME WILL BE LIMITED TO TWO
[00:26:59] MINUTES PER PERSON. CLERK HART, PLEASE
[00:27:01] CALL THE FIRST SPEAKER. THANK YOU. WE

[00:27:04] HAVE ONE SPEAKER SIGNED UP TODAY AND
[00:27:05] THAT IS MR. JORDAN VANVOST.
[00:27:12] GOOD AFTERNOON. COMMISSIONER IS AN
[00:27:13] EXECUTIVE DIRECTOR. METRUCK. MY NAME IS
[00:27:15] JORDAN VAN VOST. THANK YOU FOR YOUR GOOD
[00:27:18] WORDS RECOGNIZING NATIVE AMERICAN
[00:27:20] HERITAGE MONTH. NEXT, I WANT TO
[00:27:22] CONGRATULATE THE NEWLY ELECTED
[00:27:24] COMMISSIONERS AND THANK COMMISSIONERS
[00:27:26] STEINBRUECK AND BOWMAN FOR YOUR PUBLIC
[00:27:28] SERVICE. I REALIZED THAT YOUR JOBS
[00:27:30] AREN'T EASY. I BELIEVE THAT ALL OF US
[00:27:33] ARE MOTIVATED BY THE SAME GOAL TO LEAVE
[00:27:35] A BETTER WORLD FOR OUR CHILDREN, STOP
[00:27:37] THE DESTRUCTION OF NATURE AND FIND A
[00:27:40] LASTING PEACE AND HAPPINESS. IT'S NOT
[00:27:42] EASY TO CHANGE HABITUAL WAYS OF DOING
[00:27:45] THINGS, BUT I ASK IN ALL SINCERITY WHAT
[00:27:48] IS IT GOING TO BE REQUIRED BEFORE YOU
[00:27:51] ADMIT THAT PLANNING FOR MORE CRUISE
[00:27:53] PASSENGERS AND MORE AIR TRAVEL IN 2022
[00:27:57] IS NOT COMPATIBLE WITH LIMITING CLIMATE
[00:27:59] WARMING TO 1.5 DEGREES CELSIUS.
[00:28:03] ACCOUNTING TRICKS LIKE IGNORING SCOPE
[00:28:05] THREE EMISSIONS IN CLIMATE TARGETS OR
[00:28:08] RELYING UPON NOT YET INVENTED
[00:28:10] TECHNOLOGIES DO NOT ALLOW US TO ESCAPE
[00:28:12] THE REALITY THAT INCREASING EMISSIONS
[00:28:15] NOW ONLY DELAYS A MORE PAINFUL RECKONING
[00:28:17] OUR CHILDREN WILL HAVE TO FACE. SADLY,
[00:28:20] FOSSIL FUEL COMPANIES HAVE SENT MORE
[00:28:22] THAN 500 LOBBYISTS TO COP 26 MORE
[00:28:26] THAN ANY SINGLE COUNTRY WE CAN'T WAIT
[00:28:28] FOR WORLD LEADERS. IT'S UP TO US. AND TO
[00:28:31] YOU, I CLAIM NO MORAL HIGH GROUND HERE
[00:28:34] OR SPECIAL CREDENTIALS THAT MIGHT COMPEL
[00:28:37] YOU TO LISTEN TO ME. I DRIVE A CAR A FEW
[00:28:39] TIMES A WEEK AND BUY STUFF ON AMAZON,
[00:28:42] BUT I AM TRYING TO BE HONEST ABOUT MY
[00:28:44] IMPACT AND DO WHAT I CAN TO LIVE SIMPLY
[00:28:46] SO THAT OTHERS MAY SIMPLY LIVE.
[00:28:49] INDIVIDUAL CHANGE IS IMPORTANT, BUT WE
[00:28:51] CANNOT HOPE TO AVERT CLIMATE CATASTROPHE
[00:28:54] WITHOUT INSTITUTIONAL CHANGE AS WELL.
[00:28:56] YOUR INFLUENCE AS COMMISSIONERS AND
[00:28:58] SENIOR STAFF MEMBERS OF THE PORT HAS A
[00:29:01] HUGE INFLUENCE ON POLICY AND WITH IT A
[00:29:03] MORAL RESPONSIBILITY. MAY OUR CHILDREN
[00:29:06] INHERIT A LIVABLE WORLD? THANK YOU.
[00:29:10] THANK YOU. JORDAN. CLERK HART, IF
[00:29:13] THERE'S NO FURTHER PUBLIC COMMENTS,
[00:29:16] COULD WE HEAR THE SYNOPSIS OF THE
[00:29:18] WRITTEN ONE? YES. THANK YOU. GOOD
[00:29:20] AFTERNOON. MEMBERS OF THE COMMISSION.
[00:29:22] MR. EXECUTIVE DIRECTOR, WE HAVE RECEIVED
[00:29:24] FIVE WRITTEN COMMENTS FOR TODAY'S
[00:29:26] MEETING. THE FIRST COMES FROM BRETT
[00:29:28] FULKINS. HE WRITES TO URGE A NO VOTE ON
[00:29:30] AGENDA ITEM NINE B STATING THAT WIDENING
[00:29:32] THE ARRIVALS ACCESS ROADWAY WILL INDUCE
[00:29:35] DEMAND FOR MORE LOW EFFICIENCY PRIVATE
[00:29:37] VEHICLES AND INCREASE THE TOTAL CARBON
[00:29:39] EMISSIONS OF THE ACTIVITY OF THE PORT.

[00:29:41] LAURA GIBBONS RIGHTS TO EXPLAIN THE MATH
[00:29:43] BY WHICH USING 10% SUSTAINABLE AVIATION
[00:29:46] FUEL RESULTS IN AT THE MOST AND 8%
[00:29:50] REDUCTION IN CARBON EMISSIONS. L HUGHES
[00:29:53] WRITES AN OPPOSITION TO AGENDA ITEM
[00:29:55] EIGHT L STATING CONCERNS FOR LOSS OF
[00:29:57] GREEN SPACE, LOSS OF PARKING AND
[00:29:59] CONSTRUCTION IMPACTS POSED TO LIVE
[00:30:01] ABOARDS IN THE AREA. CHAD NEWTON WRITES
[00:30:04] AN OPPOSITION TO AGENDA ITEM NINE B
[00:30:07] ASKING THE PORT TO VOTE AGAINST THE ITEM
[00:30:09] AND TO CANCEL THE WIDENING ARRIVALS
[00:30:10] ROADWAY PROJECT DUE TO THE DEMAND FOR
[00:30:13] PRIVATE VEHICLES TO TRAVEL TO THE
[00:30:14] AIRPORT THAT THE PROJECT WILL INDUCE.
[00:30:17] AND FINALLY, LEE NEMON WRITES AN
[00:30:20] OPPOSITION TO AGENDA ITEM EIGHT L,
[00:30:22] NOTING CONCERNS FOR LOSS OF GREEN SPACE
[00:30:24] AND PARKING, STATING THAT ANOTHER
[00:30:26] RESTAURANT AND BAR IS A NEGATIVITY FOR
[00:30:29] THE COMMUNITY, NOT A BENEFIT. AND THAT
[00:30:32] CONCLUDES THE WRITTEN COMMENTS THAT
[00:30:33] WE'VE RECEIVED TODAY. THANK YOU,
[00:30:37] CLERK HART. UNLESS ANYBODY ELSE IS ASKED
[00:30:40] TO MAKE PUBLIC COMMENT, WE'LL MOVE ON TO
[00:30:43] ITEM TEN, NEW BUSINESS AND THE PUBLIC
[00:30:46] HEARING HEARING NO FOR THE GENERAL
[00:30:50] PUBLIC. SO THIS IS THE PUBLIC HEARING
[00:30:54] FOR INTRODUCTION OF RESOLUTION NUMBER
[00:30:56] 37, 93 AND 37 94, THE 2022
[00:31:01] PORT OF SEATTLE BUDGET AND REGULAR
[00:31:03] PROPERTY LEVY. FOR THE SAKE OF PROCESS
[00:31:06] FOR THESE ITEMS, I'D LIKE TO EVERYONE TO
[00:31:08] KNOW HOW WE'RE GOING TO DO THIS. FIRST,
[00:31:10] WE'LL HEAR THE STAFF PRESENTATION ON
[00:31:12] THESE RESOLUTIONS. WE'LL THEN OPEN THE
[00:31:14] PUBLIC HEARING AND TAKE TESTIMONY FROM
[00:31:16] THOSE WHO HAVE SIGNED UP TO SPEAK. WE
[00:31:19] WILL CONSOLIDATE THE HEARINGS AND TAKE
[00:31:20] TESTIMONY FROM BOTH TEN A AND TEN B AT
[00:31:23] THE SAME TIME. WE WILL THEN CONSIDER AND
[00:31:27] VOTE ON THE INTRODUCTION OF THE ITEMS
[00:31:28] SEPARATELY. AFTER HEARING COMMISSIONER
[00:31:31] COMMENTS, QUESTIONS AND DISCUSSION.
[00:31:33] CLERK HART, PLEASE READ THE RESOLUTION
[00:31:35] TITLES INTO THE RECORD. WE'LL THEN HEAR
[00:31:37] FROM EXECUTIVE METRUCK TO INTRODUCE BOTH
[00:31:40] ITEMS AT THIS TIME. THANK YOU, MR.
[00:31:43] COMMISSION PRESIDENT. WE'LL BEGIN WITH
[00:31:45] ITEM TEN A, INTRODUCTION OF RESOLUTION
[00:31:47] NUMBER 3793, A RESOLUTION ADOPTING THE
[00:31:51] FINAL BUDGET OF THE PORT OF SEATTLE FOR
[00:31:52] THE YEAR 2022, MAKING DETERMINING AND
[00:31:55] DECIDING THE AMOUNT OF TAXES TO BE
[00:31:57] LEVIED UPON THE CURRENT ASSESSMENT ROLE,
[00:31:59] PROVIDING PAYMENT OF BOND REDEMPTIONS
[00:32:01] AND INTEREST, COST OF FUTURE CAPITAL
[00:32:03] IMPROVEMENTS AND ACQUISITIONS, AND FOR
[00:32:05] SUCH GENERAL PURPOSES ALLOWED BY LAW
[00:32:07] WHICH THE PORT DEEMS NECESSARY. AND
[00:32:09] DIRECTING. THE KING COUNTY COUNCIL ASKED
[00:32:11] THE SPECIFIC STEPS TO BE LEVIED ON ALL
[00:32:13] OF THE ASSESSED PROPERTIES OF THE PORT

[00:32:15] OF SEATTLE DISTRICT IN THE YEAR 2022.
[00:32:18] ITEM TEN B IS INTRODUCTION OF RESOLUTION
[00:32:21] NUMBER 3794, A RESOLUTION SPECIFYING THE
[00:32:24] DOLLAR AND PERCENTAGE CHANGE IN THE
[00:32:26] REGULAR PROPERTY LEVY FROM THE PREVIOUS
[00:32:28] YEAR PER RCW 84 55 120,
[00:32:33] PROVIDING FOR A 3% INCREASE
[00:32:36] OF THE LEVY FROM \$78,676,\$344 TO
[00:32:41] \$81,036,634.
[00:32:49] VERY GOOD. THANK YOU, CLERK HART,
[00:32:54] COMMISSIONERS, I'M PLEASED TO INTRODUCE
[00:32:55] THE PORT OF SEATTLE BUDGET PLAN, A
[00:32:58] FINANCE AND TAX LEVY RECOMMENDATIONS FOR
[00:33:00] 2022. BEFORE I TURN THE PRESENTATION
[00:33:03] OVER TO DAN THOMAS AND OUR FINANCE TEAM,
[00:33:06] I WANT TO THANK THE COMMISSION FOR YOUR
[00:33:08] STRONG POLICY DIRECTION AND ENGAGEMENT.
[00:33:10] OVER THREE QUARTERS OF THE YEAR. YOU'VE
[00:33:13] CONTRIBUTED SIGNIFICANTLY TO THE
[00:33:14] DEVELOPMENT OF THIS BUDGET WITH A LOT OF
[00:33:16] FEEDBACK AND INPUT DURING THE PROCESS.
[00:33:19] YOU DID, AS YOU HAVE ALL SAID
[00:33:23] SEVERAL TIMES, THE BUDGET IS AN
[00:33:24] EXPRESSION OF OUR VALUES. IT SHOWS HOW
[00:33:27] WE WILL DELIVER ON OUR MISSION TO THE
[00:33:28] COMMUNITY AND BUILD A STRONGER, MORE
[00:33:30] EQUITABLE AND MORE SUSTAINABLE ECONOMY.
[00:33:33] I'M PROUD TO SAY WE WILL MAKE REAL
[00:33:34] PROGRESS ON ALL THOSE VALUES IN THE
[00:33:36] COMING YEAR. OF COURSE, THIS BUDGET WAS
[00:33:39] DEVELOPED AGAINST THE BACKDROP OF THE
[00:33:41] CONTINUING COVID-19, THE PANDEMIC AND
[00:33:43] THE ASSOCIATED CHALLENGES AND
[00:33:45] UNCERTAINTY. WITH THE COMMISSION'S
[00:33:47] STRONG BACKING, I'M ESPECIALLY PROUD
[00:33:49] THAT WE CARRY THROUGH ON OUR COMMITMENT
[00:33:51] TO PROTECT THE HEALTH AND SAFETY OF OUR
[00:33:52] EMPLOYEES, TENANTS, CONTRACTORS, AND THE
[00:33:55] PUBLIC. THIS YEAR WE WELCOME MORE
[00:33:57] PARTICIPATION OF THE COMMUNITY IN
[00:33:59] BUILDING THE BUDGET AS WELL. THE
[00:34:01] COMMISSION HELD A SERIES OF LISTENING
[00:34:02] SESSIONS INVOLVING MORE THAN 100
[00:34:04] STAKEHOLDERS TO IDENTIFY KEY ISSUES,
[00:34:07] AND WE'VE HEARD STRONG SUPPORT FOR
[00:34:08] CONTINUED COMMUNITY INVESTMENTS THAT'S
[00:34:11] REFLECTED IN THE BUDGET. WE'VE ALSO
[00:34:13] BROUGHT OUR BUDGET PROPOSALS TO THE
[00:34:15] COMMUNITY INTO VIRTUAL SESSIONS, WHICH
[00:34:17] HAD LARGER PARTICIPATION THAN WE'VE HAD
[00:34:19] IN PERSON ONES BEFORE. OUR BUDGET
[00:34:22] PICTURE HAS IMPROVED OVER 2020 AND WE
[00:34:25] HAVE APPROACHED 2022 OVER
[00:34:29] 2000 AND 22,021, AND WE'VE APPROACHED
[00:34:31] 2022 WITH A STRONG BALANCE SHEET. AIR
[00:34:35] TRAVEL IS REBALANCED SIGNIFICANTLY AND
[00:34:37] WE EXPECT ANOTHER 35% INCREASE INCREASE.
[00:34:43] MOVING FORWARD,
[00:34:54] AS I MENTIONED EARLIER, WE ARE STEPPING
[00:34:57] UP OUR CRITICAL CAPITAL IMPROVEMENTS IN
[00:34:59] AVIATION, MARINE ECONOMIC DEVELOPMENT,
[00:35:02] CENTRAL SERVICES DIVISIONS. OVER THE
[00:35:04] NEXT FIVE YEARS, WE WILL INVEST RECORD

[00:35:06] AMOUNTS IN THOSE PROJECTS MORE THAN \$4
[00:35:08] BILLION. NOT ONLY DO THOSE PROJECTS
[00:35:11] SUPPORT EXPANSION OF TRADE, TRAVEL AND
[00:35:13] COMMERCE, THEY CREATE THOUSANDS OF JOBS
[00:35:15] HERE IN OUR COMMUNITY AND AS PART OF OUR
[00:35:17] DIVERSITY AND CONTRACTING INITIATIVES,
[00:35:19] WE'RE DOING MORE TO ENSURE THOSE
[00:35:21] CONTRACTS AND JOBS ARE SHARED MORE
[00:35:23] EQUITABLY IN OUR COMMUNITY. FOLLOWING
[00:35:26] THE ACTION ON THE BUDGET, WE WILL
[00:35:27] TRANSITION TO A DISCUSSION OF OUR
[00:35:28] PROPOSED TAX LEVY FOR NEXT YEAR. WE ARE
[00:35:31] CAREFUL STEWARDS OF THE PUBLIC'S TAX
[00:35:33] DOLLARS PRIORITIZING IMPORTANT PROJECTS
[00:35:35] SUCH AS MARITIME INFRASTRUCTURE,
[00:35:38] ENVIRONMENTAL IMPROVEMENTS, REGIONAL
[00:35:39] TRANSPORTATION, WORKFORCE DEVELOPMENT,
[00:35:41] TOURISM AND COMMUNITY PARTNERSHIPS. I'M
[00:35:44] PROPOSING A 3% TAX INCREASE IN THE LEVY
[00:35:47] FOR NEXT YEAR, WHICH WILL HELP US KEEP
[00:35:49] PACE WITH INFLATION. THAT IS REALLY
[00:35:50] DRIVING UP CONSTRUCTION COSTS FOR THE
[00:35:52] PORT. EVEN WITH THIS INCREASE, THE
[00:35:55] PROPERTY TAX BILL FOR THE AVERAGE
[00:35:56] HOMEOWNER IS FORECASTED TO STAY FLAT FOR
[00:35:59] NEXT YEAR AT \$72. THAT IS VERY GOOD
[00:36:03] RETURN FOR THE ECONOMIC BENEFITS THAT
[00:36:04] SUPPORT GENERATES FOR THE COMMUNITY. I
[00:36:07] WILL NOW TURN THE PRESENTATION OVER TO
[00:36:09] DAN THOMAS, CHIEF FINANCIAL OFFICER. HE
[00:36:11] INTRODUCED THE PRESENTATION TEAM.
[00:36:13] THANKS VERY MUCH TO EVERYONE IN THE
[00:36:15] BUDGET AND FINANCE TEAMS FOR THE WORK IN
[00:36:16] PREPARING THIS BUDGET, SO I'LL TURN IT
[00:36:18] OVER TO OUR CHIEF FINANCIAL OFFICER.
[00:36:20] DAN THOMAS. THANK YOU,
[00:36:24] STEVE. AND GOOD AFTERNOON,
[00:36:25] COMMISSIONERS. IF WE COULD GET OUR SLIDE
[00:36:28] DECK PUT UP, PLEASE.
[00:36:32] AND PRIMARILY THE PRESENTERS WILL BE
[00:36:34] MYSELF AND MICHAEL TONG, ALTHOUGH WE DO
[00:36:37] HAVE OTHERS WHO ARE ONLINE IN CASE OTHER
[00:36:40] QUESTIONS COME UP. SO IF WE COULD PLEASE
[00:36:43] GO TO THE NEXT SLIDE.
[00:36:48] SO THIS IS JUST AN OUTLINE FOR TODAY'S
[00:36:51] PRESENTATION. WE'RE GOING TO TRY TO FLY
[00:36:55] FAIRLY HIGH TODAY, GIVEN THE TIME
[00:36:57] CONSTRAINTS AND THE FACT THAT THE
[00:37:00] COMMISSION HAS ALREADY BEEN BRIEFED ON
[00:37:01] MOST OF THE INFORMATION WE'LL BE
[00:37:03] PRESENTING TODAY, WE'RE GOING TO
[00:37:04] HIGHLIGHT SOME OF THE CHANGES. NEXT
[00:37:06] SLIDE, PLEASE.
[00:37:10] SO THIS SLIDE JUST RECAPS THE PROCESS WE
[00:37:12] WENT THROUGH THIS YEAR. STEVE TALKED
[00:37:14] ABOUT A NUMBER OF THESE. WE HAVE HAD A
[00:37:16] SERIES OF COMMISSION BUDGET RETREATS
[00:37:19] EARLIER IN THE YEAR, AS WELL AS PUBLIC
[00:37:21] BRIEFINGS HELP THROUGHOUT THE FALL. AND
[00:37:24] AS STEVE MENTIONED, WE DID HAVE TWO
[00:37:27] PUBLIC BUDGET OPEN HOUSES THAT WERE HELD
[00:37:29] VIRTUALLY LAST MONTH. NEXT SLIDE,
[00:37:32] PLEASE.

[00:37:36] SO STEVE MENTIONED BUSINESS ACTIVITIES
[00:37:38] ARE RECOVERING, BUT WE'RE NOT FULLY
[00:37:40] RECOVERED COMPARED TO PARTICULARLY 2019.
[00:37:43] AND WITH RESPECT TO THE AIRPORT, I
[00:37:46] APOLOGIZE. THE AIRPORT ACTIVITY
[00:37:48] INFORMATION IN THIS FIRST BULLET SOMEHOW
[00:37:50] GOT CONVOLUTED. SO PLEASE IGNORE THAT
[00:37:52] FIRST BULLET. THE ACTUAL NUMBERS ARE FOR
[00:37:54] 2021. WE'RE EXPECTING THAT EMPLOYMENTS
[00:37:57] WILL BE DOWN 30% COMPARED TO 2019 AND
[00:38:01] THEN FOR 2022. WE EXPECT EMPLOYMENT TO
[00:38:04] BE DOWN 6.2% COMPARED TO 2019,
[00:38:07] AND THAT'S A SLIGHT REDUCTION FROM THE
[00:38:09] FORECAST THAT WAS PRESENTED TO THE
[00:38:11] COMMISSION IN OCTOBER, WHICH HAD
[00:38:14] EMPLOYMENTS DOWN 5% NEXT YEAR COMPARED
[00:38:17] TO 2019. I APOLOGIZE FOR GETTING THOSE
[00:38:21] NUMBERS MESSED UP HERE. WE'RE ALSO
[00:38:24] EXPECTING STRONG RECOVERY AND CRUISE
[00:38:26] VOLUMES, BUT OUR FORECAST IS ALSO
[00:38:28] CONSERVATIVE. SO WE'RE TRYING TO TAKE
[00:38:30] INTO ACCOUNT THE FACT THAT THERE ARE
[00:38:32] CONTINUED RISKS OUT THERE AND THEN ALSO,
[00:38:36] MOST OF OUR OCCUPANCY RATES AT OUR
[00:38:38] FACILITIES ARE FORECAST TO BE STABLE
[00:38:41] NEXT YEAR. NEXT SLIDE, PLEASE.
[00:38:48] STEVE MENTIONED THE BUDGETED PAYROLL
[00:38:50] INCREASES. ALSO THIS YEAR WE ADDED 43
[00:38:53] MIDYEAR HIRES AND WE'LL BE ADDING 164
[00:38:57] COMBINED NEW AND UNFROZEN POSITIONS NEXT
[00:39:00] YEAR. SOME OF THE LARGEST NON-PAYROLL
[00:39:03] EXPENSE DRIVERS NEXT YEAR WILL BE NEW
[00:39:05] FACILITIES COMING ONLINE, NAMELY THE
[00:39:07] INTERNATIONAL ARRIVAL FACILITY AND THE
[00:39:10] NORTH SATELLITE, AS WELL AS THE AIRLINE
[00:39:14] REALIGNMENT, WHICH WILL OCCUR AT THE
[00:39:16] AIRPORT. AND ALSO I SHOULD NOTE THAT THE
[00:39:19] PAYROLL VACANCY FACTORY LISTED HERE
[00:39:22] SHOULD BE 5%, NOT 4%. I APOLOGIZE FOR
[00:39:25] THAT ERROR AS WELL. NEXT SLIDE,
[00:39:29] PLEASE. STEVE MENTIONED
[00:39:33] THE COMMUNITY AND SUSTAINABILITY
[00:39:35] INITIATIVES. THIS SLIDE JUST HIGHLIGHTS
[00:39:37] THE LARGE VARIETY OF PROGRAMS PROVIDED
[00:39:40] BY THE PORT. THE COMMISSION IS WELL AWARE
[00:39:41] OF ANY OF THESE PROGRAMS AND WE DO HAVE
[00:39:44] MORE INFORMATION ON THE ACTUAL BUDGET
[00:39:45] AND AMOUNTS FOR THESE PROGRAMS LATER IN
[00:39:48] THE PRESENTATION. SO I'M NOT GOING TO
[00:39:50] WALK THROUGH THEM ALL HERE ON THIS
[00:39:52] SLIDE. NEXT SLIDE,
[00:39:56] PLEASE. SO THIS SLIDE SUMMARIZES
[00:40:00] THE TOTAL PORT BUDGET AND JUST TO TALK
[00:40:04] ALSO ABOUT WHY WE'RE COMPARING AGAINST
[00:40:06] 2020 FOR 2022 BECAUSE THE
[00:40:10] 2022 BUDGET WAS THE LAST NORMAL
[00:40:13] BUDGET, SO THAT APPROVED BUDGET PROVIDES
[00:40:16] A BETTER COMPARISON. SO AS YOU CAN SEE,
[00:40:19] WE ARE BUDGETING \$776,000,000 IN
[00:40:22] OPERATING REVENUES NEXT YEAR,
[00:40:24] \$499,000,000 IN OPERATING EXPENSES AND
[00:40:29] NET OPERATING INCOME OF \$268,000,000,
[00:40:33] WHICH WELL DOWN COMPARED TO 2020, IS

[00:40:36] ACTUALLY UP COMPARED TO 2021. AND WE'LL
[00:40:39] HAVE A LITTLE MORE INFORMATION LATER AS
[00:40:41] WE LOOK AT EACH DIVISION. BUT THE
[00:40:43] LARGEST FACTORS REALLY IN THE DROP IN
[00:40:45] OPERATING REVENUES FROM 2020 REFLECTS
[00:40:48] THE APPLICATION OF FEDERAL STIMULUS
[00:40:50] GRANTS TO PROVIDE RENT RELIEF BOTH TO
[00:40:52] OUR AIRLINE CUSTOMERS AND
[00:40:54] CONCESSIONNAIRES. SO THAT HAS THE EFFECT
[00:40:56] OF LOWERING REVENUES. AND OF COURSE,
[00:40:59] THE CORRESPONDING GRANTS ARE BOOKED AS
[00:41:01] NON OPERATING REVENUES. SO THERE'S A BIT
[00:41:03] OF A MISMATCH IN THE WAY WE PRESENT THE
[00:41:05] NUMBERS. ALSO, THERE'S A REDUCTION IN
[00:41:09] NON AERONAUTICAL REVENUES DUE TO THE
[00:41:11] LOWER EMPLOYMENT COMPARED TO 2020.
[00:41:16] JUST A NOTE, A NUMBER OF ITEMS THERE AT
[00:41:17] THE BOTTOM. WE ARE BUDGETING
[00:41:19] \$560,000,000 IN CAPITAL SPENDING NEXT
[00:41:22] YEAR AND 4.4 BILLION IN CAPITAL SPENDING
[00:41:26] OVER THE NEXT FIVE YEARS. ALSO, AS STEVE
[00:41:30] MENTIONED, WE'RE PROPOSING A 3% INCREASE
[00:41:33] IN THE TAX LEVY FOR 2022. NEXT SLIDE,
[00:41:37] PLEASE.
[00:41:41] SO THIS SLIDE HIGHLIGHTS SOME CHANGES TO
[00:41:46] THE BUDGET THAT OCCURRED AFTER THE
[00:41:49] BRIEFINGS WITH THE COMMISSION, BUT
[00:41:51] BEFORE THE BUDGET DOCUMENT WAS PRODUCED,
[00:41:55] COMMISSION IS FAMILIAR WITH MANY OF
[00:41:57] THESE. THEY WERE DEVELOPED WITH INPUT
[00:41:59] AND DISCUSSION WITH THE COMMISSION AND
[00:42:01] EXECUTIVE. I JUST WANTED TO HIGHLIGHT A
[00:42:04] COUPLE OF ITEMS. ONE IS THE OPPORTUNITY
[00:42:06] YOUTH INITIATIVE, WHICH IS LISTED HERE.
[00:42:10] THAT \$1 MILLION THAT THE PORT WILL BE
[00:42:13] CONTRIBUTING IS GOING TO BE AUGMENTED BY
[00:42:15] AN EXPECTED \$1 MILLION OF ADDITIONAL
[00:42:18] FUNDING FROM THE CITY OF SEATTLE. IT
[00:42:21] MIGHT ACTUALLY BE SLIGHTLY LESS THAN
[00:42:22] THAT THEY MAY WITHHOLD A SMALL AMOUNT
[00:42:25] FOR ADMINISTRATIVE EXPENSES. WE'RE STILL
[00:42:29] WORKING ON FINALIZING THAT AGREEMENT
[00:42:31] WITH THE CITY. SO AT THIS POINT IN THE
[00:42:33] BUDGET, THE CITY'S CONTRIBUTION HAS NOT
[00:42:35] BEEN FACTORED INTO OUR BUDGET, SO IT MAY
[00:42:38] BE SOMETHING THAT HAPPENS AFTER THE
[00:42:40] BUDGET IS FINALIZED. I JUST WANTED TO
[00:42:43] MENTION ALSO, THE FUNDING FOR THE
[00:42:45] AQUARIUM WILL BE USED TO DEVELOP SCOPE
[00:42:47] AND DESIGN FOR A NEW PERMANENT EXHIBIT
[00:42:50] AT THE NEW RENOVATED AND ENLARGED
[00:42:53] AQUARIUM, AND THAT EXHIBIT WILL
[00:42:54] HIGHLIGHT THE PORT'S ROLE IN IMPROVING
[00:42:57] THE ENVIRONMENT. AND THEN FINALLY, I
[00:42:59] JUST WANTED TO CALL OUT THAT THE
[00:43:00] OFFSHORE WIND STUDY MENTIONED HERE IS
[00:43:02] EXPECTED TO BE A PARTNERSHIP WITH THE
[00:43:04] PORT OF TACOMA CONTINGENT UPON MATCHING
[00:43:08] FUNDS PROVIDED BY THE PORT OF TACOMA.
[00:43:11] NEXT SLIDE, PLEASE.
[00:43:16] SO THIS SLIDE HIGHLIGHTS A NUMBER OF
[00:43:18] CHANGES THAT OCCURRED AFTER THE
[00:43:21] PRELIMINARY BUDGET WAS PUBLISHED, AND

[00:43:24] MANY OF THESE REFLECT MINOR REFINEMENTS,
[00:43:28] AS WELL AS SOME OF THE CHANGES WHICH
[00:43:30] I'LL HIGHLIGHT. THE MAJOR REVENUE CHANGE
[00:43:33] AFTER THE BUDGET DOCUMENT WAS PUBLISHED
[00:43:35] IS A REDUCTION IN AERONAUTICAL REVENUE,
[00:43:37] AND THAT IS DUE TO THE AIRPORT'S
[00:43:39] DECISION TO MOVE SOME OF THE FEDERAL
[00:43:42] RELIEF GRANTS FROM 2021 INTO 2022.
[00:43:46] AND THERE'S ALSO A SLIGHT REDUCTION IN
[00:43:49] NON AERONAUTICAL REVENUE DUE TO THE
[00:43:51] REVISED AND CLAIM AND FORECAST THAT I
[00:43:53] MENTIONED. I ALSO WANTED TO CALL OUT
[00:43:56] THAT THERE'S A \$3 MILLION INCREASE IN
[00:43:58] CUSTOMER FACILITY CHARGES CFC'S REVENUE,
[00:44:02] WHICH WAS DUE TO A PLANNED INCREASE IN
[00:44:05] THE CFC RATE NEXT YEAR FROM \$650 A DAY
[00:44:09] CURRENTLY BEING CHARGED TO \$7 A DAY NEXT
[00:44:12] YEAR. AND THAT INCREASE WAS REVIEWED AND
[00:44:15] ENDORSED BY THE RENTAL CAR COMPANIES
[00:44:17] OPERATING AT SEATAC.
[00:44:21] NEXT SLIDE, PLEASE.
[00:44:25] SO SOME OTHER CHANGES, THERE'S BEEN SOME
[00:44:27] SLIGHT REDUCTIONS IN OPERATING EXPENSES,
[00:44:30] AND THEN ALSO WE SEE SOME INCREASES IN
[00:44:33] GRANT REVENUE, PRIMARILY TO MOVING THE
[00:44:36] STIMULUS GRANTS, AS I MENTIONED, FROM
[00:44:38] 2021 TO 2022, AS WELL AS SOME OTHER
[00:44:42] REFINEMENTS NUMBERS IN AIP GRANTS
[00:44:46] BEING INCREASED SLIGHTLY.
[00:44:50] NEXT SLIDE, PLEASE.
[00:44:55] SO IN THE OTHER DIVISIONS, REALLY, NO
[00:44:57] MAJOR CHANGES SINCE THE BUDGET WAS
[00:44:59] PUBLISHED, YOU CAN SEE THE NUMBERS
[00:45:02] HERE. AGAIN, THESE ARE ALL QUITE MINOR,
[00:45:04] SO I WON'T GO THROUGH THIS LINE BY LINE.
[00:45:06] NEXT SLIDE, PLEASE.
[00:45:13] SO THIS PROVIDES THE OPERATING BUDGET
[00:45:15] SUMMARY FOR AVIATION. AGAIN, I'M NOT
[00:45:18] GOING TO WALK THROUGH ALL THE NUMBERS.
[00:45:19] BUT AGAIN, TO REITERATE THAT THE REVENUE
[00:45:21] REDUCTIONS YOU'RE SEEING COMPARED TO
[00:45:22] 2020 ARE LARGELY DUE TO THE APPLICATION
[00:45:25] OF THE FEDERAL STIMULUS GRANTS, WHICH
[00:45:28] OBVIOUSLY REDUCE REVENUES FOR THE
[00:45:30] AIRLINES AND ALSO REDUCE EMPLOYMENT
[00:45:33] COMPARED TO 2020.
[00:45:37] NEXT SLIDE, PLEASE. SO THIS
[00:45:41] IS THE BUDGET SUMMARY FOR THE COMBINED
[00:45:43] NON AVIATION BUSINESS SEGMENTS. JUST
[00:45:46] LOOKING AT THE MARITIME REVENUE
[00:45:47] REDUCTION THAT'S LARGELY DUE TO LOWER
[00:45:50] CRUISE VOLUMES COMPARED TO
[00:45:53] 2020. AND AS YOU KNOW, YOU REVIEWED
[00:45:57] AND APPROVED THE NORTHWEST SEAPORT
[00:45:59] ALLIANCE BUDGET RECENTLY. SO WE'RE
[00:46:01] LOOKING AT A FAIRLY SUBSTANTIAL INCREASE
[00:46:03] IN NORTHWEST SEAPORT ALLIANCE
[00:46:04] DISTRIBUTABLE REVENUE OF ABOUT \$7.5
[00:46:07] MILLION. AND THAT'S LARGELY DUE TO THE
[00:46:11] FACT THAT TERMINAL FIVE WILL BE COMING
[00:46:13] ON NEXT YEAR WITH ADDITIONAL REVENUES AS
[00:46:15] WELL AS THE RECEIPT OF A NUMBER OF
[00:46:17] GRANTS THAT ARE BEING USED FOR THAT

[00:46:18] CONSTRUCTION PROJECT.
[00:46:24] NEXT SLIDE, PLEASE.
[00:46:28] SO AGAIN, THE COMMISSION IS QUITE AWARE
[00:46:31] OF THESE VARIOUS COMMUNITY AND
[00:46:32] SUSTAINABILITY INITIATIVES. WE'RE
[00:46:36] LOOKING AT SPENDING OVER \$16 MILLION IN
[00:46:39] 2022, AND THAT'S UP FROM \$14 MILLION
[00:46:42] THAT WAS BUDGETED THIS YEAR. AS YOU CAN
[00:46:44] SEE, ABOUT 60% OF THAT IS FUNDED BY THE
[00:46:47] TAX LEVY, BUT THAT DOES NOT INCLUDE
[00:46:50] ABOUT \$483,000 OF PAYROLL COSTS
[00:46:55] BEING CHARGED TO THE LEVY FOR FOUR
[00:46:57] DEDICATED FTES THAT ARE DEDICATED TO
[00:47:00] SUPPORTING THESE INITIATIVES. AND THAT
[00:47:02] IS NEW FOR 2022.
[00:47:07] AS YOU CAN SEE ON THE RIGHT, A COUPLE OF
[00:47:08] THE NEW ADDITIONS. AGAIN, THE
[00:47:10] OPPORTUNITY YOUTH INITIATIVE, WHICH WAS
[00:47:13] ADDED IN 2022. BUT AGAIN, THIS DOES NOT
[00:47:15] INCLUDE THE EXPECTED CONTRIBUTION FROM
[00:47:17] THE CITY OF SEATTLE. AND I ALSO WANTED
[00:47:20] TO CALL OUT THAT THE TABLE FOR 2021 DOES
[00:47:23] NOT SHOW THE \$2 MILLION THAT WAS FUNDED
[00:47:25] THIS YEAR BECAUSE THAT WAS NOT PART OF
[00:47:28] THE ORIGINAL BUDGET. IT WAS ADDED MID
[00:47:31] YEAR AS PART OF OUR ECONOMIC RECOVERY
[00:47:35] SPENDING. SO AGAIN, I'M NOT GOING TO
[00:47:38] WALK THROUGH ALL THESE ITEMS UNLESS
[00:47:40] COMMISSIONERS HAVE SPECIFIC QUESTIONS ON
[00:47:43] THIS,
[00:47:47] THEN I'M GOING TO TURN IT OVER TO
[00:47:49] MICHAEL TOM TO CONTINUE ON WITH SOME
[00:47:51] MORE OF THESE SLIDES. THANKS, DAN. GOOD
[00:47:55] AFTERNOON, COMMISSIONERS AND EXECUTIVE
[00:47:57] DOCTOR METRUCK. THIS IS THE PROPOSED
[00:48:00] COMPREHENSIVE BUDGET WHICH INCLUDES BOTH
[00:48:02] THE OPERATING AND NON OPERATING NUMBERS.
[00:48:06] THIS REALLY GIVES YOU A FULL VIEW OF THE
[00:48:08] COST FINANCIAL. THERE'S A NUMBER AND
[00:48:12] ALSO NUMBER HERE. SO I WOULD LIKE TO
[00:48:14] JUST HIGHLIGHT VIEW FOR YOU AS YOU CAN
[00:48:16] SEE THE EXPLANATIONS FOR ALL THE BUDGET
[00:48:18] CHANGES IN THE FAR RIGHT COLUMN ON BOARD
[00:48:21] NUMBER SIX UNDER REVENUE IS MORE CAPITAL
[00:48:25] GRANTS AND DONATIONS. WE EXPECT
[00:48:29] 127,000,000 OR JUST OVER 5000% INCREASE
[00:48:33] FROM THE 2020 BUDGET AND DUE TO FEDERAL
[00:48:37] GRANT DIMENSION A BIT EARLIER.
[00:48:40] AND BECAUSE OF THAT, THE TOTAL REVENUE
[00:48:43] FORECAST WILL BE 53 MILLION OR
[00:48:48] 4.9% HIGHER THAN THE 2020 BUDGET.
[00:48:52] OVERALL, THE PORT'S TOTAL REVENUE FOR
[00:48:56] NEXT YEAR IS 1.5 BILLION.
[00:49:00] TOTAL EXPENSES ARE BUDGETED AT
[00:49:02] 891,000,000, WHICH IS 43 MILLION OR 5.2%
[00:49:07] OVER THE 2020 BUDGET AND MAINLY DUE TO
[00:49:10] HIGHER OPERATING EXPENSES AND
[00:49:12] DEPRECIATION. MORE NEW ASSETS SUCH AS
[00:49:15] NORTH, SATELLITE AND IAF COME TO
[00:49:18] SURFACE. OVERALL, WE EXPECT PRETTY
[00:49:21] STRONG ITSELF FOR 2022. OUR BOTTOM LINE
[00:49:25] REVENUES OVER EXPENSES IS FORECAST TO BE
[00:49:29] 258,000,000 FOR 2022.

[00:49:33] IT'S ALMOST 10 MILLION OR 4% HIGHER THAN
[00:49:36] THE 2020 BUDGET. NEXT SLIDE, PLEASE.
[00:49:42] THIS IS THE PROPOSED FIVE YEAR CAPITAL
[00:49:45] IMPROVEMENT PLAN SUMMARY BY DIVISION.
[00:49:48] THEN WE OFFER SOME NUMBERS. SO BASICALLY
[00:49:50] FOR 2022 WE PLAN TO SPEND 559,000,000 AND 4.4
[00:49:56] BILLION FOR THE NEXT FIVE YEARS.
[00:50:00] AND I WOULD ALSO LIKE TO NOTE THAT THIS
[00:50:03] NUMBER DOES NOT INCLUDE OUR SHARE OF THE
[00:50:05] FIVE YEAR CAPITAL PLAN FOR THE SEAPORT
[00:50:07] LINES THAT YOU APPROVED YESTERDAY,
[00:50:10] WHICH IS ANOTHER 275,000,000.
[00:50:14] NEXT SLIDE, PLEASE. THIS CHART SHOWS
[00:50:19] THE SOURCES OF FUND WHICH TOTAL TO BE
[00:50:22] OVER 1.8 BILLION FOR 2022.
[00:50:25] THE TWO BIGGEST SOURCES ARE OPERATING
[00:50:29] REVENUES AND BOND PERSIST. BOTH OF THEM
[00:50:32] ARE OVER 38% OF THE TOTAL.
[00:50:36] IT'S ALSO WORTH TO KNOW THAT THE TAX
[00:50:38] LEVEL MAKE UP JUST ABOUT 4.4% OF THE
[00:50:41] TOTAL FUNDING. NEXT SLIDE, PLEASE.
[00:50:47] WE ARE EXPECTING TO SPEND ABOUT 1.58
[00:50:52] BILLION NEXT YEAR. CAPITAL EXPENDITURE
[00:50:57] IS THE LARGEST SPENDING CATEGORY AND IT
[00:50:59] TAKES UP TO ABOUT 35% OF THE TOTAL.
[00:51:03] UPSTATE EXPENSES COMES TO THE NEXT
[00:51:08] LARGEST CATEGORY WILL BE 31.6%, THE
[00:51:10] THIRD LARGEST SPENDING CATEGORY STEP
[00:51:15] SERVICES BETWEEN BOTH REDEMPTION AND
[00:51:19] INTEREST PAYMENTS. TOGETHER THEY
[00:51:22] REPRESENT ABOUT 27.5 OF THE TOTAL
[00:51:25] SPENDING NEXT YEAR. NEXT SLIDE, PLEASE.
[00:51:31] THIS IS THE FT SUMMARY FOR 2022.
[00:51:37] BEFORE WE GET INTO THE NUMBERS, I WOULD
[00:51:39] LIKE TO REMIND YOU THAT WE HAVE 157,000
[00:51:43] FT IN THE 2021 BUDGET AND
[00:51:47] THEY ARE INCLUDED IN THE 2390.8 APPROVED
[00:51:51] FTE FOR 2021. BUT WE HAVE
[00:51:55] NO BUDGET FUNDING FOR THOSE POSITIONS.
[00:51:58] SO WHAT IT REALLY MEANS IS THAT A
[00:52:00] POSITION ENFORCEMENT. IT DIDN'T
[00:52:04] REALLY CHANGE THE FT COUNT IN THIS
[00:52:06] TABLE, BUT IT WILL HAVE AN IMPACT ON THE
[00:52:08] EXPENSE BUDGET. SO WITH THAT IN MIND,
[00:52:12] LET'S TAKE A LOOK AT THE PROPOSED FTES
[00:52:15] FOR 2022. WE HAVE 43
[00:52:19] MEDIA APPROVAL SO FAR THIS YEAR. AFTER
[00:52:22] 43 FTES, 23 NEW AND 20
[00:52:26] ARE PREVIOUSLY FOLKS AND POSITIONS FOR
[00:52:29] 2022, WE PLAN TO ELIMINATE 43.2
[00:52:33] FTE AND MOST OF THEM ARE BOTH IN
[00:52:37] POSITION, SOME OF THOSE IN POSITION
[00:52:39] DIMENSION [inaudible 00:52:43] AND ALSO PROPOSED 164.4
[00:52:44] FTE, WHICH INCLUDE 94 NEW FTE
[00:52:48] AND SENSITIVE POINT FOR PREVIOUS
[00:52:51] POSITION. SO OVERALL, WE ARE PROPOSING A
[00:52:55] TOTAL OF 2462.6
[00:52:59] FTE FOR 2020. IT'S ALSO
[00:53:03] POSSIBLE TO POINT OUT THAT WE STILL HAVE
[00:53:06] A TOTAL OF 29.2 FTE REMAIN
[00:53:09] FOR UNFUNDED FOR
[00:53:14] 2022. BUDGET NEXT
[00:53:18] SLIDE, PLEASE MOVE ON

[00:53:22] TO TESLA DESCENDED THIS AND THE NEXT
[00:53:25] SLIDE TO YOU IN THE JOB PLAN OF FINANCE
[00:53:28] AND TEST LEVY BEEPING A COUPLE OF WEEKS
[00:53:30] AGO, SO I WON'T GO INTO MUCH DETAIL
[00:53:35] EXCEPT JUST A REMINDER OF THE HOW
[00:53:39] WE USE THE TAX LEVY HERE AT THE PORT AND
[00:53:43] YOU CAN SEE THE LIST HERE. I DON'T NEED
[00:53:45] TO GO INTO DETAIL FOR MOST PART
[00:53:48] INVESTMENT SECURE INFRASTRUCTURE AND
[00:53:52] FOR OUR METAL SUSTAINABILITY AND
[00:53:54] REGIONAL TRANSPORTATION AND NUMBER TWO
[00:53:57] COMPANY PROGRAM THAT DIMENSION
[00:54:08] A LITTLE BIT EARLIER, WE ARE PROPOSING A
[00:54:09] 3% LEAD INCREASE FROM 78.7
[00:54:13] MILLION IN 2021 TO 81 MILLION
[00:54:18] IN 2022. BASICALLY JUST TO KEEP UP WITH
[00:54:21] THE INFLATION. IT'S ALSO IMPORTANT TO
[00:54:24] NOTE THAT WHILE THE COST INCREASE BY 3%
[00:54:27] IN 2022, BUT BECAUSE THE ASSESS
[00:54:31] VALUE INCREASE BY 9%, THEREFORE THE
[00:54:35] MILEAGE RATE ACTUALLY DECLINE.
[00:54:39] SO I WANT TO KNOW THAT THE
[00:54:44] AVERAGE HOME OR MEDIUM HOMEOWNER WITH
[00:54:47] MEDIUM HOME VALUE, THE ESTIMATED LEVY
[00:54:51] THAT THEY PAY TO THE PROPERTY REMAIN FED
[00:54:53] AT \$72 IN 2022.
[00:54:58] NEXT SLIDE, PLEASE. THERE'S CHARGE
[00:55:01] SOCIAL AND MILITARY FROM
[00:55:04] 20 TO 22.
[00:55:09] AS YOU CAN SEE FROM THE CHART, THE PORT
[00:55:12] HAVE BEEN LOWERING THE LEFT SINCE 2009
[00:55:17] FOR ABOUT TEN YEARS BEFORE STARTING 3%
[00:55:19] INCREASE FROM 2019 TO
[00:55:24] AGAIN BASICALLY KEEP UP WITH THE
[00:55:26] PURCHASING POWER WITH THE INFLATION OVER
[00:55:29] THE YEARS WITH INCREASE OF HOME
[00:55:33] VALUE DIVISION OVER THE YEARS, THE
[00:55:36] MILLAGE HAS BEEN DROPPING SINCE 2013.
[00:55:41] AS YOU CAN SEE FROM THE BLUE LINE HERE,
[00:55:46] THE DOLLAR TRENDS CONTINUE FROM \$0.19
[00:55:52] THIS YEAR TO \$11.2.
[00:56:01] SO LET ME TURN IT BACK TO DAN FOR
[00:56:05] THE EQUITY BUDGETING.
[00:56:11] YEAH. THANK YOU, MICHAEL. SO WE WANTED
[00:56:14] TO BEGIN TO INCORPORATE EQUITY INTO OUR
[00:56:17] BUDGETING PROCESS THIS YEAR AND WE
[00:56:19] RECOGNIZE IT WAS GOING TO BE NEW AND
[00:56:20] DIFFERENT. SO WE AT LEAST WANTED TO TAKE
[00:56:22] SOME INITIAL STEPS AND RECOGNIZING THAT
[00:56:24] IT'S GOING TO BE A JOURNEY OVER TIME AS
[00:56:26] WE LEARN HOW TO INCORPORATE THAT MORE
[00:56:30] COMPREHENSIVELY INTO OUR BUDGETING
[00:56:31] PROCESS. BUT WE DID WORK. I JUST WANTED
[00:56:34] TO MENTION WE WORKED WITH THE OFFICE OF
[00:56:37] EQUITY DIVERSITY INCLUSION WITH BOOKDAS
[00:56:40] GROUP, AS WELL AS MEMBERS OF THE CHANGE
[00:56:42] TEAM, PARTICULARLY A SUBSET THAT WAS
[00:56:45] FOCUSED ON THIS EQUITY AND BUDGETING
[00:56:47] CONCEPT. SO AS PART OF THE PROCESS AND
[00:56:50] AS PART OF THE BUDGET SUBMITTALS, WE
[00:56:52] ASKED DEPARTMENTS TO ASK A NUMBER OF
[00:56:53] QUESTIONS. THEY WERE REALLY JUST
[00:56:55] DESIGNED TO BEGIN TO PROMPT SOME

[00:56:57] THINKING ABOUT THEIR BUDGETS FROM AN
[00:57:00] EQUITY PERSPECTIVE. AND SO DEPARTMENTS
[00:57:04] RESPONDED, WE GOT A LOT OF GREAT ANSWERS
[00:57:07] AND RESPONSES TO THOSE, AND I THINK JUST
[00:57:10] GENERALLY TO SUMMARIZE SOME OF THE
[00:57:12] RESULTS, WE LEARNED THAT MOST
[00:57:15] DEPARTMENTS HAVE AND CAN IDENTIFY AREAS
[00:57:19] WHERE THEY CAN ADVANCE EQUITY.
[00:57:21] OBVIOUSLY, A LOT IS GOING ON WITH IN
[00:57:23] TERMS OF DEPARTMENTS CONSIDERING WMBE
[00:57:27] FIRMS AND THEIR CONTRACTING PROCESSES.
[00:57:29] AND MOST DEPARTMENTS ARE REALLY
[00:57:32] INTERESTED IN LEARNING MORE ABOUT HOW
[00:57:34] THEY CAN LOOK AT THEIR BUDGET THROUGH AN
[00:57:36] EQUITY LENS. SOME OPPORTUNITIES WE
[00:57:39] IDENTIFIED WOULD BE TO BETTER IDENTIFY
[00:57:43] STAKEHOLDERS THAT ARE IMPACTED BY BUDGET
[00:57:45] DECISIONS. THAT'S A REALLY KEY ELEMENT
[00:57:47] OF EQUITY AND BUDGETING IS TO REALLY
[00:57:49] UNDERSTAND WHAT THE IMPACT OF YOUR
[00:57:51] SPENDING IS ON VARIOUS COMMUNITIES AND
[00:57:53] WHO MAY BE HURT AND WHO MAY BE HELPED OR
[00:57:56] HARMED BY YOUR BUDGETING DOLLARS AND
[00:57:59] ALSO TO BEGIN TO EXPAND OUR FOCUS ON
[00:58:01] COMMUNITIES AND STAKEHOLDERS BEYOND THE
[00:58:04] WMBES THAT CURRENTLY GET A LOT OF THE
[00:58:07] FOCUS. WE'VE ALSO DONE SOME OUTREACH AND
[00:58:09] HAVE GOTTEN SOME GREAT INFORMATION
[00:58:11] BENCHMARKING WITH OTHER GOVERNMENT
[00:58:14] ORGANIZATIONS, SOME OTHER CITIES WHO ARE
[00:58:18] MUCH FURTHER AHEAD OF US IN TERMS OF
[00:58:20] EQUITY AND BUDGETING, THE CITY OF
[00:58:21] SEATTLE, NAMELY, AS WELL AS EVEN SOME
[00:58:24] OTHER PORTS AND AIRPORTS. SO WE'VE BEGUN
[00:58:26] CONVERSATIONS WITH SOME OF THESE GROUPS
[00:58:29] TO CONTINUE TO REFINE THIS OVER TIME.
[00:58:31] SO WE'RE REALLY PLEASED WITH THE RESULTS
[00:58:33] OF JUST THIS INITIAL FORAY INTO THIS
[00:58:37] AREA. WE RECOGNIZE IT'S A FIRST STEP AND
[00:58:40] LOOKING FORWARD TO CONTINUE TO REFINE
[00:58:41] THIS AND HAVE EQUITY BE A MUCH MORE
[00:58:44] CENTRAL COMPONENT OF OUR BUDGETING
[00:58:45] PROCESS. SO I JUST WANTED TO SHARE THAT
[00:58:47] WITH THE COMMISSION NEXT SLIDE, PLEASE.
[00:58:52] SO FINALLY, JUST THE REMAINING SCHEDULE.
[00:58:54] WE'LL BE BACK AGAIN, HARD TO BELIEVE
[00:58:56] NEXT WEEK, NEXT TUESDAY FOR ADOPTION OF
[00:58:58] THE 2022 BUDGET. AND THEN WE'LL MOVE
[00:59:02] ON AND FILE THE BUDGET WITH KING COUNTY,
[00:59:05] THE STATUTORY BUDGET, AND THEN FINALIZE
[00:59:07] AND RELEASE THE FINAL BUDGET DOCUMENT IN
[00:59:10] MID DECEMBER. SO THAT CONCLUDES OUR
[00:59:13] PRESENTATION. WE RECOGNIZE WE WENT
[00:59:16] FAIRLY QUICKLY THROUGH ALL OF THIS A LOT
[00:59:18] OF INFORMATION. BUT AGAIN,
[00:59:19] COMMISSIONERS HAVE SEEN MUCH OF IT, SO
[00:59:22] WE'D BE HAPPY TO ENTERTAIN ANY QUESTIONS
[00:59:24] OR GO BACK AND REVIEW ANY OF THE
[00:59:25] INFORMATION IF YOU'D LIKE.
[00:59:36] IT HELPS IF I UNMUTE FIRST. YES, YOU'RE
[00:59:39] FINE. I DO SEE EXECUTIVE DIRECTOR.
[00:59:42] ALL RIGHT THEN, STEVE. YEAH, IF I COULD
[00:59:45] JUST COMMISSIONER, JUST TO ADD, I THINK

[00:59:47] DAN AND MICHAEL FOR WALKING THROUGH
[00:59:50] THAT. I DO WANT TO HIGHLIGHT ONE THING
[00:59:51] THAT WAS IN THERE TOO, AS WELL, WHICH IS
[00:59:54] ONE OF MY KEY OBJECTIVES FOR 2022 WAS
[00:59:58] TO INCREASE OUR INVESTMENT IN THE PORT
[01:00:00] HUMAN CAPITAL AFTER TWO YEARS OF SEVERE
[01:00:03] CONSTRAINTS, WHICH YOU SAW REFLECTED ON
[01:00:05] THE PRESENTATION OF MICHAEL'S PART,
[01:00:07] MORE RESOURCES ARE NEEDED SO WE CAN
[01:00:09] ERASE THE BACKLOG OF DELAYED WORK AND
[01:00:11] RELEASE THE BURDEN ON THE STAFF AND
[01:00:14] SUCCESSFULLY EXECUTE FUTURE PROJECTS AND
[01:00:17] PROGRAMS. AND WE'RE PROPOSING AN AVERAGE
[01:00:19] 6% PAY FOR PERFORMANCE INCREASE FOR NON
[01:00:23] REPRESENTED WORKERS WITH PAY NEGOTIATED
[01:00:25] FOR REPRESENTATIVE WORKERS BASED ON
[01:00:27] THEIR CONTRACTS. AND THIS INCLUDES WE'RE
[01:00:31] ALSO LOOKING AT NEW TRAINING,
[01:00:32] EDUCATIONAL REIMBURSEMENT AND ESSENTIAL
[01:00:35] TRAVEL INCREASING, WHICH WASN'T THERE
[01:00:37] BEFORE. SO THANKS, MR. PRESIDENT. JUST
[01:00:39] WANTED TO ADD THOSE THOUGHTS AS ONE OF
[01:00:40] THE FOCUSES OF THE BUDGET. WELL, THANK
[01:00:43] YOU, EXECUTIVE METRUCK AND COMMISSIONERS,
[01:00:45] STAFF AND THE PUBLIC FOR THE WORK THAT
[01:00:47] WENT INTO THE CREATION OF THIS 2022
[01:00:49] BUDGET. AS A REMINDER, TODAY IS THE
[01:00:51] FIRST READING OF THESE RESOLUTIONS.
[01:00:54] FINAL ACTION IS SCHEDULED DURING THE
[01:00:55] SECOND READING OF THEM ON NOVEMBER 16,
[01:00:58] 2021. I'M SURE COMMISSIONERS WILL HAVE
[01:01:01] COMMENTS TO SHARE REGARDING THE BUDGET
[01:01:03] PROCESS BETWEEN THIS MEETING AND NEXT.
[01:01:05] FOR NOW WILL LET'S OPEN THE PUBLIC
[01:01:07] HEARING NOW FOR THE PUBLIC AND
[01:01:10] THE MOTIONS TO INTRODUCE THE RESOLUTIONS
[01:01:12] ON THE FLOOR. TAKE ANY QUESTIONS OR
[01:01:14] COMMENTS FROM COMMISSIONERS MAY HAVE AND
[01:01:17] THE PUBLIC HEARING ON RESOLUTIONS NUMBER
[01:01:19] 37, 93 AND 37 94 IS NOW
[01:01:23] OPEN. MY UNDERSTANDING IS THAT WE DO NOT
[01:01:26] HAVE ANY MEMBERS OF THE PUBLIC TO SPEAK
[01:01:29] AT THIS TIME, WHICH I ALSO DO BELIEVE
[01:01:32] SPEAKS TO THE POINT OF EQUITY AND
[01:01:35] BUDGETING THAT WE NEED TO CONTINUE TO
[01:01:37] MAKE AN EFFORT FOR THAT LEVEL OF
[01:01:39] ENGAGEMENT AND TO PERHAPS GET BETTER
[01:01:42] COVERAGE IN THE GENERAL PRESS. SO PEOPLE
[01:01:44] KNOW THAT THIS IS HAPPENING, BUT ARE
[01:01:47] THERE ANY SPEAKERS SIGNED UP AT THIS
[01:01:49] TIME? THANK YOU, MR. COMMISSION
[01:01:50] PRESIDENT. WE DO NOT HAVE ANYONE SIGNED
[01:01:52] UP IN ADVANCE, BUT IF YOU WOULD, COULD
[01:01:54] YOU PLEASE CALL TO SEE IF THERE'S ANYONE
[01:01:55] ON THE LINE WHO WOULD LIKE TO ADDRESS
[01:01:57] THIS ITEM UNDER PUBLIC HEARING?
[01:02:01] IS THERE ANYBODY CURRENTLY ON THE LINE
[01:02:03] THAT WOULD LIKE TO MAKE A TESTIMONY AT
[01:02:06] THIS PUBLIC HEARING?
[01:02:11] WELL, THEN THAT CONCLUDES THE LIST OF
[01:02:12] PEOPLE WHO HAVE SIGNED UP TO TESTIFY ON
[01:02:14] THIS ITEM. AND THANKS TO EVERYONE WHO
[01:02:16] DIDN'T TAKE THE TIME TO ADDRESS THIS

[01:02:19] QUESTION, BUT WE WOULD NOW LIKE TO HEAR
[01:02:23] FROM THE COMMISSION. MR. COMMISSION
[01:02:26] PRESIDENT, I'M SORRY TO INTERRUPT YOU,
[01:02:28] SIR, BEFORE WE DO THAT, CAN WE
[01:02:30] OFFICIALLY CLOSE THIS PUBLIC HEARING? I
[01:02:32] HEAR YOU NOW. I DIDN'T KNOW WHETHER
[01:02:36] THE DISCUSSION OF THE COMMISSION WOULD
[01:02:39] BE PART OF THE HEARING, BUT I TAKE IT IT
[01:02:44] JUST CLOSES AFTER THE PUBLIC COMMENT.
[01:02:46] CORRECT. THE HEARING IS NOW CLOSED.
[01:02:50] IS THERE A MOTION AND A SECOND TO
[01:02:51] APPROVE THE INTRODUCTION TO THE ITEM TEN
[01:02:53] A. THE RESOLUTION SETTING THE 2022
[01:02:56] BUDGET? SO MOVED. IS
[01:03:02] THAT COMMISSIONER CHO? IT IS INDEED.
[01:03:06] THANK YOU. THE MOTION HAS BEEN MOVED AND
[01:03:08] SECONDED, FOR THE PURPOSES OF
[01:03:10] DISCUSSION, WE'LL TAKE STAFF QUESTIONS
[01:03:11] AND COMMISSIONER DEBATE AT THIS TIME.
[01:03:15] CLERK HART, WOULD YOU PLEASE GO AROUND
[01:03:18] THE ROOM TO SEE IF WE HAVE ANY QUESTIONS
[01:03:21] WE'LL DO BEGINNING WITH COMMISSIONER
[01:03:23] STEINBRUECK. NO QUESTIONS. THANK YOU.
[01:03:28] THANK YOU, COMMISSIONER CHO. I DON'T
[01:03:31] HAVE ANY QUESTIONS. I DID WANT TO MAKE A
[01:03:32] COMMENT, HOWEVER, THAT IT'S BEEN A
[01:03:35] DIFFICULT TWO YEARS FOR DAN AND HIS TEAM
[01:03:39] WHEN CODE FIRST STARTED. OBVIOUSLY,
[01:03:41] THERE WAS A LOT OF UNCERTAINTY AND A LOT
[01:03:44] OF FORECASTING THAT WE DID. I REMEMBER
[01:03:47] DAN WHEN WE WERE DOING THE DIFFERENT
[01:03:50] SCENARIOS. IT WAS WORST CASE SCENARIO,
[01:03:54] NOT WORST WITH THE TC SCENARIO BECAUSE
[01:03:56] WE DIDN'T REALLY KNOW WHAT THE WORST
[01:03:58] CASE SCENARIO WAS GOING TO BE. AND WE
[01:04:00] COME A LONG WAY. AND I'M GLAD TO SEE US
[01:04:01] RECOVERING. IT'D BE SOMETHING AVIATION A
[01:04:04] LOT QUICKER. ONE THING I DID WANT TO
[01:04:06] CALL OUT AND REALLY APPRECIATE IS THE
[01:04:08] LISTENING TOUR THAT MY COLLEAGUES
[01:04:11] OBLIGED ME ON AND ALLOWED FOR US TO DO.
[01:04:14] WE HAD OVER 100 PEOPLE OVER TWELVE
[01:04:17] STAKEHOLDER GROUPS PROVIDE US WITH
[01:04:19] FEEDBACK ON HOW THE PORTION CONTRIBUTING
[01:04:21] TO AN EQUITABLE RECOVERY POST COVID 19.
[01:04:25] MANY ELT LEADERS ALSO LED THOSE
[01:04:27] CONVERSATIONS. AND I REALLY DO THINK
[01:04:30] THAT THIS BUDGET REFLECTS MANY OF THE
[01:04:33] THINGS THAT CAME OUT OF THOSE MEETINGS.
[01:04:34] AND SO I'M REALLY GRATEFUL TO NOT JUST
[01:04:36] MY COLLEAGUES WHO OBLIGED IN THIS
[01:04:39] EXERCISE, BUT ALSO TO ALL THE EXECUTIVE
[01:04:42] LEADERS, STEVE, AND EVERYONE ELSE WHO
[01:04:45] REALLY TOOK IT SERIOUSLY. AND I THINK
[01:04:48] WE'RE ALL BETTER FOR IT. SO I LOOK
[01:04:50] FORWARD TO VOTING IN FAVOR OF THIS
[01:04:53] BUDGET FOR NEXT YEAR AND LOOKING TO
[01:04:56] DO THE WORK ON RECOVERY. THANKS.
[01:05:01] THANK YOU, COMMISSIONER. COMMISSIONER.
[01:05:06] THANKS. I JUST WANTED TO SHARE A COUPLE
[01:05:09] OF COMMENTS ON THE TAX LEVY BECAUSE AS
[01:05:11] WE GO TO A VOTE ON THIS EVERY YEAR, WE,
[01:05:14] AS COMMISSIONERS, GET LOTS OF FEEDBACK

[01:05:16] FROM THE PUBLIC ABOUT IT. AND HAVING
[01:05:18] JUST COMPLETED A CAMPAIGN SEASON, I CAN
[01:05:20] TELL YOU IT IS A COMMENT THAT PEOPLE OR
[01:05:23] QUESTION THAT PEOPLE ASK REGULARLY IS,
[01:05:25] WHY DOES THE PORT NEED A TAX LEVY?
[01:05:28] AND I THINK PART OF THE CHALLENGE COMES
[01:05:30] FROM WHAT A UNIQUE INSTITUTION WE ARE.
[01:05:34] IN SOME WAYS, WE ARE LIKE A CITY.
[01:05:38] WE HAVE A POLICE DEPARTMENT, WE HAVE A
[01:05:39] FIRE DEPARTMENT, WE PROVIDE ALL THESE
[01:05:42] GOVERNMENT FUNCTIONS WITHIN A VERY
[01:05:44] NARROW CHARTER. AND SO ONE FROM THE
[01:05:47] OUTSIDE MIGHT THINK, OH, IT'S KIND OF
[01:05:48] LIKE ANY MUNICIPAL GOVERNMENT. AND YET
[01:05:51] WE ARE A SPECIAL PURPOSE DISTRICT WITH A
[01:05:53] VERY TIGHT CHARTER ABOUT WHAT WE CAN DO.
[01:05:55] AND THEN, ON THE OTHER HAND, WE OPERATE
[01:05:57] BUSINESS UNITS THAT FUNCTION WHOLLY
[01:06:01] PROFITABLY. AND WHETHER THAT'S THE
[01:06:05] AIRPORT OR SOCIAL BAY MARINA. AND SO AT
[01:06:09] FIRST GLANCE, YOU MIGHT LOOK AT AN
[01:06:10] INSTITUTION LIKE THE PORT AND THINK,
[01:06:12] WHY ARE THEY TAKING TAX LEVY FUNDS TO
[01:06:14] THEN SUPPORT BUSINESS UNITS LIKE SOCIAL
[01:06:17] AND THE AIRPORT, WHEN IN FACT, THAT'S
[01:06:19] NOT WHAT WE'RE DOING WITH IT. AND AS THE
[01:06:21] PRESENTATION MADE CLEAR, THE TAX LEVY
[01:06:23] USES, BY AND LARGE FALL UNDER THE
[01:06:27] AREAS OF WHAT WE DO AS A SPECIAL PURPOSE
[01:06:29] DISTRICT THAT ARE VERY GOVERNMENTAL IN
[01:06:31] OUR FUNCTION, THOSE AREAS WHERE THE
[01:06:33] MARKET MAY NOT PERFECTLY FUNCTION. AND
[01:06:36] SO A GOOD EXAMPLE OF THAT IS THE
[01:06:38] ENVIRONMENTAL SUSTAINABILITY WORK THAT
[01:06:40] WE DO. THERE ISN'T NECESSARILY A MARKET
[01:06:42] FOR CLEANING UP THE RIVER THAT WAS
[01:06:44] POLLUTED 100 YEARS AGO. AND SO WHO'S
[01:06:47] GOING TO STEP UP TO DO THAT? BUT
[01:06:49] GOVERNMENT AND SO OUR TAX LEVY BACKSTOPS
[01:06:52] THAT KIND OF THING. ANOTHER VERY
[01:06:54] IMPORTANT EXAMPLE, WHICH MAKES UP A VERY
[01:06:56] SIGNIFICANT PORTION OF JUST FOR THIS
[01:06:59] YEAR'S INSTANCE, IS THE BUILDING OF
[01:07:02] INFRASTRUCTURE. WE BUILD SECTIONS OF
[01:07:05] HIGHWAY, PARTS OF TUNNELS THAT SUPPORT
[01:07:09] THE WORK THAT IS ABSOLUTELY ESSENTIAL
[01:07:12] FOR US AS A COMMUNITY, GETTING GOODS AND
[01:07:15] PEOPLE AROUND OUR REGION. AND YET
[01:07:17] THERE'S NO WAY TO CAPTURE THAT AS PART
[01:07:19] OF JUST A STRAIGHT UP MARKET. IT NEEDS
[01:07:21] TO BE GOVERNMENT COLLECTIVELY. THAT DOES
[01:07:23] THAT. AND WE, AS A PORT AUTHORITY, HAVE
[01:07:25] SOME RESPONSIBILITY TO DO THAT. AND
[01:07:27] THANKFULLY, WE HAVE THE TAX LEVY
[01:07:28] CAPACITY TO DO THAT WHEN YOU TAKE THAT
[01:07:32] UNDERSTANDING AND THEN YOU COUPLE IT
[01:07:33] WITH HOW WELL THE EXECUTIVE
[01:07:37] LEADERSHIP HAS DONE TO EFFECTIVELY THIS
[01:07:40] YEAR MAINTAIN IN AN ABSOLUTE SENSE,
[01:07:45] THE \$72 PER MEDIAN HOUSEHOLD THAT IS THE
[01:07:49] PORT LEVIES FOR MEDIAN KING COUNTY
[01:07:51] HOUSEHOLD. I THINK THAT'S SOMETHING WE
[01:07:53] CAN BE REALLY PROUD OF. IT'S EXCELLENT

[01:07:55] WORK BY THE STAFF TO MAKE SURE THAT WE
[01:07:56] ARE A LEAN ORGANIZATION USING EVERY
[01:07:59] DOLLAR ADEQUATELY TO ACCOMPLISH BIG
[01:08:01] PUBLIC GOODS THAT SERVE EVERYONE. AND SO
[01:08:04] I'M HAPPY TO VOTE FOR THIS INCREASE IN A
[01:08:08] NOMINAL SENSE AND TO BE VERY SUPPORTIVE
[01:08:11] OF STAFF WORK TO GET US TO THAT LEVEL.
[01:08:14] THANK YOU. THANK YOU, COMMISSIONER
[01:08:18] COMMISSIONER BOWMAN.
[01:08:22] AYE. I DON'T HAVE ANY COMMENTS AT THE
[01:08:24] MOMENT. THANK YOU. THANK YOU,
[01:08:26] COMMISSIONER. COMMISSIONER FELLEMAN,
[01:08:29] THANK YOU. I WANT TO EXPRESS MY
[01:08:31] APPRECIATION FOR THE EXTRA TIME WE SPENT
[01:08:35] GOING BACK AND FORTH WITH THE COMMISSION
[01:08:36] AND THE EXECUTIVE SIDE TO FULLY
[01:08:39] INTEGRATE THE POLICY INTERESTS AND THE
[01:08:42] ORGANIZATION, MAKING IT REALLY ONE
[01:08:45] EFFORT GOING FORWARD. AND I APPRECIATE
[01:08:47] THE FLEXIBILITY AND REALLY THE HONING IN
[01:08:51] ON MAKING GOOD IDEAS, MUCH BETTER TO BE
[01:08:55] BETTER INTEGRATED WITH THE
[01:08:56] ORGANIZATION'S GOALS. AND I THINK THIS
[01:08:58] BUDGET REFLECTS THAT EXTRA ITERATIVE
[01:09:01] WORK. AND I WANT TO THANK YOU FOR THAT.
[01:09:04] HAVING SAID THAT, I JUST WANT TO GO BACK
[01:09:05] ON A SMALL THING. ON PAGE EIGHT OF THE
[01:09:08] POWERPOINT WAS A LIST OF SOME
[01:09:11] OF THOSE ADDITIONAL INITIATIVES THAT
[01:09:12] WEREN'T IN THE FIRST DRAFT AND
[01:09:16] IN THE COMMUNITY LONG LIST OF
[01:09:20] COMMUNITY PAGE. WE HAD THIS ONE SMALL,
[01:09:23] I THINK, \$25,000 ASK FOR A LOWER
[01:09:27] DUWAMISH SALMON STEWARD, WHICH IS A NEW
[01:09:29] INITIATIVE AS WELL. THAT WHILE SMALL, I
[01:09:31] KNOW, IS VERY MUCH APPRECIATED BY THE
[01:09:34] COMMUNITY, AND ALSO ONE IN WHICH WE ARE
[01:09:37] DOING A COLLABORATIVE WORK WITH KING
[01:09:39] COUNTY AND THE CITY, WHICH HONESTLY IS
[01:09:43] AS IMPORTANT AS THE DOLLAR AMOUNT IN MY
[01:09:45] BOOK. IN TERMS OF REALLY PULLING
[01:09:48] TOGETHER, WE'RE ALSO THE PRIMARY
[01:09:49] RESPONSIBLE PARTIES, ALONG WITH BOEING,
[01:09:51] WITH THE CLEAN UP OF THAT RIVER, THE
[01:09:53] MORE AND MORE WE WORK TOGETHER TO
[01:09:56] STEWARD THAT RESOURCE, WHICH ACTUALLY
[01:09:58] REALLY CONTINUES TO SURPRISE ME, IS ONE
[01:10:01] OF THE MOST SIGNIFICANT CHINOOK SALMON
[01:10:03] SOURCES IN THE WASHINGTON'S INTERNAL
[01:10:07] WATERS. AND IN FACT, JUST YESTERDAY,
[01:10:10] J AND L POD WERE SEEN ENTERING THE
[01:10:14] NORTH END OF THE ADMIRALTY INLET AREA,
[01:10:18] WHICH IS THE FIRST REALLY FORAY THIS
[01:10:20] TIME OF YEAR. BUT IT IS THE PREDICTABLE
[01:10:23] ARRIVAL OF THE WHALES, WHICH IS WHY I'M
[01:10:25] TRYING TO GET SOME HYDROPHONES IN THE
[01:10:27] WATER IN TIME SO WE CAN COMMUNICATE WITH
[01:10:29] THOSE SHIPS. BUT IT'S REALLY A FANTASTIC
[01:10:31] THING, AND THEY DON'T SHOW UP JUST FOR
[01:10:33] THE SCENIC BEAUTY. THEY COME IN HERE
[01:10:35] BECAUSE THIS IS WHERE THE FISH ARE. AND
[01:10:37] I THINK THAT'S REALLY A REFLECTION OF A
[01:10:39] LOT OF THE HARD WORK THE PORT STAFF HAVE

[01:10:41] DONE ALONG WITH OUR TRIBES AND OTHERS
[01:10:44] ALONG THE WHOLE FUGITIVE SOUTH WATERWAY.
[01:10:47] SO THANK YOU VERY MUCH FOR ALL THIS
[01:10:49] WORK. AND I THINK OUR MONEY IS BEING
[01:10:52] VERY WELL SPENT. AND THE TAX LEVY IS A
[01:10:56] WAY FOR EVERYBODY TO BE PART OF THAT.
[01:10:58] AND I DO BELIEVE ONE OTHER THOUGHT ABOUT
[01:11:00] THE LEVY IS THAT WHILE THE AIRPORT IS
[01:11:03] SELF SUSTAINING AND THAT THESE HUGE
[01:11:05] BILLION DOLLAR A YEAR INVESTMENTS ARE
[01:11:08] NOT COMING OUT OF THE LEVY, EVERYBODY IN
[01:11:11] THE REGION BENEFITS FROM THAT AIRPORT.
[01:11:13] BUT THERE ARE A SUBSET OF OUR COMMUNITY
[01:11:16] THAT IS DISPROPORTIONATELY IMPACTED BY
[01:11:18] THAT AIRPORT. AND SO I BELIEVE IT'S IN
[01:11:22] ALL OF OUR INTERESTS TO BE ABLE TO HAVE
[01:11:24] SUCH A REGIONAL ASSET REALLY UNIQUELY IN
[01:11:28] FOUR STATE AREA. THAT PART OF
[01:11:31] OUR PROPERTY TAX GOES TO HELP MITIGATE
[01:11:34] SOME OF THOSE IMPACTS TO THOSE
[01:11:36] COMMUNITIES WHERE A LOT OF THOSE
[01:11:39] DISCRETIONARY FUNDS ARE SPENT. SO I
[01:11:42] THINK NOT ONLY IS IT A SMALL AMOUNT, I
[01:11:44] THINK IT'S A JUST AMOUNT. AND SO I JUST
[01:11:47] APPRECIATE THAT CLARITY. AND THANK YOU
[01:11:49] FOR ALL THE HARD WORK YOU PUT INTO THIS
[01:11:51] AND THE CLARITY WITH WHAT YOU PRESENTED.
[01:11:56] DO WE HAVE ANY OTHER SPEAKERS OR
[01:11:58] QUESTIONS? I CAN CERTAINLY GO AROUND THE
[01:12:04] ROLE ONE MORE TIME IF YOU WOULD LIKE THE
[01:12:06] SHOW OF HANDS. YES. I DON'T SEE ANY
[01:12:09] CURRENTLY. OKAY, SO THAT WAS THE FIRST
[01:12:12] READING. MOVING ON
[01:12:16] HERE. LET'S GO AHEAD AND GET THAT VOTE
[01:12:20] IN THEN FOR INTRODUCTION, INTRODUCE
[01:12:22] YOURSELVES AND WE WILL THEN KNOW
[01:12:26] FURTHER DISCUSSION. PLEASE CALL THE ROLL
[01:12:29] FOR THE VOTE ON THE MOTION TO INTRODUCE
[01:12:31] RESOLUTION 37, 93.
[01:12:34] COMMISSIONERS, PLEASE SAY YES OR NO WHEN
[01:12:35] YOUR NAME IS CALLED AND WE'LL BEGIN WITH
[01:12:38] COMMISSIONERS STEINBRUECK. YES. THANK
[01:12:41] YOU, COMMISSIONERS CHO. AYE. THANK YOU,
[01:12:44] COMMISSIONER. THANK YOU,
[01:12:48] COMMISSIONERS BOWMAN. THANK YOU,
[01:12:51] COMMISSIONER FELLEMAN. AYE. THANK YOU.
[01:12:54] YOU HAVE FIVE YESSSES AND ZERO NOS FOR
[01:12:56] THIS ITEM. WELL, THE FIRST READING OF
[01:12:58] THE DRAFT 2022 BUDGET PASSES. VERY
[01:13:02] EXCITING. SO NOW THERE'S A MOTION. WE
[01:13:04] NEED A MOTION IN A SECOND OR THERE IS
[01:13:06] ONE TO APPROVE INTRODUCTION OF ITEM TEN
[01:13:08] B, THE RESOLUTION SETTING 2022 REGULAR
[01:13:12] PROPERTY LEVY. YES. WE STILL NEED THE
[01:13:14] MOTION. AND THE SECOND ON THE FLOOR.
[01:13:18] IS THERE A MOTION? I'M SORRY,
[01:13:21] WAS THAT COMMISSIONER CHO?
[01:13:25] THANK YOU. IS THERE A SECOND 2ND?
[01:13:29] ALL RIGHT. MOTION HAS BEEN MOVED AND
[01:13:31] SECONDED AGAIN FOR THE PURPOSE OF
[01:13:34] DISCUSSION, WE'LL TAKE STAFF QUESTIONS
[01:13:35] AND COMMISSIONER DEBATE AT THIS TIME.
[01:13:37] COMMISSIONERS, PLEASE UNMUTE YOURSELVES

[01:13:39] FOR QUESTIONS, COMMENTS AND DISCUSSION.
[01:13:42] PRESENTERS WILL REMAIN AUDIBLE. CLERK
[01:13:44] HART, SO PLEASE CALL THE ROLL. THANK YOU
[01:13:46] FOR ANY ADDITIONAL QUESTIONS ON THIS
[01:13:48] ITEM, BEGINNING WITH COMMISSIONER
[01:13:49] STEINBRUECK. NO QUESTIONS. THANK YOU.
[01:13:52] THANK YOU, COMMISSIONER CHO. NO
[01:13:54] QUESTIONS OR COMMENTS. THANK YOU ALL.
[01:13:56] THANK YOU, COMMISSIONER CALKINS. NONE
[01:13:59] FOR ME. THANK YOU, COMMISSIONER BOWMAN.
[01:14:02] TWO QUESTIONS. THANK YOU, COMMISSIONER
[01:14:04] FELLEMAN. I THINK WE CONFLATED ALL
[01:14:08] OUR COMMENTS ON THE FIRST ONE. SO SEEING
[01:14:12] THAT NO FURTHER DISCUSSION. CLERK HART,
[01:14:14] PLEASE CALL THE ROLL FOR THE VOTE ON THE
[01:14:16] MOTION TO INTRODUCE RESOLUTION 37 94.
[01:14:19] COMMISSIONERS, PLEASE SAY YES OR NO WHEN
[01:14:21] YOUR NAME IS CALLED COMMISSIONER
[01:14:23] STEINBRUECK. YES. THANK YOU.
[01:14:26] COMMISSIONER CHO. AYE. THANK YOU,
[01:14:28] COMMISSIONER CALKINS. AYE. THANK YOU,
[01:14:31] COMMISSIONER BOWMAN. AYE. THANK YOU,
[01:14:35] COMMISSIONER FELLEMAN. AYE. THANK YOU.
[01:14:38] YOU HAVE FIVE YESSES AND ZERO NOS FOR THIS
[01:14:40] ITEM. WELL, THE MOTION PASSES.
[01:14:43] WELL, THANKS, EVERYONE. NEXT ON OUR
[01:14:45] AGENDA IS APPROVAL OF THE CONSENT
[01:14:46] AGENDA. THAT'S ITEM EIGHT ITEMS
[01:14:51] ON THE CONSENT AGENDA ARE CONSIDERED
[01:14:53] ROUTINE AND WILL BE ADOPTED BY ONE
[01:14:54] MOTION. ITEMS REMOVED FROM THE CONSENT
[01:14:57] AGENDA WILL BE CONSIDERED SEPARATELY
[01:14:59] IMMEDIATELY AFTER ADOPTION OF THE
[01:15:01] REMAINING CONSENT AGENDA. ITEMS WE'VE
[01:15:04] HEARD OF NO ITEMS TO BE PULLED TODAY
[01:15:06] FROM CONSENT. AT THIS TIME, THE CHAIR
[01:15:09] WILL ENTERTAIN A MOTION TO APPROVE THE
[01:15:10] CONSENT AGENDA COVERING ITEMS EIGHT A
[01:15:13] THROUGH EIGHT M.
[01:15:17] SO MOVED SECOND.
[01:15:22] WELL, THEN THE MOTION HAS BEEN MOVED.
[01:15:24] AND SECONDED, COMMISSIONERS, PLEASE SAY
[01:15:27] YES OR NO WHEN YOUR NAME IS CALLED
[01:15:29] CLERK HART, PLEASE CALL THE ROLL FOR
[01:15:31] APPROVAL OF THE CONSENT AGENDA BEGINNING
[01:15:33] WITH COMMISSIONER STEINBRUECK. YES.
[01:15:36] THANK YOU, COMMISSIONERS CHO. YES.
[01:15:39] THANK YOU, COMMISSIONER. THANK YOU,
[01:15:43] COMMISSIONER BOWMAN. AYE. THANK YOU,
[01:15:46] COMMISSIONER FELLEMAN. AYE. THANK YOU.
[01:15:50] YOU HAVE FIVE YESSES AND ZERO NOTES THIS
[01:15:52] ITEM. WELL, THEN THE AGENDA PASSES.
[01:15:56] SO NEXT UP WE WILL GO ON TO WE'RE GOING
[01:15:59] TO SEE IF UNFINISHED BUSINESS. ITEM
[01:16:02] NINE. AND THEN WE'LL MOVE STRAIGHT INTO
[01:16:07] THE NEXT ITEM, WHICH WOULD BE LET ME
[01:16:11] JUST SEE HERE. THAT IS ON PAGE 35,
[01:16:14] COMMISSIONER. AND IT'S ITEM TEN C. I CAN
[01:16:16] READ IT INTO THE RECORD FOR YOU,
[01:16:18] PLEASE. THANK YOU. THAT IS NEW BUSINESS.
[01:16:21] ITEM TEN C. AUTHORIZATION FOR THE
[01:16:23] EXECUTIVE DIRECTOR TO EXECUTE A CONTRACT
[01:16:25] IN THE ESTIMATED AMOUNT OF \$2,300,000

[01:16:28] FOR A TWO YEAR AGREEMENT WITH OPTIONS
[01:16:31] FOR THREE ONE YEAR EXTENSIONS FOR
[01:16:32] ELECTRIC CART SERVICE BETWEEN THE SEA
[01:16:35] INTERNATIONAL AIRPORT MAIN TERMINAL AND
[01:16:38] SOUND TRANSIT LINK LIGHT RAIL AIRPORT
[01:16:41] STATION. THANKS, CLERK HART.
[01:16:44] COMMISSIONERS SEA HAS OFFERED ELECTRIC
[01:16:47] CART TRANSPORTATION BETWEEN THE
[01:16:48] AIRPORT'S MAIN TERMINAL AND SOUND
[01:16:52] TRANSIT AIRPORT STATION SINCE FEBRUARY
[01:16:54] 2017. TO DATE, THE SYSTEM HAS
[01:16:57] TRANSPORTED MORE THAN 1.3 MILLION
[01:16:59] CUSTOMERS AND PROVIDED PASSENGERS WITH
[01:17:01] AN AMENITY THAT MAKES IT EASIER TO
[01:17:03] ACCESS THE AIRPORT THROUGH PUBLIC
[01:17:04] TRANSPORTATION. THIS AUTHORIZATION WILL
[01:17:07] EXTEND THIS SERVICE TO SUPPORT LIGHT
[01:17:10] RAIL TRANSIT ACCESSIBILITY MOBILITY FOR
[01:17:13] ALL OF OUR CUSTOMERS. PRESENTERS ARE
[01:17:15] JEFF HOVETTE, SENIOR MANAGER, AIRPORT
[01:17:17] OPERATIONS, LANDSIDE OPERATIONS, AND
[01:17:20] ALSO, I BELIEVE, KATHY REUTER, DIRECTOR
[01:17:22] OF COMMUNICATIONS AND MARKETING,
[01:17:23] EXTERNAL RELATIONS. JEFF,
[01:17:27] THANK YOU, STEVE. I REALLY BELIEVE GOT
[01:17:29] OUR SLIDE PRESENTATION UP FOR US.
[01:17:32] AFTERNOON COMMISSIONER'S EXECUTIVE
[01:17:33] DIRECTOR METRUCK STEVE MENTIONED. I'M
[01:17:35] JEFF HOVETT, SENIOR MANAGER OF AIRPORT
[01:17:37] OPERATIONS AND PATRICK ROADERS WITH ME
[01:17:39] THIS AFTERNOON. TALK ABOUT JUST A
[01:17:43] FEW SLIDES ON THE AIRPORT'S TRAINED A
[01:17:45] PLAIN ELECTRIC CART SERVICE THAT
[01:17:47] CONNECTS SOUND TRANSIT FLIGHT RAIL TO
[01:17:49] THE AIRPORT'S MAIN TERMINAL. YOU'LL SEE
[01:17:51] IN THESE SLIDES THAT SOME OF THE IMAGES
[01:17:53] WE HAVE HERE THAT PEOPLE DON'T HAVE A
[01:17:55] MASK ON OR DO THE MASCOTS HAVE A MASK
[01:17:57] ON, BUT WE DO HAVE THAT IN PLACE NOW AS
[01:17:59] PART OF THE GOVERNOR'S MANDATE. NEXT
[01:18:02] SLIDE, PLEASE. AUBREE SO STEVE MENTIONED
[01:18:06] WE'VE HAD THE SERVICE IN PLACE SINCE
[01:18:08] FEBRUARY 2017. WE'VE BEEN OFFERING
[01:18:10] ELECTRIC CAR SERVICE TO MAKE THE
[01:18:11] CONNECTION TO THE PUBLIC MUCH EASIER.
[01:18:13] ENCOURAGE PASSENGERS TO UTILIZE PUBLIC
[01:18:16] TRANSPORTATION SERVICES. THE TRAIN TO
[01:18:19] PLANE ELECTRIC CAR SERVICE TYPICALLY
[01:18:20] OPERATES JUST AS THE FIRST TRAIN ARRIVES
[01:18:22] AROUND 05:00 A.M.. IN THE MORNING AND
[01:18:24] CONTINUES ALL DAY AND THEN TO MIDNIGHT.
[01:18:27] THE OPERATOR ADDS ADDITIONAL CARS AT
[01:18:29] PEAK TIMES TO ENSURE CONSISTENT SERVICE
[01:18:31] DERIVING AND DEPARTING CUSTOMERS. NEXT
[01:18:34] SLIDE PLEASE. THESE ELECTRIC
[01:18:38] CARS THEY TYPICALLY HOLD UP TO SIX
[01:18:40] PEOPLE. THAT INCLUDES THE DRIVER, AND
[01:18:41] THEY REALLY HAVE BEEN POPULAR WITH
[01:18:43] CUSTOMERS AND WRITERS. PRECOVID WE
[01:18:46] AVERAGE MORE THAN 30,000 PASSENGERS
[01:18:48] TRANSPORTED EACH MONTH. WE CURRENTLY SEE
[01:18:51] RIDERSHIP AT NEARLY 20,000 EACH MONTH,
[01:18:53] AND THAT'S RISING. A BIG PART OF OUR

[01:18:56] ENGAGEMENT WITH THE PUBLIC. AND
[01:18:57] SOUNDTRANS HAS BEEN PROMOTING THE
[01:18:59] SERVICES THAT'S THE CART SERVICES
[01:19:01] FEATURED AT BOTH THE PORT OF SEATTLE AND
[01:19:04] SOUND TRANSIT'S WEBSITE AND PORT
[01:19:06] EXTERNAL AFFAIRS HAS TOUTED THE SERVICE
[01:19:07] AND PUBLIC COMMUNICATION WITH REBRANDING
[01:19:10] OF PLANE TO TRAIN TO PLANE. I GET THAT
[01:19:13] MIXED UP BECAUSE I'M AN AIRPORT GUY.
[01:19:14] I'LL SAY PLANE TO TRAIN. IT REALLY IS
[01:19:16] TRAIN TO PLANE.
[01:19:20] PRIOR TO THIS REQUEST, OUR EXTERNAL
[01:19:21] AFFAIRS TEAM HAS PROMOTED THE TRAIN TO
[01:19:23] PLANE SERVICE IN A VARIETY OF WAYS TO
[01:19:26] KEEP THE SERVICE VISIBLE. THERE ARE
[01:19:28] RENEWED EFFORTS TO KEEP THE PUBLIC
[01:19:29] INFORMED THAT EXISTS. KATHY ROTORS WITH
[01:19:32] ME TODAY TO COVER THE NEXT FEW SLIDES.
[01:19:34] CATHY, THANK YOU.
[01:19:38] AS JEFF MENTIONED, WE HAVE DONE NEARLY
[01:19:42] ANNUAL PROMOTIONS OF THE TRAIN
[01:19:45] TO PLANE CART, ALWAYS IN PARTNERSHIP OR
[01:19:48] MOST ALWAYS IN PARTNERSHIP WITH SALE
[01:19:49] TRANSIT, AND WE'VE GOT THEM PROMOTED ON
[01:19:52] OUR WEBSITE AND THEN WE'VE DONE A COUPLE
[01:19:54] OF THINGS IN PERSON AS WELL. IF WE CAN
[01:19:57] COME TO OUR NEXT SLIDE IN
[01:20:01] 2018, WE DID TWO EVENTS PROMOTING LIGHT
[01:20:05] RAIL OVERALL, BUT ALSO DRIVING ATTENTION
[01:20:08] TO THE CART OUT AT THE AIRPORT. WE DID A
[01:20:11] BIRTHDAY PARTY FOR THE AIRPORT. WE
[01:20:13] HANDED OUT FREE TICKETS. SOUNDTRANS HAD
[01:20:16] A GRANT THAT ENABLED THEM TO HAND OUT
[01:20:18] FREE TICKETS TO PASSENGERS. SO WE DID AN
[01:20:20] INTERNAL GIVEAWAY OF LIGHT RAIL TICKETS.
[01:20:23] WE ALSO HAD A MEDIA EVENT. YOU CAN SEE
[01:20:25] WE HAD A REALLY FUN DAY WITH A LOT OF
[01:20:27] SPORTS MASCOTS. WE ALSO DID A TICKET
[01:20:30] GIVEAWAY IN PARTNERSHIP WITH SOUND
[01:20:32] TRANSIT OUT AT TERMINAL 91 AT SMITH COVE
[01:20:35] CRUISE TERMINAL WHEN WE WERE JUST
[01:20:37] LAUNCHING OUR PORT BALLET PROGRAM AND WE
[01:20:40] WANTED TO BUILD SUPPORT FOR PEOPLE TO
[01:20:43] TAKE LIGHT, DROP OFF THEIR BAGS AND THEN
[01:20:48] GO DOWNTOWN OR SOMEWHERE CLOSE AND THEN
[01:20:49] USE LIGHT RAIL TO GO OUT TO THE AIRPORT.
[01:20:51] SO THOSE WERE VERY EFFECTIVE PROMOTIONS
[01:20:54] THAT WE WERE USING AT THE TIME TO LAUNCH
[01:20:56] INITIATIVES. WE CAN GO TO THE NEXT
[01:20:58] SLIDE, PLEASE. IN 2019
[01:21:01] IS WHEN WE ACTUALLY BRANDED THE CART
[01:21:05] WITH THE TRAIN TO PLANE, AND WE DID
[01:21:07] ADVERTISING CAMPAIGNS THAT YEAR. A LOT
[01:21:09] OF THE COMMUNICATIONS FOR THIS EFFORT
[01:21:12] FOCUSES ON FOLKS WHO ARE ALREADY LEANING
[01:21:15] TOWARDS USING LIGHT RAIL AND JUST MAYBE
[01:21:16] AREN'T USING IT YET FOR THE AIRPORT. SO
[01:21:19] WE WANTED PEOPLE WHO ARE INCLINED TO
[01:21:21] THINK ABOUT LIGHT RAIL AS A SOLUTION FOR
[01:21:23] THEM TO KNOW THAT WE COULD MAKE IT
[01:21:24] EASIER, MAKE THAT A QUARTER MILE WALK A
[01:21:28] LITTLE BIT FASTER AND A LITTLE BIT
[01:21:30] EASIER WITH THEIR LUGGAGE. SO WE HAD

[01:21:32] PROMOTIONS THAT WERE ACTUALLY ON LIGHT
[01:21:34] RAIL, BUT WE ALSO HAD THEM IN OUR OWN
[01:21:36] AIRPORT. IF WE CAN GO TO THE NEXT SLIDE,
[01:21:38] PLEASE. 2020 WAS
[01:21:43] A DIFFICULT YEAR. WE DIDN'T DO ANY
[01:21:45] PROMOTIONS IN 2020 JUST BECAUSE
[01:21:47] PASSENGERS AND RIDERSHIP WAS DOWN SO
[01:21:50] MUCH. BUT WHAT WE DID DO IN 2021,
[01:21:53] SOMETHING THAT WE'VE OBSERVED IS WE LOOK
[01:21:55] AT ANALYTICS ON OUR WEBSITE. OUR
[01:21:58] NEWSROOM IS THAT THIS BLOG ALL YOU EVER
[01:22:00] WANTED TO KNOW ABOUT LINK LIGHT RAIL TWO
[01:22:02] SEA AIRPORT IS ALWAYS ONE OF THE MOST
[01:22:05] VIEWED BLOGS EVERY SINGLE MONTH FOR
[01:22:07] YEARS. AND SO ONE OF THE THINGS WE
[01:22:09] DECIDED TO DO THIS YEAR WAS TO TRANSLATE
[01:22:11] IT INTO FIVE LANGUAGES THAT ARE HIGHLY
[01:22:14] RELEVANT TO BOTH OUR PASSENGER
[01:22:16] COMMUNITY, BUT ALSO OUR EMPLOYEE
[01:22:18] COMMUNITY. SINCE WE KNOW THIS IS AN
[01:22:19] AMENITY THAT'S REALLY IMPORTANT TO
[01:22:21] EMPLOYEES AS WELL.
[01:22:24] OUR WEBSITE IS ALREADY AVAILABLE VIA
[01:22:26] GOOGLE TRANSLATE IN ANY LANGUAGE. BUT
[01:22:28] ONE THING WE DO KNOW IS THAT DOING
[01:22:31] SPECIFIC TRANSLATIONS FOR CONTENT MAKES
[01:22:33] THEM MORE ACCESSIBLE AND MORE ACCURATE,
[01:22:37] AND THAT CONTINUES TO BE AN ISSUE FOR
[01:22:39] ANY TRANSLATED CONTENT. IT MAKES THEM
[01:22:41] LESS EVERGREEN. BUT SINCE THIS BLOG HAS
[01:22:43] BEEN VERY POPULAR FOR YEARS, WE DON'T
[01:22:46] CHANGE IT VERY OFTEN. THE CONTENT JUST
[01:22:49] NEEDS A LITTLE BIT OF AN UPDATE ON THE
[01:22:50] THREE NEW STATIONS, BUT OTHERWISE IT'S
[01:22:53] VERY RELIABLE. WE'VE DONE THIS WITH
[01:22:55] OTHER BLOGS AS WELL. WE'RE WORKING OUR
[01:22:57] WAY THROUGH THE MOST IN DEMAND CONTENT
[01:23:01] TO MAKE SURE THAT WE HAVE DIRECT
[01:23:02] TRANSLATIONS. LAST SLIDE. I THINK
[01:23:05] THIS MIGHT BE STARTING
[01:23:10] VERY SOON. WE WILL HAVE OUR HOLIDAY
[01:23:12] CAMPAIGN AND WE ARE PROMOTING USING LINK
[01:23:16] LIGHT RAIL TO COME TO THE PUBLIC TRANSIT
[01:23:19] TAXIS TNCS TO COME TO THE AIRPORT
[01:23:21] BECAUSE FOR CARBON EMISSIONS, ALSO
[01:23:24] BECAUSE OUR GARAGE IS PRETTY CONSTRAINED
[01:23:26] RIGHT NOW AND BECAUSE IT DIDN'T. SO THIS
[01:23:28] IS A CAMPAIGN THAT WILL LAUNCH VERY
[01:23:31] SHORTLY TOWARDS THE END OF NEXT WEEK.
[01:23:34] AND WE ARE IN TALKS WITH SOUND TRANSIT
[01:23:36] RIGHT NOW WITH THEIR MARKETING
[01:23:38] DEPARTMENT, PARTICULARLY NOW THAT THEY
[01:23:40] HAVE THESE THREE NEW STATIONS, HOW WE
[01:23:42] CAN START FOLDING INTO FUTURE PHASES OF
[01:23:45] THEIR ADVERTISING CAMPAIGNS TO BRING NEW
[01:23:48] PEOPLE INTO TRYING TO TAKE WHITE RAIL TO
[01:23:51] THE AIRPORT. SO THAT'S WORK THAT'S
[01:23:53] UNDERWAY RIGHT NOW. THANKS, CATHY
[01:23:57] CHRISTIANS. WE'RE EXTREMELY PROUD OF THE
[01:23:59] SERVICE AND I APPRECIATE THE BUSINESS
[01:24:01] PARTNERS THAT HAVE MANAGED THE SYSTEM
[01:24:02] WITH CONSISTENT SAFE TRANSPORTATION TO
[01:24:05] AND FROM THE AIRPORT LAKELIGHT RAIL

[01:24:06] TRAIN SYSTEM AND NOW ON TO THE REQUEST.
[01:24:09] THE REQUEST IS FOR AUTHORIZATION TO
[01:24:11] CONTINUE THIS SERVICE. WE HAVE AN
[01:24:13] INTEREST IN PURSUING A CONTRACT THAT'S
[01:24:15] ESTIMATED TO BE \$2.3 MILLION FOR A TWO
[01:24:19] YEAR AGREEMENT WITH UP TO THREE ONE YEAR
[01:24:21] EXTENSIONS FOR A TOTAL THAT MAY REACH
[01:24:23] FIVE YEARS. SINCE INITIATING THE CARD
[01:24:26] SERVICE IN 2017. WE'VE CONSISTENTLY
[01:24:28] RECEIVED POSITIVE COMMENTS FROM
[01:24:30] CUSTOMERS. ELECTRIC CARS MITIGATES THE
[01:24:32] WALK TO AND FROM LIGHT RAIL, AND IT'S
[01:24:34] REALLY A WELCOME ADDITION FOR CUSTOMERS
[01:24:36] WITH MOBILITY CHALLENGES. AND YOU MAY
[01:24:38] RECALL THAT THE WALKWAY ITSELF
[01:24:40] CONNECTING LIGHT RAIL IN THE AIRPORT WAS
[01:24:41] UPGRADED IN 2016 WITH EPOXY FLOOR
[01:24:45] COVERINGS AND PLEXIGLAS WIND BREAKS TO
[01:24:47] IMPROVE THE EXPERIENCE FOR CUSTOMERS.
[01:24:49] WE'VE LOOKED AT ALTERNATIVES TO ELECTRIC
[01:24:51] CART SERVICE AS PART OF THIS MEMO THAT
[01:24:52] WE ISSUED FOR YOU, INCLUDING ELIMINATION
[01:24:55] THE ALTERNATIVE AND FOUND THAT THE
[01:24:56] CURRENT PRACTICE AND THE METHOD OF
[01:24:58] TRANSPORTATION TO BE OUR BEST SOLUTION.
[01:25:00] THERE MAY BE BETTER FUTURE SOLUTIONS TO
[01:25:02] COME LEVERAGE EMERGING TECHNOLOGY, BUT
[01:25:05] TODAY'S DEMAND IS BEST MET WITH A
[01:25:06] COMPACT ELECTRIC CART. OUR REQUEST TODAY
[01:25:09] IS FOR COMMISSION AUTHORIZATION FOR
[01:25:11] EXECUTIVE DIRECTOR METRUCK TO EXECUTE A
[01:25:13] CONTRACT FOR SERVICE AND INCLUDES A
[01:25:15] COMMITMENT FOR TWO YEARS WITH EXTENSION
[01:25:17] THAT COULD STAND THE AGREEMENT FOR UP TO
[01:25:19] FIVE, AS I MENTIONED, ANTICIPATE
[01:25:21] EXPENSES UP TO BUT NOT TO EXCEED
[01:25:23] \$2,300,000. THANK YOU FOR LISTENING. BE
[01:25:25] HAPPY TO ENTERTAIN QUESTIONS.
[01:25:29] YOU MUTED, COMMISSIONER. I ALMOST CAUGHT
[01:25:32] MYSELF, SO THANK YOU, JEFF AND CATHY,
[01:25:35] AND I HAD NO IDEA, KATHY, THAT THAT WAS
[01:25:38] ONE OF OUR MOST IMPORTANT OR HIGHLY HIT
[01:25:40] BLOG SITES, AND WE NOW KNOW WE HAVE
[01:25:43] TAKEN ADVANTAGE OF THAT. I JUST HAVE TO
[01:25:45] SAY THAT WHEN I FIRST GOT TO THE PORT,
[01:25:47] COMMISSIONER BOWMAN WAS ALREADY RACING AT
[01:25:49] THIS, EVERYBODY WOULD TELL ME WHAT A
[01:25:51] WIND TUNNEL IT WAS GOING TO THE PARKING
[01:25:54] GARAGE, AND THE PORT STAFF DID A GREAT
[01:25:57] JOB OF ENCLOSING THAT AND MAKING IT MUCH
[01:26:00] BRIGHTER AND THEN MOVING. WHILE I
[01:26:03] QUICKLY JOINED COMMISSIONER BOWMAN IN
[01:26:06] ADVOCATING FOR THE MOVING SIDEWALK AND
[01:26:07] ALL BUT THIS LIGHT RAIL, THIS ELECTRIC
[01:26:11] GO KART REALLY SEEMED TO BE THE RIGHT
[01:26:14] SOLUTION AT THIS TIME. AND THE FACT THAT
[01:26:16] IT'S AN INCREASING NEED AND THAT LINKING
[01:26:19] IT TO THE EXPANSION OF THE LIGHT RAIL
[01:26:21] MAKES ME VERY HAPPY TO HEAR, AND I'D
[01:26:23] LIKE TO OPEN IT UP TO COMMISSIONERS FOR
[01:26:26] COMMENTS STARTING WITH COMMISSIONER
[01:26:27] BOWMAN. OH,
[01:26:30] THANK YOU, COMMISSIONER BOWMAN. I

[01:26:32] APPRECIATE THAT YOU'RE RIGHT. THIS HAS
[01:26:34] BEEN A PASSION OF MINE SINCE I JOINED
[01:26:37] THE PORT COMMISSION, AND I REMEMBER THE
[01:26:39] DAY THAT AS WE WERE SITTING AND HAVING A
[01:26:41] DISCUSSION ABOUT WHY IT WAS SO EXPENSIVE
[01:26:43] TO PUT IN THE MOVING WALKWAY. AND I SAID
[01:26:46] IF WE EVER THOUGHT OF GOLF CARTS AND
[01:26:48] DIDN'T NECESSARILY MEAN IT LIKE GO
[01:26:49] FORTH, BUT THAT'S WHAT HAPPENED. AND I
[01:26:51] APPRECIATE SO MUCH HOW MUCH WORK HAS
[01:26:53] BEEN DONE TO PROMOTE THIS. I HOPE THAT
[01:26:56] MOVING FORWARD FOR CATHY AND THE REST OF
[01:26:58] THE STAFF THAT WE CAN THINK ABOUT OR
[01:27:01] THAT YOU CAN THINK ABOUT EXTENDING THE
[01:27:04] PROMOTION OF THIS SERVICE OUTSIDE OF
[01:27:08] THOSE WHO ALREADY USE TRANSIT. I THINK,
[01:27:11] AS A VERY FREQUENT LIGHT RAIL RIDER
[01:27:13] MYSELF, I CLEARLY READ THE
[01:27:16] ADVERTISEMENTS WHEN I'M ON THE TRAIN.
[01:27:18] BUT I THINK WHAT WE'RE REALLY TRYING TO
[01:27:20] DO IS GET PEOPLE THAT AREN'T CURRENTLY
[01:27:21] USING LIGHT RAIL TO THE AIRPORT, AS
[01:27:24] OPPOSED TO THOSE THAT ARE ALREADY USING
[01:27:25] LIGHT RAIL. GENERALLY SPEAKING, I BRING
[01:27:28] THIS UP BECAUSE, AS I MENTIONED TO
[01:27:30] EXECUTIVE DIRECTOR METRUCK A FEW WEEKS
[01:27:32] AGO, I HAD THE OPPORTUNITY TO MAKE A
[01:27:35] PRESENTATION TO ABOUT 40 ELECTED LEADERS
[01:27:37] FROM THE EAST SIDE MAYOR'S AND COUNCIL
[01:27:40] MEMBERS FROM THROUGHOUT KING COUNTY.
[01:27:42] AND AS I TALKED ABOUT THE GOLF CART
[01:27:44] SERVICE AT THE AIRPORT, NOT A SINGLE ONE
[01:27:46] OF THEM HAD EVER HEARD OF IT. AND SO I
[01:27:49] WOULD JUST ASK FOR YOU TO REDOUBLE THE
[01:27:51] EFFORT, WHETHER IT'S THROUGH PAID
[01:27:54] ADVERTISING OR WHAT WE WOULD CALL EARNED
[01:27:56] MEDIA. I THINK THERE'S A LOT OF
[01:27:58] OPPORTUNITIES TO GET THAT INFORMATION
[01:28:00] OUT TO THE GENERAL PUBLIC THAT DOESN'T
[01:28:02] NECESSARILY NEED TO COST A LOT, BUT
[01:28:05] REALLY HOPING THAT YOU CAN AGAIN EXTEND
[01:28:07] THAT BEYOND THOSE THAT CURRENTLY USE
[01:28:09] LIGHT RAIL AND REALLY MAKING A BIG PUSH
[01:28:12] TO LET FOLKS, PARTICULARLY ON THE EAST
[01:28:14] SIDE, KNOW ABOUT THIS OPPORTUNITY.
[01:28:17] HONESTLY, THESE 40 ELECTED OFFICIALS
[01:28:20] THOUGHT IT WAS A REALLY COOL IDEA, AND
[01:28:22] SEVERAL OF THEM SAID, OH, WELL, THAT
[01:28:23] WOULD MAKE A HUGE DIFFERENCE. BUT
[01:28:24] WHETHER I WOULD TAKE LIGHT RAIL TO THE
[01:28:26] AIRPORT, BUT THEY SIMPLY STILL DON'T
[01:28:28] KNOW ABOUT THE SERVICE, SO I HOPE THAT
[01:28:31] CAN HAPPEN. MOVING FORWARD. THANK YOU SO
[01:28:32] MUCH.
[01:28:36] CLERK HART, PLEASE CALL THE ROLL FOR
[01:28:38] QUESTIONS. THANK YOU. BEGINNING WITH
[01:28:40] COMMISSIONER STEINBRUECK. NO QUESTIONS.
[01:28:43] THANK YOU, COMMISSIONER CHO. I THINK
[01:28:47] THIS IS A NO BRAINER. I WOULD LOVE FOR
[01:28:50] THE EDUCATION OF THE PUBLIC, MAYBE
[01:28:52] REALLY QUICKLY COVER WHY WE DON'T HAVE A
[01:28:54] MOVING WALKWAY THERE. I'M SORRY IF
[01:28:55] YOU'VE ALREADY COVERED IT, BUT MY

[01:28:57] UNDERSTANDING IS THAT YOU CAN'T TAKE UP
[01:28:59] THE CONCRETE IN THE PARKING LOT IN ORDER
[01:29:00] TO ACTUALLY PUT A WALKWAY. IS THAT
[01:29:03] ACCURATE? SURE. YEAH. I'LL GET TO THE
[01:29:06] COMMISSION SHOW. SO THE STRUCTURE ITSELF
[01:29:09] IS BUILT WITH A POST TENSION STRUCTURE.
[01:29:11] SO THERE ARE CABLES THAT RUN THROUGH THE
[01:29:13] CONCRETE DECKING IN ORDER FOR US TO PUT
[01:29:16] IN. A MOVING WALKWAY WOULD REQUIRE THAT
[01:29:18] TO BE DISTURBED. AND THAT'S NOT POSSIBLE
[01:29:20] WITH THAT STRUCTURE. SO WE'RE LOOKING
[01:29:22] DOWN THE ROAD. IT'S IN FUTURE PLANNING
[01:29:24] THAT MAY INCLUDE A MOVING WALKWAY TO
[01:29:26] SUPPORT ACTIVITY ALONG THAT CORRIDOR.
[01:29:29] IN THE INTERIM, WE'RE ASKING FOR THE
[01:29:31] ELECTRIC CAR SERVICE TO CONTINUE. THANK
[01:29:32] YOU FOR THE QUESTION. SO, IN ESSENCE,
[01:29:34] IF WE WERE TO MESS WITH THAT CABLING,
[01:29:37] YOU WOULD MESS WITH THE INTEGRITY OF THE
[01:29:38] PARKING LOT. CORRECT. CORRECT. ALL
[01:29:41] RIGHT. THANK YOU. THANK YOU,
[01:29:43] COMMISSIONER. COMMISSIONER.
[01:29:47] I GUESS THAT WOULDN'T PREVENT US FROM
[01:29:48] DOING A GIANT SLIP AND SLIDE UP FROM THE
[01:29:51] TERM. THANK YOU FOR THE PRESENTATION.
[01:29:55] AND, JEFF, THANKS FOR MENTIONING THE
[01:29:58] POTENTIAL FUTURE PLANS AS WELL. THAT
[01:29:59] WOULD REPLACE ALL OF THIS WITH AN
[01:30:02] EVEN BETTER ALTERNATIVE WHEN POSSIBLE.
[01:30:05] I DON'T HAVE ANY FURTHER QUESTIONS
[01:30:06] BEYOND THAT. THANK YOU, COMMISSIONER.
[01:30:10] COMMISSIONER FELONY, I JUST WANT TO SAY
[01:30:13] THANKS, AND I WOULD LIKE TO SEE US SPEAK
[01:30:17] TO THE PUBLIC AFFAIRS PROFILE THAT
[01:30:20] YOU'RE GOING TO BRING TO THIS SEEMS LIKE
[01:30:22] A FANTASTIC MOMENT WITH ALL THE
[01:30:24] ATTENTION GOING TO LIGHT RAIL RIGHT NOW
[01:30:26] AND LET'S WHOOP IT UP. AND IT'S
[01:30:30] A GREAT STORY. AND I DON'T EVEN RECALL
[01:30:33] SEEING IT REBRANDED. I MISSED THAT
[01:30:35] BECAUSE I WAS JUST THERE AND DIDN'T NOTE
[01:30:37] IT, AND I'M STILL CALLING ON ALASKA
[01:30:40] AIRLINES TO GIVE US FREE TICKETS FOR THE
[01:30:43] TRAVELING PUBLIC SO THAT THEY HAVE THE
[01:30:46] CLOSEST PROXIMITY. ANYWAY, I JUST
[01:30:50] THOUGHT I KEEP ON SAYING IT OUT LOUD.
[01:30:52] ALL RIGHT. THANK YOU VERY MUCH. WE'D
[01:30:54] LIKE TO SEE A MOTION AND A SECOND TO
[01:30:57] EXPAND THIS GO CART USE. SO MOVED,
[01:31:01] I WILL SECOND IT THEN. CLERK HART,
[01:31:04] WOULD YOU PLEASE CALL THE ROLL FOR THE
[01:31:06] VOTE FOR THE VOTE BEGINNING WITH
[01:31:08] COMMISSIONER STEINBRUECK? YES. THANK YOU,
[01:31:11] COMMISSIONER CHO. AYE. THANK YOU,
[01:31:14] COMMISSIONER. THANK YOU, COMMISSIONERS
[01:31:17] BOWMAN. AYE. THANK YOU, COMMISSIONER
[01:31:20] FELLEMAN. AYE. THANK YOU. YOU HAVE FIVE
[01:31:23] YESSES AND ZERO NOS FOR THIS ITEM.
[01:31:28] THE MOTION PASSES. CLERK HART, PLEASE
[01:31:31] READ THE NEXT ITEM INTO THE RECORD AND
[01:31:34] EXECUTIVE DIRECTOR METRUCK WILL INTRODUCE
[01:31:37] IT. THANK YOU. WE'RE JUST CLICKING ALONG
[01:31:39] HERE TODAY. THAT IS ITEM TEN D

[01:31:41] AUTHORIZATION FOR THE EXECUTIVE DIRECTOR
[01:31:43] TO FUND \$21,500,000 FOR THE
[01:31:47] REMAINING DESIGN FOR ALL PHASES OF THE
[01:31:49] NORTH MAIN TERMINAL REDEVELOPMENT
[01:31:51] PROGRAM AT THE SEATTLE TACOMA
[01:31:52] INTERNATIONAL AIRPORT AND EXECUTION OF A
[01:31:55] SECOND TENANT REIMBURSEMENT AGREEMENT
[01:31:56] WITH ALASKA AIRLINES TO COMPLETE THE
[01:31:58] REMAINING DESIGN SCOPE.
[01:32:01] COMMISSIONERS, EARLIER THIS YEAR, YOU
[01:32:03] AUTHORIZED \$10 MILLION TO COMPLETE THE
[01:32:05] PROGRAM DEFINITION DOCUMENT, OR PDD FOR
[01:32:07] OUR NORTH MAIN TERMINAL REDEVELOPMENT
[01:32:10] PROGRAM. WITH BOTH THE PROJECT
[01:32:12] DEFINITION DOCUMENT IN THE 30% DESIGN
[01:32:15] NOW COMPLETE, WE ARE BACK BEFORE THE
[01:32:16] COMMISSION TO REQUEST FUNDS FOR THE
[01:32:18] REMAINING DESIGN TO EXECUTE THE SECOND
[01:32:20] TENANT REIMBURSEMENT AGREEMENT. ONCE
[01:32:22] COMPLETE, THE FINISHED PRODUCT WILL
[01:32:24] REPLACE AND RENEW 1000 1980S AREA
[01:32:26] FINISHES, IMPROVE PASSENGER PROCESSING,
[01:32:29] SECURITY, SCREENING THROUGHPUT AND
[01:32:30] ENHANCE THE OVERALL PASSENGER
[01:32:32] EXPERIENCE. PRESENTERS THIS AFTERNOON
[01:32:34] ARE JAMES JENNINGS, DIRECTOR, AVIATION
[01:32:36] BUSINESS AND PROPERTIES, AND ALLEN
[01:32:38] OLSON, CAPITAL PROJECT MANAGER.
[01:32:41] I'M NOT SURE IF. JAMES, ARE YOU GOING
[01:32:43] FIRST? THERE I AM. THANK YOU. YEAH.
[01:32:45] THANKS, STEVE. GOOD AFTERNOON,
[01:32:47] COMMISSIONERS. EXECUTIVE DIRECTOR
[01:32:49] METRUCK. I'M HERE TODAY WITH ALAN OLSEN
[01:32:51] AS HE INDICATED, WE'RE GOING TO TALK
[01:32:53] ABOUT THE NORTH MAIN TERMINAL
[01:32:55] REDEVELOPMENT PROJECT, SPECIFICALLY
[01:32:57] REQUESTING THE 21 AND A HALF MILLION
[01:32:59] DOLLARS TO COMPLETE THE DESIGN. THE PORT
[01:33:02] IN ALASKA HAVE BEEN WORKING FOR A NUMBER
[01:33:04] OF YEARS IN THE DEVELOPMENT OF THIS
[01:33:06] IMPORTANT PROJECT, WHICH TOUCHES THE
[01:33:08] NORTH END OF THE TICKETING AREA, AS WELL
[01:33:11] AS SEVERAL FLOORS BOTH ABOVE AND BELOW.
[01:33:14] AND ALAN WILL SPEAK A LITTLE BIT MORE
[01:33:16] ABOUT THAT PROJECT SCOPE, BUT ALASKA
[01:33:20] WILL BE CONSTRUCTING THIS ON BEHALF OF
[01:33:22] THE PORT THROUGH A TENANT REIMBURSEMENT
[01:33:24] AGREEMENT, AND IT'S IMPORTANT TO KNOW
[01:33:27] THAT IT'S GOING TO BE CONSTRUCTED IN TWO
[01:33:29] PHASES AND SO NOT TOO FAR IN THE FUTURE.
[01:33:33] OUR STAFF WILL BE RETURNING TO REQUEST
[01:33:35] CONSTRUCTION FOR THE FIRST PHASE, BUT
[01:33:38] THE FUNDING OF DESIGN IS ESSENTIALLY
[01:33:41] WHAT WE'RE HERE TODAY TO REQUEST. IT'S
[01:33:44] IMPORTANT ALSO TO NOTE THAT THIS IS
[01:33:46] REALLY THE FIRST PHASE OF A LARGER
[01:33:49] PROGRAM THAT THE PORT IS ACTUALLY GOING
[01:33:50] TO BE CONTINUING THE INFRASTRUCTURE AND
[01:33:54] SOME ARCHITECTURAL IMPROVEMENTS AS PART
[01:33:57] OF A FUTURE PORT PROJECT. SO IT IS
[01:34:00] REALLY AN IMPORTANT PROJECT FOR THE
[01:34:02] AESTHETICS OF THE FRONT DOOR OF THE
[01:34:05] AIRPORT AND THE ARCHITECTURAL RENDERINGS

[01:34:07] AND VISION THAT LANCE HAS SHARED WITH
[01:34:09] COMMISSION MANY TIMES IN THE PAST. SO
[01:34:13] WITH THAT, I'LL GO AHEAD AND HAND IT OFF
[01:34:14] TO ALAN OLSON. HE CAN SPEAK A LITTLE BIT
[01:34:16] MORE ABOUT THE SPECIFICS. GOOD
[01:34:18] AFTERNOON, COMMISSIONERS AND EXECUTIVE
[01:34:20] DIRECTOR PATRICK, COULD WE HAVE THE
[01:34:24] POWERPOINT PRESENTATION, PLEASE?
[01:34:29] THANK YOU. THIS IS THE SAME INFORMATION
[01:34:33] THAT JJ JUST SHARED WITH YOU WITH SOME
[01:34:36] RENDERINGS. NEXT SLIDE, PLEASE.
[01:34:41] THIS IS A GENERAL OVERVIEW OF THE
[01:34:45] AREA WHERE THE WORK IS GOING TO TAKE
[01:34:47] PLACE. SPECIFICALLY AT THE NORTH END OF
[01:34:50] THE MAIN TERMINAL. ALASKA'S TICKETING
[01:34:54] AND SECURITY SCREENING CHECKPOINT NUMBER
[01:34:56] FIVE. NEXT SLIDE, PLEASE.
[01:35:02] SO THE DRIVERS FOR THIS PROGRAM ARE
[01:35:05] MANY, BUT ONE OF THE BIGGEST IS THAT THE
[01:35:09] TERMINAL NEEDS RENEWAL AND REPLACEMENT.
[01:35:11] WE HAVE SOME INFRASTRUCTURE SYSTEMS THAT
[01:35:14] WE NEED TO UPGRADE. IN ADDITION TO
[01:35:19] GETTING OUR NEW ARCHITECTURAL FINISHES
[01:35:21] THAT ARE ASSOCIATED WITH THE
[01:35:23] ARCHITECTURAL VISIONING DOCUMENT THAT JJ
[01:35:26] WAS TALKING ABOUT, THERE ARE SOME REAL
[01:35:30] PROBLEMS WITH OVERCROWDING
[01:35:34] DURING PEAK PERIODS NOT ONLY IN THE
[01:35:37] TICKETING AREA BUT AT SECURITY SCREENING
[01:35:39] CHECKPOINT NUMBER FIVE, THIS PROJECT
[01:35:41] WILL ADDRESS. AND IN ORDER TO ENHANCE
[01:35:45] THAT, WE'RE ALSO GOING TO BE BUILDING
[01:35:46] OUT THE CURRENTLY UNDEVELOPED PROMENADE,
[01:35:52] WHICH IS ON THE BRIDGE LEVEL. AS YOU'RE
[01:35:54] COMING OVER FROM THE PARKING GARAGE.
[01:35:56] IT'S THE UNUSED SPACE THAT'S ON EITHER
[01:35:58] SIDE AS YOU ENTER THE TERMINAL. ALONG
[01:36:01] WITH THAT, WE HAVE SEVERAL CODE AND
[01:36:03] SAFETY ENHANCEMENTS THAT NEED TO TAKE
[01:36:06] PLACE. CODE UPGRADES AND SAFETY
[01:36:08] ENHANCEMENTS, THE LARGEST OF THESE BEING
[01:36:10] SMOKE CONTROL AND FINALLY, CUSTOMER
[01:36:14] SERVICE ENHANCEMENTS THAT ARE GOING TO
[01:36:17] PROVIDE FOR INCREASED USE OF TECHNOLOGY
[01:36:21] BY PASSENGERS AND STAFF, AS WELL AS
[01:36:24] CREATING A MORE OPEN AND AREA
[01:36:27] ENVIRONMENT. NEXT SLIDE, PLEASE.
[01:36:33] SO THE HIGH LEVEL SCOPE SUMMARY IS TO,
[01:36:35] AS I SAID EARLIER, BUILD OUT THE
[01:36:38] CURRENTLY UNDEVELOPED SPACE ON THE
[01:36:40] PROMENADE AND BRIDGE LEVEL, AND THIS IS
[01:36:42] GOING TO CREATE NEW SPACE FOR ALASKA
[01:36:47] CHECKIN AND BACKDROP FOR PEOPLE WHO ARE
[01:36:50] COMING IN DIRECTLY FROM EITHER LIGHT
[01:36:52] RAIL OR FROM THE PARKING GARAGE.
[01:36:56] THEN THE NEXT BIG PIECE IS
[01:36:59] TO RECONFIGURE ALASKA'S TICKETING AND
[01:37:04] THE ENTIRE TICKETING SPACE THERE IN THE
[01:37:07] NORTH END OF THE MAIN TERMINAL. PART OF
[01:37:09] THE MEZZANINE IS GOING TO BE REMOVED
[01:37:11] ABOVE ALASKA'S TICKETING. THIS IS GOING
[01:37:14] TO INCREASE PASSENGER PROCESSING AND
[01:37:16] BACKDROP CAPACITY, AND IT'S GOING TO

[01:37:18] PROVIDE THE TECHNOLOGY AND OTHER UPDATES
[01:37:20] TO IMPROVE THE PASSENGER EXPERIENCE.
[01:37:24] PROBABLY THE BIGGEST PART OF THIS IN
[01:37:27] MANY WAYS IS ENLARGING SECURITY
[01:37:29] SCREENING CHECKPOINT NUMBER FIVE FROM
[01:37:32] FIVE TO SEVEN LANES AND ALSO PROVIDING
[01:37:36] A RECOMPOSED AREA POST SECURITY WHERE
[01:37:41] PEOPLE CAN COLLECT THEIR BELONGINGS AND
[01:37:44] HEAD OFF TO THEIR FLIGHTS.
[01:37:47] ANOTHER BIG PART OF THIS IS UPGRADING
[01:37:50] BUILDING SYSTEMS TO MEET CODE
[01:37:52] REQUIREMENTS AND ALSO PROVIDING NEW
[01:37:54] SYSTEMS, PRIMARILY THE SMOKE CONTROL
[01:37:57] SYSTEM THAT I DISCUSSED EARLIER. AND
[01:37:59] THEN ONE OF THE BIG THINGS IS TO DEVELOP
[01:38:03] ARCHITECTURAL SOLUTIONS FOR USE IN THE
[01:38:05] REST OF THE MAIN TERMINAL, ALONG WITH
[01:38:08] BUILDING SYSTEMS UPGRADES THAT WILL
[01:38:11] TAKE PLACE IN PROJECTS DURING LATER
[01:38:14] PHASES. NEXT SLIDE, PLEASE.
[01:38:20] HERE'S A HIGH LEVEL PLAN SHOWING THE END
[01:38:25] RESULT. YOU CAN SEE THAT THE SECURITY
[01:38:29] SCREENING CHECKPOINT IN DARK GREEN IS
[01:38:31] EXPANDED TO SEVEN LANES, AND THERE'S A
[01:38:35] MUCH IMPROVED RECOMPOSE AREA THERE TO
[01:38:38] THE RIGHT AND IN THE OLIVE GREEN COLOR,
[01:38:41] THERE IS THE RECONFIGURED ALASKA
[01:38:44] TICKETING AREA. NEXT SLIDE,
[01:38:48] PLEASE. NOW, I WOULD LIKE
[01:38:52] TO SAY UP FRONT THAT ALL OF THESE
[01:38:54] RENDERINGS ARE VERY EARLY AND MAY NOT
[01:38:57] NECESSARILY REPRESENT THE FINISHED
[01:38:59] PRODUCT. THIS IS WHERE WE ARE AT THE 30%
[01:39:03] DESIGN PHASE RIGHT NOW. SO PLEASE
[01:39:06] UNDERSTAND THAT ANYWAY, AS YOU'RE COMING
[01:39:09] IN OFF OF THE DEPARTURES DRIVE INTO THE
[01:39:11] ALASKA TICKETING AREA, THIS IS A
[01:39:15] RENDERING OF HOW THE NEW TICKETING AREA
[01:39:17] IS GOING TO LOOK WITHOUT THE MEZZANINE,
[01:39:20] AND YOU CAN SEE THAT IT IS HIGH, WIDE
[01:39:23] AND BRIGHT AND DOES NOT HAVE ANY MORE
[01:39:26] LINEAR TICKET COUNTER. NEXT SLIDE,
[01:39:29] PLEASE.
[01:39:34] HERE'S A PICTURE OF THE SECURE SIDE OF
[01:39:37] SECURITY SCREENING CHECKPOINT NUMBER
[01:39:38] FIVE SHOWING THAT RECOMPOSED AREA. THE
[01:39:42] GENTLEMAN IN THE LOWER RIGHT IS GETTING
[01:39:44] READY TO TAKE THE RAMP UP FROM THE
[01:39:47] SECURITY SCREENING CHECKPOINT INTO
[01:39:49] CONCOURSE D AND OFF TO YOUR LEFT IS
[01:39:52] WHERE YOU WOULD TAKE THE ESCALATORS DOWN
[01:39:54] TO THE ST LEVEL TO TAKE A TRAIN OUT
[01:39:58] TO NORTH SATELLITE.
[01:40:02] NEXT SLIDE, PLEASE.
[01:40:05] AND AGAIN, HERE'S ANOTHER PROPOSED
[01:40:10] LAYOUT FOR HOW THE PROMENADE IS GOING TO
[01:40:13] LOOK OR THE BRIDGE LEVEL AFTER
[01:40:17] IT'S BEEN TRANSFIGURED, ACTUALLY FROM
[01:40:21] ITS CURRENT STATE INTO THE NEW CHECK IN
[01:40:25] AND BAG DROP LOCATION.
[01:40:29] NEXT SLIDE, PLEASE.
[01:40:34] AND I'LL PASS IT BACK TO JJ TO DISCUSS.
[01:40:37] YOU BET. YEAH. SO AS STEVE SHARED IN

[01:40:41] THE BEGINNING, WE'VE ALREADY RECEIVED
[01:40:43] COMMISSION AUTHORIZATION FOR TR, A
[01:40:45] NUMBER ONE, WHICH WAS THE \$10 MILLION
[01:40:47] WHICH HAS ESSENTIALLY BROUGHT US THROUGH
[01:40:49] THE PROJECT DEFINITION DOCUMENT AND 30%
[01:40:51] DESIGN. WE ARE SEEKING TODAY
[01:40:55] AUTHORIZATION FOR FUNDING AND TENANT
[01:40:59] REIMBURSEMENT AGREEMENT FOR THE
[01:41:01] REMAINING DESIGN, WHICH IS 21 AND A HALF
[01:41:03] MILLION DOLLARS. AND THEN, AS I
[01:41:05] MENTIONED PREVIOUSLY, WE WOULD ACTUALLY
[01:41:07] COME BACK TO COMMISSION IN TWO DIFFERENT
[01:41:08] CONSTRUCTION PHASES. THE FIRST PHASE
[01:41:11] WE'RE HOPING TO BE IN THE NOT TOO
[01:41:12] DISTANT FUTURE, ACTUALLY, AS THIS IS
[01:41:17] WELL UNDERWAY IN TRYING TO TAKE
[01:41:18] ADVANTAGE OF ALASKA'S PROGRESSIVE DESIGN
[01:41:21] BUILD METHOD, WE'LL BE RETURNING TO
[01:41:24] COMMISSION HOPEFULLY SOON ON THE FIRST
[01:41:27] PHASE OF CONSTRUCTION, WHICH IN ESSENCE
[01:41:29] IS THE ENABLING WORK PREDOMINANTLY THE
[01:41:31] PROMENADE BUILD OUT THAT HE JUST SHOWED
[01:41:33] A RENDERING IN MUCH OF THE TENANT
[01:41:35] RELOCATIONS IN SOME OF THE ASSOCIATED
[01:41:38] CODE WORK. AND THEN IN Q THREE OF 2022,
[01:41:43] WE WOULD ANTICIPATE OR STAFF WOULD
[01:41:45] ANTICIPATE RETURNING TO COMMISSION FOR
[01:41:48] THE FULL AUTHORIZATION OF THE MAJORITY
[01:41:51] OF THE REMAINDER OF THE CONSTRUCTION
[01:41:54] WORK THAT YOU SEE ON TICKETING AND THE
[01:41:59] REMAINING PORTION BACK TO YOU, ALLEN.
[01:42:04] NEXT SLIDE, PLEASE.
[01:42:09] THIS IS A HIGH LEVEL BREAKDOWN AND GO
[01:42:12] INTO A TREMENDOUS AMOUNT OF DETAIL, BUT
[01:42:15] IT SHOWS OUR PREVIOUS REQUEST, THIS
[01:42:17] REQUEST AND THE TOTAL REQUESTED TO DATE.
[01:42:21] AS JJ INDICATED, WE'VE COMPLETED THE PDD
[01:42:24] AND THE 30% DESIGN, AND NOW WE WANT TO
[01:42:27] COMPLETE THE DESIGN FOR BOTH PHASES ONE
[01:42:33] AND TWO, AND WE HAVE THE APPLICABLE PORT
[01:42:37] SOFT COSTS AND ALASKA SOFT COSTS
[01:42:40] INCLUDED IN THAT NUMBER. NEXT SLIDE,
[01:42:44] PLEASE.
[01:42:47] HERE'S A HIGH LEVEL SCHEDULE SHOWING
[01:42:52] WHERE WE ARE TO DATE. WE ANTICIPATE
[01:42:56] GOING TO MIII HERE WITHIN THE
[01:43:00] NEXT WEEK TO PRESENT THE OVERALL
[01:43:04] PROGRAM, AND IT SHOWS TODAY'S COMMISSION
[01:43:08] AUTHORIZATION AS WELL AS OUR HOPE FOR
[01:43:12] NEXT COMMISSIONERS AUTHORIZATION REQUEST
[01:43:15] FOR THE CONSTRUCTION FUNDING FOR PHASE
[01:43:18] ONE, AS YOU CAN SEE, IT IS A FAIRLY
[01:43:23] AGGRESSIVE SCHEDULE, BUT WE'RE CONFIDENT
[01:43:26] THAT WE CAN BE FINISHED WITH THIS WORK
[01:43:27] BOTH ALASKA AND THE PORT BY THE END OF
[01:43:30] SECOND QUARTER 2025. ALLEN,
[01:43:33] FOR PUBLIC CLARITY, COULD YOU PLEASE
[01:43:36] EXPLAIN THE MII PROCESS? MII IS
[01:43:40] WHEN WE PRESENT THE PROJECT TO THE
[01:43:42] AIRLINES WITH AN OVERVIEW OF WHAT
[01:43:46] THE WORK IS AND WHAT THE IMPACTS ARE
[01:43:48] GOING TO BE TO THE RATES THAT THE
[01:43:52] AIRLINES ARE CHARGED. AND, JJ, IF I GOT

[01:43:55] ANYTHING WRONG, PIPE UP. IT STANDS FOR
[01:43:57] MAJORITY IN INTEREST VOTE. IT'S ACTUALLY
[01:43:59] A PROVISION IN THE SIGNATORY LEASE AND
[01:44:01] OPERATING AGREEMENT WITH THE AIRLINES,
[01:44:03] AND IT GIVES THEM AN OPPORTUNITY TO SHOW
[01:44:06] THEIR SUPPORT FOR THE OVERALL PROJECT OR
[01:44:12] DELAY AT A YEAR OR DELAY AT A YEAR.
[01:44:16] WE'RE CONFIDENT THAT WILL NOT BE THE
[01:44:18] CASE, BUT YES, THAT IS A POTENTIAL AS
[01:44:20] WELL. THIS IS A SPECTACULAR NEW FRONT
[01:44:23] DOOR TO THE AIRPORT. SO VERY GOOD.
[01:44:28] ARE YOU THROUGH YET, OR ARE WE STILL
[01:44:29] GOING ONE MORE SLIDE. YEAH. THIS IS JUST
[01:44:32] A HIGH LEVEL BREAKDOWN OF THE PHASING
[01:44:35] THAT WE ALREADY TALKED ABOUT BUILDING
[01:44:38] OUT THE PROMENADE AND THEN THE FOLLOW ON
[01:44:42] WORK IN TICKETING AND SCREENING
[01:44:44] CHECKPOINT NUMBER FIVE AND THE VARIOUS
[01:44:47] UPGRADES THAT ARE HAPPENING TO BUILDING
[01:44:48] SYSTEMS.
[01:44:52] NEXT SLIDE.
[01:44:56] HERE WE GO. EXCELLENT PRESENTATION.
[01:45:01] THANK YOU, CLERK HART, WOULD YOU GO
[01:45:05] AROUND THE ROOM AND SEE IF THERE'S ANY
[01:45:07] QUESTIONS FOR THE PRESENTERS? THEY'LL
[01:45:09] DO, BEGINNING WITH COMMISSIONER
[01:45:10] STEINBRUECK. NO QUESTIONS. THANK YOU,
[01:45:14] COMMISSIONER CHO QUESTIONS AT THIS TIME.
[01:45:17] THANK YOU. THANK YOU, COMMISSIONER.
[01:45:21] NONE FOR ME EITHER. THANK YOU,
[01:45:23] COMMISSIONER BOWMAN. NO QUESTIONS. JUST
[01:45:26] A COMMENT. I'M EXCITED THAT THE STAFF IS
[01:45:28] BRINGING US FORWARD AND I AGREE IT'S
[01:45:30] GOING TO BE A GREAT FRONT DOOR AND
[01:45:32] WONDERFUL WORK. THANK YOU. THANK YOU,
[01:45:36] COMMISSIONERS. COMMISSIONER FELLEMAN IN NO
[01:45:40] FURTHER QUESTIONS. AND I THINK IT'S A
[01:45:43] REALLY GREAT EXAMPLE OF A COLLABORATIVE
[01:45:45] PROJECT AND WITH A HUGE PRICE TAG, BUT
[01:45:48] ONE THAT I'M GLAD WE ARE ABLE TO
[01:45:50] NAVIGATE COLLECTIVELY. SO GREAT. THEN,
[01:45:53] IS THERE A MOTION IN A SECOND TO APPROVE
[01:45:55] ITEM TEN D STILL MOVE SECOND.
[01:45:59] I'M SORRY. THAT IS TEN E.
[01:46:05] RIGHT. THAT WAS D. I'M SORRY.
[01:46:11] SO THERE IS A MOTION AND A SECOND ON THE
[01:46:12] FLOOR FROM COMMISSIONER BOWMAN,
[01:46:14] SECONDED BY COMMISSIONER CHO. ALL RIGHT,
[01:46:17] THEN. CLERK HART, WOULD YOU PLEASE CALL
[01:46:19] THE ROLL FOR THE VOTE? I WILL BEGINNING
[01:46:21] WITH COMMISSIONER STEINBRUECK. YES.
[01:46:24] THANK YOU, COMMISSIONER CHO AYE. THANK
[01:46:27] YOU, COMMISSIONER CALKINS. AYE. THANK YOU.
[01:46:31] COMMISSIONER FELLEMAN. AYE. THANK YOU.
[01:46:34] COMMISSIONERS BOWMAN. AYE. THANK YOU.
[01:46:37] YOU HAVE FIVE YESSES AND ZERO NOS FOR
[01:46:39] THIS ITEM. VERY GOOD THEN. SO WE'RE
[01:46:43] GOING TO AND THE MOTION PASSES. I'M
[01:46:47] SORRY. YES, INDEED. THAT IS. I'M TRYING
[01:46:48] TO SEE WHETHER WE ARE NOW GOING
[01:46:52] TO GO BACK TO THE FIRST
[01:46:56] ITEM. SO OUR NEXT ITEM IS TO COMMISSION
[01:47:00] PRESIDENT IS TEN E. WE'LL GO BACK TO

[01:47:02] NINE AND ONE OR THREE WITH THE NEW
[01:47:05] BUSINESS SECTION. THANK YOU. AS I WAS
[01:47:09] MISSTATING AT FIRST. ALL RIGHT. VERY
[01:47:10] GOOD. THEN PLEASE READ THE NEXT ITEM TO
[01:47:12] THE RECORD. SECOND DIRECTOR METRUCK WILL
[01:47:15] THEN INTRODUCE THE ITEM. THANK YOU.
[01:47:17] THIS IS ITEM TEN E AUTHORIZATION FOR THE
[01:47:19] EXECUTIVE DIRECTOR TO ADD SCOPE THE
[01:47:21] SEATTLE TACOMA INTERNATIONAL AIRPORT
[01:47:23] MAIN TERMINAL IMPROVEMENTS PROGRAM TO
[01:47:26] COMPLETE A PROGRAM DEFINITION DOCUMENT.
[01:47:28] NO FUNDING IS ASSOCIATED WITH THE
[01:47:29] REQUEST, AND THE TOTAL ESTIMATED PROGRAM
[01:47:32] COST IS 800 MILLION TO \$1 BILLION.
[01:47:38] COMMISSIONERS, GIVEN THE MAJOR
[01:47:40] REDEVELOPMENT OF OUR NORTH MAIN TERMINAL
[01:47:42] THAT YOU WERE JUST BRIEFED ON, WE
[01:47:44] BELIEVE THAT IT WOULD BE IMPORTANT TO
[01:47:45] EXPLORE MAKING UPGRADES AND ENHANCEMENTS
[01:47:48] FOR THE REST OF THE TERMINAL AS WELL.
[01:47:50] THE COMMISSION AUTHORIZED PRELIMINARY
[01:47:51] DESIGN FUNDS FOR THE MAIN TERMINAL
[01:47:53] INFRASTRUCTURE UPGRADE PROGRAM AT SEA
[01:47:55] LATE LAST YEAR. THE PRIMARY FOCUS THEN
[01:47:58] WAS TO ENSURE SAFETY COMPLIANCE WITH
[01:48:02] THOSE BUILDING CODE ENHANCEMENTS. THIS
[01:48:04] ACTION AUTHORIZES ADDING SCOPE TO THE
[01:48:06] PREVIOUS ACTION AND COMPLETION OF A
[01:48:08] PROJECT DEFINITION DOCUMENT BY FOURTH
[01:48:10] QUARTER OF 2022. THE PLAN WILL COME BACK
[01:48:13] TO COMMISSION WITH AN UPDATE AND REQUEST
[01:48:15] FOR DESIGN FUNDS FOLLOWING COMPLETION OF
[01:48:17] THE DOCUMENT IN EARLY 2023. PRESENTER
[01:48:20] THIS AFTERNOON IS JOHN FREEMAN FROM
[01:48:22] CAPITAL PROJECT MANAGER JOHN.
[01:48:26] GOOD AFTERNOON, COMMISSIONERS AND
[01:48:27] EXECUTIVE DIRECTOR METRUCK. SO I'M JUST
[01:48:30] GOING TO KIND OF BUILD ONTO THE PIECE
[01:48:32] THAT JJ AND ALAN JUST PRESENTED WITH
[01:48:34] THEIRS. SO CLERK, IF YOU COULD GO AHEAD
[01:48:36] AND BRING UP THE PRESENTATION AND NEXT
[01:48:40] SLIDE, PLEASE. SO A LITTLE
[01:48:43] BIT OF HISTORY BASED ON THE MAIN
[01:48:45] TERMINAL, MAJORITY OF IT, THE MAJOR
[01:48:48] BUILD ON FROM THE EXISTING 40S TERMINALS
[01:48:50] IN THE 1970S. THE NORTH EXTENSION THAT
[01:48:53] THE NORTH MAIN TERMINAL IS GOING TO BE
[01:48:54] DOING THEIR UPGRADE ON WAS FROM THE 80S
[01:48:57] JANUARY. LINDSAY HALL WAS EXTENDED TO
[01:48:59] THE SOUTH AND AROUND 2000 AND AT THAT
[01:49:02] TIME, EVERYTHING WAS UP TO DATE FOR CODE
[01:49:04] REQUIREMENTS, LIFE, SAFETY AND
[01:49:06] EVERYTHING LIKE THAT. NEXT SLIDE.
[01:49:10] SINCE THEN, CODE HAS DEFINITELY CHANGED.
[01:49:12] THERE'S A LOT MORE REQUIREMENTS. SO ALAN
[01:49:15] HAD HIS SLIDE EARLIER, KIND OF SHOWING
[01:49:16] EVERYTHING ON THE NORTH END. THIS
[01:49:19] PROJECT IS GOING TO TAKE CARE OF
[01:49:20] EVERYTHING ELSE. WITH THE EXCEPTION OF
[01:49:21] JANERY LINDSEY HALL, IT'S MUCH MORE UP
[01:49:23] TO DATE IN GML HALL, A LOT OF BETTER
[01:49:26] FINISHES AND EVERYTHING THAT WAY. BUT
[01:49:27] NOW WE'RE GOING TO MAKE THE REST OF THE

[01:49:29] TERMINAL LOOK SIMILAR TO WHAT THE NORTH
[01:49:31] MAIN TERMINAL IS DOING, BUT NOT MAKING
[01:49:32] IT LOOK EXACT EITHER. NEXT SLIDE,
[01:49:35] PLEASE. SO WHEN WE CAME TO COMMISSION
[01:49:39] LAST YEAR, WE BRIEFED ON ALL THE CODE
[01:49:41] ENHANCEMENTS, THE SMOKE CONTROL
[01:49:43] SPRINKLER STEM PIPES, EMERGENCY POWER
[01:49:45] UPGRADE, WHICH IS A VERY VITAL PART
[01:49:48] DOING THAT EMERGENCY POWER UPGRADE.
[01:49:49] IT'S NEEDED NOT ONLY FOR THE MAIN
[01:49:50] TERMINAL, BUT IT'S ALSO CONCOURSES BC
[01:49:53] AND D CURRENTLY FEEDS THE SOUTH
[01:49:55] SATELLITE, AND WE'RE ALSO LOOKING AT
[01:49:57] PROVIDING ENOUGH CAPACITY TO REMOVE THE
[01:49:59] GENERATOR FROM CONCOURSE A AND HAVING A
[01:50:01] STANDALONE EMERGENCY GENERATOR FARM
[01:50:05] FOR JUST THIS TYPE OF NEED FOR YOUR
[01:50:08] SMOKE CONTROL AND YOUR REQUIRED LOADS
[01:50:11] WITHIN 60 SECONDS OF START.
[01:50:14] NOW THAT THE NORTH MAIN TURBO IS MOVING
[01:50:16] FORWARD WITH EVERYTHING WE'RE COMING
[01:50:17] HERE TODAY TO REALLY LOOK AT SOME NEW
[01:50:19] SCOPE PIECES TO ADD TO THIS, TO DO A
[01:50:21] FULL PROJECT DELIVERY DOCUMENT. THOSE
[01:50:24] KIND OF BIG PIECES ARE THE CRITICAL
[01:50:25] RENEWAL AND REPLACEMENT BAD CLEAN
[01:50:28] DEVICES. MAJORITY OF THEM ARE ALL
[01:50:29] GREATER THAN 20 TO 25 YEARS OLD,
[01:50:32] STARTING TO SHOW A LOT OF WEAR AND TEAR,
[01:50:34] AND THE MAINTENANCE COSTS ARE GOING UP
[01:50:36] EVERY YEAR AS THEY'RE TRYING TO TAKE
[01:50:37] CARE OF THOSE UNITS AND KEEP THEM IN
[01:50:39] SERVICE. SIGNAGE IS SOMETHING THAT HAS
[01:50:42] BEEN A BIG PUSH THROUGHOUT THE WHOLE
[01:50:43] AIRPORT. LET'S GET THAT SIGNAGE UPDATED,
[01:50:45] HELP THE PASSENGERS GET AROUND, HELPS
[01:50:47] THE METRUCK SCORES EVERYTHING LIKE THAT
[01:50:50] FOR THE AIRPORT DOMESTIC WATER PIPING.
[01:50:53] THERE WAS A PROJECT A FEW YEARS BACK
[01:50:55] THAT KIND OF UPDATED THE DOMESTIC WATER
[01:50:57] PIPING FROM THE MAIN TO KIND OF THE
[01:51:01] STANDPIPES, IF YOU WOULD SAY WITHIN THE
[01:51:02] BUILDING NOW, THIS IS THE SECOND PHASE
[01:51:04] TO REALLY GET THE REST OF THAT WATER TO
[01:51:06] THE RESTROOMS, DRINKING FOUNTAINS, ALL
[01:51:08] THE OFFICES, EVERYTHING WITHIN THE MAIN
[01:51:10] TERMINAL. AND THE LAST KIND OF PIECE OF
[01:51:12] THIS IS THE RESTROOM RENOVATIONS. MOST
[01:51:14] OF THESE RESTROOMS HAVE NOT BEEN TOUCHED
[01:51:16] FOR 30 YEARS. THEY DON'T MEET OUR
[01:51:18] CURRENT STANDARD. THEIR AIR TURNOVER
[01:51:21] RATE IS VERY LOW AS COMPARED TO WHAT WE
[01:51:23] LIKE NOW. SO IT'S SOMETHING THAT'S
[01:51:26] DEFINITELY NEEDED. WE NEED TO EXPAND THE
[01:51:27] STALLS, MAKE IT MUCH MORE USER FRIENDLY
[01:51:30] FOR EVERYONE AND GET THAT AIR
[01:51:31] CIRCULATING TO MAKE THEM SMELL BETTER,
[01:51:33] CLEANER AND ALL OF THAT. ANOTHER NEW
[01:51:36] SCOPE ITEM THAT WE'RE WORKING IN
[01:51:37] CONJUNCTION WITH NORTH MAIN TERMINAL IS
[01:51:39] MEZZANINE SECURITY GLASS. THIS IS TO
[01:51:43] HELP TO REDUCE ANY POTENTIAL FOR ACTIVE
[01:51:45] SHOOTER OR ANY OF THOSE SITUATIONS. WE

[01:51:48] WANT TO RAISE THE SECURITY GLASS LEVEL
[01:51:50] THROUGHOUT ANYWHERE THAT THERE'S A
[01:51:51] RAISED PLATFORM SO THAT SOMEONE CANNOT
[01:51:53] STAND THERE AND HAVE THAT ABILITY TO DO
[01:51:55] SO. AND KIND OF THE LAST PIECE OF IT IS
[01:51:58] ENHANCING THE PASSENGER EXPERIENCE. SO
[01:52:01] UPDATING SOME OF THE TERMINAL
[01:52:02] INFORMATION HUBS. THIS WOULD BE
[01:52:04] LOCATIONS WHERE PEOPLE WOULD BE ABLE TO
[01:52:06] GO, ASK QUESTIONS, WORK WITH THE
[01:52:08] PATHFINDERS. IT ALSO HAS DIFFERENT
[01:52:10] DIRECTORIES HAS APPLICATIONS FOR
[01:52:12] EVERYONE TO GO USE A PHONE IF THEY NEED
[01:52:14] TO AND EVERYTHING LIKE THAT. AND THEN
[01:52:16] THE LAST PIECE WITH THAT IS THE
[01:52:18] ARCHITECTURAL UPGRADES. AND THIS WOULD
[01:52:20] MATCH ALL OF THAT VISIONING AND WANT AND
[01:52:23] DESIRE THAT THE NORTHERN MAIN TERMINAL
[01:52:25] IS GOING FOR. WE WANT TO MAKE IT LOOK
[01:52:26] THE SAME THROUGHOUT THE REST OF THE MAIN
[01:52:28] TERMINAL AND TIE IT TOGETHER. NEXT
[01:52:30] SLIDE, PLEASE SCHEDULE AT
[01:52:36] COMMISSION TODAY, AND THEN THE PLAN IS
[01:52:37] TO EXECUTE THE SERVICE DIRECTIVE IN
[01:52:39] JANUARY OF NEXT YEAR FOR THE PROJECT
[01:52:41] DELIVERY DOCUMENT. HAVE THAT COMPLETE IN
[01:52:43] Q FOUR. AND THEN WE WOULD RETURN THE
[01:52:45] COMMISSION AROUND Q ONE WITH KIND OF THE
[01:52:47] UPDATE ON WHERE WE'RE AT HAVE ALL THE
[01:52:49] RENDERINGS, MAKE SURE THAT IT'S GOING TO
[01:52:51] BE CONSISTENT, TAKE WHATEVER DESIGN AND
[01:52:53] WORK HAS BEEN DONE BY NORTH MAIN
[01:52:55] TERMINAL AND MAKE SURE THAT THE
[01:52:56] RENDERINGS TIED TOGETHER. SO IT'S A
[01:52:57] CLEAR PICTURE FOR THE COMMISSIONERS TO
[01:52:59] SEE WHAT THE ENTIRE TERMINAL IS GOING TO
[01:53:01] LOOK LIKE AND THEN GET THE REQUEST AT
[01:53:04] THAT POINT IN TIME FOR THE DESIGN FUNDS
[01:53:05] AND THEN START MOVING FORWARD WITH
[01:53:07] DESIGN. NEXT SLIDE.
[01:53:11] AND SO THAT'S ALL I HAVE FOR THE
[01:53:12] PRESENTATION TODAY. AND I'LL GO AHEAD
[01:53:13] AND OPEN UP FOR QUESTIONS. THANK YOU,
[01:53:16] JOHN. CLERK HART, PLEASE CALL THE ROLL FOR
[01:53:19] QUESTIONS BEGINNING WITH COMMISSIONERS
[01:53:21] STEINBRUECK. NO QUESTIONS. THANK YOU.
[01:53:25] THANK YOU, COMMISSIONER CHO. NONE FOR
[01:53:27] ME. THANK YOU. THANK YOU, COMMISSIONER CALKINS.
[01:53:33] JUST A CLARIFICATION ON HOW THE TWO
[01:53:35] PROJECTS WE'VE JUST BEEN TALKING ABOUT
[01:53:37] INTEGRATE. IT APPEARS AS IF THE PROJECT
[01:53:40] THAT WE'RE TALKING ABOUT RIGHT NOW
[01:53:42] COVERS A FAIR BIT WITH REGARD TO BAGGAGE
[01:53:45] CLAIM, BUT I BELIEVE THAT THE EARLIER
[01:53:47] PROJECT THAT WE WERE TALKING ABOUT DOES
[01:53:49] NOT. SO DOES THIS PROJECT CONTEMPLATE
[01:53:52] THE AREA BAGGAGE CLAIM UNDER THE AREA
[01:53:55] THAT IS BEING REDESIGNED AS PART OF THE
[01:53:57] NORTH MAIN TERMINAL. SO THE NORTH MAIN
[01:54:00] TERMINAL PROJECT WILL BE DOING THE
[01:54:01] CEILING AND LIGHTING AND BAD CLAIM ABOVE
[01:54:03] BAD CLAIMS 15 AND 16. AND THEN THERE'S A
[01:54:07] SEPARATE PORT PROJECT THAT WILL BE

[01:54:08] STARTING NOTEBOOK IN Q ONE OF NEXT YEAR
[01:54:10] THAT WILL ACTUALLY BE TAKING THOSE FROM
[01:54:12] THE HORIZONTAL DESIGN TO THE SLOPE PLATE
[01:54:14] DESIGN TO MATCH THE REST OF THE BAGGAGE
[01:54:16] CLEAN DEVICES. SO THERE'S A SEPARATE
[01:54:19] PROJECT MOVING FORWARD FOR THAT AND THEN
[01:54:21] ANYTHING ELSE THAT WE NEED TO DO FOR
[01:54:22] CONSISTENCY. WE WOULD USE THAT THAT
[01:54:25] WOULD BE AS PART OF THIS NEXT PROJECT TO
[01:54:27] MAKE SURE THAT'S ALL THERE. BUT THERE'S
[01:54:30] PIECES AND PARTS KIND OF THROUGH THREE
[01:54:31] DIFFERENT PROJECTS TO MAKE SURE IT'S ALL
[01:54:33] CONSISTENT, LOOKS THE SAME. AND THEN ALL
[01:54:35] OF THE EMERGENCY POWER FROM THIS PROJECT
[01:54:37] WOULD ACTUALLY FEED ALL OF THE SMOKE
[01:54:38] CONTROL FOR THE NORTH MAIN TERMINAL. SO
[01:54:40] IT'S SOMETHING THAT WE'RE WORKING ON
[01:54:41] WITH BOTH FIRE AND BUILDING DEPARTMENT
[01:54:43] THAT THEY WOULD HAVE TO USE KIND OF A
[01:54:44] TEMPORARY GENERATOR TO TEST IT FOR NOW
[01:54:46] AND THEN THIS PROJECT WOULD PROVIDE ALL
[01:54:48] OF THAT POWER FOR LATER ON. OKAY. THANK
[01:54:51] YOU. YES, SIR. THANK YOU,
[01:54:54] COMMISSIONERS. COMMISSIONER BONE. NO,
[01:54:58] I DON'T HAVE ANY QUESTIONS. THANK YOU.
[01:55:00] THANK YOU, COMMISSIONER FELLEMAN. I'D LIKE
[01:55:04] TO BUILD ON WHAT COMMISSIONER CALKINS
[01:55:07] WAS ASKING ABOUT WITH OUR ART PROGRAM
[01:55:10] THAT COMMISSIONERS STEINBRUECK HAS AND
[01:55:13] BOWMAN HAS SO MUCH BROUGHT LIFE INTO.
[01:55:16] WE THINK ABOUT PLACES WHERE PEOPLE CAN
[01:55:18] OBSERVE ART AT THE AIRPORT. AND MY
[01:55:20] EXPERIENCE OFTEN HAS BEEN ALL I COULD DO
[01:55:23] TO GET TO THE GATE AND STOP HAVING MY
[01:55:25] HEART PALPITATING. BUT REALLY ONE OF THE
[01:55:27] PLACES THAT YOU COULD REALLY, OF COURSE,
[01:55:29] WE WANT PEOPLE TO GET EARLY AND SPEND
[01:55:31] MONEY AT THE ADR AND RELAX IN OUR
[01:55:34] BEAUTIFUL NEW FACILITIES. AND PERHAPS
[01:55:36] MORE AND MORE, THAT WILL BE THE CASE.
[01:55:37] AND THE ART TRULY IS BEAUTIFUL. BUT ONE
[01:55:39] OF THE PLACES WHERE PEOPLE ARE OFTEN
[01:55:41] STUCK IS A BAGGAGE CLAIM. AND THAT'S
[01:55:45] WHERE YOU REALLY HAVE TIME TO SMELL THE
[01:55:47] ROSES. AND IT IS ONE OF THE MOST DISMAL
[01:55:50] ASPECTS OF THE AIRPORT, WITH THE LOWEST
[01:55:52] CEILINGS, THE WORST LIGHTING AND REALLY
[01:55:54] BARE WALLS. AND SO I'M JUST WONDERING
[01:55:58] AND JUST THE ARCHITECTURAL PIPING IS
[01:56:01] THAT DARK BROWN. SO EVERYTHING ABOUT THE
[01:56:03] PLACE IS CLAUSTROPHOBIC AND POORLY LIT.
[01:56:07] AS YOU CAN TELL, I'M A BIG FAN. I'M JUST
[01:56:09] WONDERING, AS PART OF THIS PROCESS, IT
[01:56:12] SEEMS TO ME THAT IT'S A REAL CHANCE TO
[01:56:14] LIGHT THE PLACE UP AND REALLY MAKE IT A
[01:56:16] GALLERY BECAUSE OF THE TIME PEOPLE HAVE
[01:56:19] TO REALLY SMELL THE ROSES. I SEE LANCE
[01:56:23] LITTLE HAS SOMETHING YOU MIGHT WANT TO
[01:56:24] ADD. YES. I'M NOT SURE IF HEBA IS
[01:56:28] ON THE LINE, HAD THE DISCUSSION WITH
[01:56:31] HER, ACTUALLY SEVERAL MONTHS AGO, AND
[01:56:33] SHE ACTUALLY HAS A PLAN TO LIGHTEN AND
[01:56:36] BRIGHTEN THAT ENTIRE AREA. AND I'M

[01:56:38] HOPING WE'LL GET AN OPPORTUNITY TO
[01:56:39] ACTUALLY SHOW YOU SOME OF THE RENDERINGS
[01:56:42] AND THE PLANS THAT WE ACTUALLY HAVE FOR
[01:56:44] THE BAGGAGE CLAIM ERA. WE ACTUALLY SURE
[01:56:46] YOU'RE SENTIMENT, BUT WE HAVE A PLAN TO
[01:56:49] RECTIFY THAT. AS JEFFREY'S HAND, HE
[01:56:50] MIGHT HAVE SOME MORE DETAILS, BUT WE
[01:56:52] SURE YOUR SENTIMENT, BUT WE ACTUALLY
[01:56:54] HAVE A PLAN TO RECTIFY THAT SITUATION.
[01:56:58] THANK YOU. IS THERE JEOPARDY HAVING
[01:57:00] SOMETHING TO ADD TO THAT? WHO IS NOW
[01:57:03] DOCTOR THE ART PROGRAM. THANKS FOR THE
[01:57:06] COMMISSIONER. ACTUALLY, TOM MCGREGOR IS
[01:57:08] GOING TO COME FORWARD. I THINK DECEMBER
[01:57:10] 14 MEETING FOR THE ANNUAL REPORT,
[01:57:14] AND HE'S GOING TO PRESENT MORE
[01:57:15] INFORMATION. ROME, BUT MAKE SURE YOU
[01:57:17] RESPOND THE QUESTION. BUT THE ANSWER
[01:57:20] IDEA IS TO PUT TOGETHER A FIVE YEAR
[01:57:23] PROGRAM THAT COVERS ALL THE ART
[01:57:26] OPPORTUNITIES THROUGH THE ENTIRE CAMPUS.
[01:57:28] AND HE REPRESENTED THAT. HE STARTED
[01:57:30] WORKING ON THAT. SO I MAKE SURE YOU
[01:57:31] RESPOND THAT QUESTION. PROVIDE A VISION
[01:57:34] TO YOU ON DECEMBER 14. THAT'S GREAT.
[01:57:37] YOU MIGHT WANT TO HAVE A JOIN HEATHER AS
[01:57:43] WELL. YEAH. MAKE SURE SHE JOINED. ARE
[01:57:46] THERE ANY OPPORTUNITIES TO RAISE THAT
[01:57:47] CEILING OR ARE WE UP INTO UTILITY WORLD?
[01:57:54] THERE IS NO OPPORTUNITIES. REALLY SORRY,
[01:57:56] LANDSCAPE.
[01:58:00] WE'RE ACTUALLY LOOKING AT OTHER OPTIONS
[01:58:04] TO MAKE THE CEILINGS ACTUALLY LOOK AS IF
[01:58:07] THEY'RE NOT LOW. SO WE'RE LOOKING AT
[01:58:09] THOSE OPTIONS. JUST PLEASE GET RID OF
[01:58:13] THE FLUORESCENT LIGHTING.
[01:58:16] YOU JUST CHANGE THE BULBS. IN THE
[01:58:19] MEANTIME, IT WILL GO GREAT DISTANCE.
[01:58:23] I CAN SAY THAT BOTH PROJECTS ARE WORKING
[01:58:25] AND WE ACTUALLY HAVE EVERY MONDAY
[01:58:26] AFTERNOON WE HAVE A MEETING THAT IS
[01:58:28] PURELY ON ARCHITECTURAL VISIONING AND
[01:58:30] WORKING BETWEEN HOK AND BOTH PROJECTS TO
[01:58:33] MAKE SURE THAT IT'S TIED TOGETHER FOR
[01:58:34] BRIGHTENING UP, CLEANING IT UP A LOT
[01:58:36] MORE INFRASTRUCTURE WITH THE ELECTRICAL
[01:58:39] FOR ALL THE LIGHTING AND EVERYTHING LIKE
[01:58:40] THAT. AND THAT HEATHER IS PUSHING FOR
[01:58:42] EVERYTHING SHE CAN TO RAISE THE CEILING
[01:58:44] WHERE POSSIBLE AND USE A LOT OF WHITES
[01:58:47] AND WOOD LOOKS AND EVERYTHING IN THAT
[01:58:49] AREA. SO IT'S A MONDAY MEETING THAT WE
[01:58:51] ARE STANDING ALL THE WAY THROUGH JANUARY
[01:58:52] OF NEXT YEAR BETWEEN THE PROJECTS
[01:58:54] COMMISSIONERS TO MAKE SURE THAT WE'RE
[01:58:55] WORKING THROUGH ON THAT ARCHITECTURAL
[01:58:57] PIECE. VERY GOOD. SEEMS LIKE ONE OF
[01:59:00] THOSE PLACES YOU CAN GET GREAT
[01:59:01] SATISFACTION WITH JUST A LITTLE BIT OF
[01:59:03] LOVE. YOU'LL SEE A LOT OF IMPROVEMENT.
[01:59:06] ALL RIGHT THEN. THANK YOU SO MUCH.
[01:59:09] CLERK HART, IS THERE A MOTION AND A
[01:59:11] SECOND FOR ITEM TEN E?

[01:59:18] DON'T ALL CALL OUT AT ONCE. IS THERE A
[01:59:20] MOTION AND A SECOND FOR TEN E. SO MOVED.
[01:59:23] SECOND, THE MOTION HAS BEEN MOVED. AND
[01:59:26] SECONDED CLERK HART, WOULD YOU PLEASE
[01:59:28] CALL THE ROLL FOR THE VOTE ON ITEM TEN E
[01:59:31] FOR THE VOTE ON TEN E BEGINNING WITH
[01:59:33] COMMISSIONERS STEINBRUECK. YES. THANK
[01:59:36] YOU, COMMISSIONER CHO. AYE. THANK YOU,
[01:59:39] COMMISSIONER CALKINS. AYE. THANK YOU,
[01:59:43] COMMISSIONER BOWMAN. THANK YOU,
[01:59:46] COMMISSIONER FELLEMAN. AYE. THANK YOU.
[01:59:49] YOU HAVE FIVE YESES AND ZERO NOS FOR
[01:59:51] THIS ITEM. VERY GOOD. THEN THE MOTION
[01:59:54] PASSES. SO AT THIS TIME,
[02:00:00] RATHER THAN GOING ON TO ITEM TEN F,
[02:00:05] WE'RE GOING TO NOW GO BACK. IS THAT THE
[02:00:07] PLAN? SO THE MOTION WAS THAT WE WOULD
[02:00:10] NOT GO BACK TO NINE A OR B UNTIL AT THE
[02:00:12] END OF NEW BUSINESS. SO WE ACTUALLY
[02:00:14] STILL HAVE F, G AND H.
[02:00:17] OKAY. MY CONFUSION. MY PRODUCT. SORRY
[02:00:20] ABOUT THAT. VERY GOOD. THEN MOVING ON TO
[02:00:23] ITEM TEN F. CLERK HART.
[02:00:27] PLEASE READ THE NEXT ITEM AND THE
[02:00:29] EXECUTIVE METRUCK WILL THEN INTRODUCE IT.
[02:00:31] YES. AND I'M SORRY. I DON'T KNOW IF I
[02:00:33] MISSED IT OR NOT. JUST NOTING THAT LAST
[02:00:35] MOTION DID PASS FOR THE RECORD. AND THEN
[02:00:39] TEN F IS INTRODUCTION OF RESOLUTION
[02:00:41] NUMBER 3796, A RESOLUTION AUTHORIZING
[02:00:45] THE ISSUANCE AND SALE OF GENERAL
[02:00:46] OBLIGATION AND REFUNDING BOND SERIES
[02:00:49] 2022 AND THE AGGREGATE PRINCIPAL AMOUNT
[02:00:52] NOT TO EXCEED \$135,000,000 FOR THE
[02:00:56] PURPOSE OF FINANCING OR REFINANCING
[02:00:58] CAPITAL IMPROVEMENTS TO PORT FACILITIES
[02:01:01] AND REFUNDING CERTAIN OUTSTANDING
[02:01:02] OBLIGATIONS OF THE PORT AND AUTHORIZING
[02:01:04] A DESIGNATED PORT REPRESENTATIVE TO
[02:01:07] APPROVE CERTAIN MATTERS RELATING TO THE
[02:01:08] BONDS.
[02:01:13] COMMISSIONERS, THIS RESOLUTION
[02:01:14] AUTHORIZES THE SALE IN ISSUANCE OF
[02:01:16] GENERAL OBLIGATION BONDS. THESE BONDS
[02:01:18] WERE IDENTIFIED IN THE 2022 DRAFT PLAN
[02:01:21] OF FINANCE AND WILL PROVIDE FUNDING FOR
[02:01:24] PROJECTS INCLUDING COMPLETION OF THE
[02:01:25] TERMINAL FIVE. MODERNIZATION WILL
[02:01:27] FINANCE AND REFUND OUTSTANDING DEBT FOR
[02:01:30] DEBT SERVICE SAVINGS. THE PRESENTER IS
[02:01:33] ELIZABETH MORRISON, DIRECTOR OF
[02:01:34] CORPORATE FINANCE. ELIZABETH.
[02:01:39] GOOD AFTERNOON. AS STEVE MENTIONED,
[02:01:43] THE DRAFT PLAN OF FINANCE, PRESENTED ON
[02:01:45] OCTOBER 26, ANTICIPATED THE USE OF
[02:01:50] 292,000,000 OF GENERAL OBLIGATION BONDS
[02:01:54] TO FUND CAPITAL INVESTMENTS FOR BOTH
[02:01:57] SUPPORT AND THE NORTHWEST SEAPORT
[02:01:59] ALLIANCE. THIS WOULD BE THE FIRST
[02:02:02] TRANCHE OF THAT FUNDING.
[02:02:06] AUBREE, WOULD YOU MIND THE PRESENTATION,
[02:02:09] PLEASE? THANK YOU. NEXT SLIDE, PLEASE.
[02:02:14] AND NEXT SLIDE, PLEASE.

[02:02:18] SO THE BONDS WOULD ACCOMPLISH THREE
[02:02:20] THINGS. FIRST, IT WOULD REFUND BONDS
[02:02:23] FIRST ISSUED IN 2011 FOR DEBT
[02:02:27] SERVICE SAVINGS, AND WE ANTICIPATE THE
[02:02:29] SAVINGS WILL BE ABOUT \$2 MILLION. WE'LL
[02:02:32] ALSO REFINANCE SOME COMMERCIAL PAPER
[02:02:35] THAT WAS ISSUED TO MAKE IMPROVEMENTS AT
[02:02:38] TERMINAL 91, AND THAT'S ABOUT \$17.7
[02:02:41] MILLION. AND THEN THIRD, IT WILL PROVIDE
[02:02:45] FUNDING FOR NEW CAPITAL INVESTMENTS IN
[02:02:49] AN ESTIMATED AMOUNT OF \$75 MILLION.
[02:02:53] NEXT SLIDE, PLEASE.
[02:02:57] THE SPECIFIC PROJECTS WE EXPECT TO FUND
[02:02:59] WITH THESE BONDS ARE THE COMPLETION OF
[02:03:02] TERMINAL FIVE MODERNIZATION, WHICH IS
[02:03:05] CURRENTLY UNDER CONSTRUCTION. WE
[02:03:07] ESTIMATE ABOUT 40 TO 45 MILLION OF THE
[02:03:10] BOND PROCEEDS WILL BE APPLIED TO THIS
[02:03:12] PROJECT. THE REST OF THE BOND PROCEEDS
[02:03:15] MAY BE USED FOR ANY PROJECT THAT IS
[02:03:19] ELIGIBLE FOR TAX LEVY OR GEO BOND
[02:03:22] FUNDING, AND THAT LIST OF PROJECTS WAS
[02:03:24] PROVIDED IN THE OCTOBER 26 PRESENTATION
[02:03:28] ON THE TAX LEVY. THE MOST LIKELY
[02:03:30] CANDIDATES ARE FOUR LARGE PROJECTS THAT
[02:03:33] ARE CURRENTLY IN DESIGN, INCLUDING PIER
[02:03:35] 66, SHORE POWER, TERMINAL 91, BIRTH,
[02:03:39] SIX, AND EIGHT REDEVELOPMENT, THE
[02:03:41] TERMINAL 91 UPLANDS, PHASE ONE AND
[02:03:44] FISHERMAN'S TERMINAL MARITIME INNOVATION
[02:03:47] CENTER. AND JUST AS A REMINDER, THE BOND
[02:03:51] PROCEEDS OR ANY FUNDING CANNOT BE SPENT
[02:03:54] ON PROJECTS UNLESS THOSE PROJECTS HAVE
[02:03:56] BEEN PROPERLY AUTHORIZED.
[02:03:59] NEXT SLIDE, PLEASE.
[02:04:03] SO RESOLUTION 37 96 AUTHORIZES THE SALE
[02:04:06] AND ISSUANCE OF THE GENERAL OBLIGATION
[02:04:09] BONDS. THE RESOLUTION IS SIMILAR IN ALL
[02:04:12] MATERIAL RESPECTS WITH OTHER GEO BOND
[02:04:15] RESOLUTIONS AND DELEGATES TO EITHER THE
[02:04:17] EXECUTIVE DIRECTOR OR THE CHIEF
[02:04:20] FINANCIAL OFFICER THE ABILITY TO APPROVE
[02:04:23] THE DETAILS OF THE BOND SALE. WE EXPECT
[02:04:26] THE BONDS WILL BE SOLD AS TAXABLE,
[02:04:29] MEANING THAT THE INTEREST SUPPORT PAYS
[02:04:32] TO INVESTORS IS SUBJECT TO FEDERAL
[02:04:35] INCOME TAX. AND I'LL ELABORATE FOR A
[02:04:38] MINUTE ON THAT. THE POOR GENERALLY
[02:04:40] ISSUES TAX EXEMPT PRIVATE ACTIVITY
[02:04:43] BONDS. THAT'S A NICHE WITHIN THE TAX
[02:04:46] EXEMPT BOND MARKET FOR AIRPORTS AND DOCK
[02:04:49] FACILITIES. MANY OF THE PORT PORTS
[02:04:52] PROJECTS QUALIFY FOR THAT STATUS. WE DO
[02:04:56] HAVE A COUPLE OF PROJECTS ON OUR LIST
[02:04:58] THAT DO NOT QUALIFY SPECIFICALLY
[02:05:00] TERMINAL 91, UPLANDS AND THE MARITIME
[02:05:03] INNOVATION CENTER. THOSE DON'T QUALIFY
[02:05:05] FOR TAXES AND BONDS AT ALL. AND THEN
[02:05:08] WE'VE ALSO LEARNED OVER TIME THROUGH
[02:05:11] EXPERIENCE THAT SOMETIMES FACILITIES
[02:05:14] THAT QUALIFY AT THE BEGINNING CREATE
[02:05:18] UNDUE CONSTRAINTS AND LIMIT BUSINESS
[02:05:21] OPPORTUNITIES. FOR EXAMPLE, WHEN

[02:05:23] TERMINAL FIVE WAS VACANT, SOME OF THE
[02:05:26] INTERIM USES THAT COULD HAVE GENERATED
[02:05:28] REVENUES WERE NOT ALLOWABLE UNDER THE
[02:05:31] TAX CODE REGULATIONS.
[02:05:35] SO TAXABLE BONDS CREATE A GREAT DEAL OF
[02:05:39] FLEXIBILITY AND IN THE CURRENT MARKET
[02:05:43] ARE QUITE REASONABLY PRICED, SO WE WILL
[02:05:46] LIKELY SELL THE BONDS AS TAXABLE. THE
[02:05:49] RESOLUTION DOES PROVIDE THE FLEXIBILITY
[02:05:52] TO INCLUDE A TAX EXEMPT SERIES.
[02:05:57] AS WE GET TO THE MARKET, IT APPEARS THAT
[02:06:00] THE COST BENEFIT DYNAMICS HAVE SHIFTED
[02:06:04] AND THERE'S A BENEFIT TO DOING A TAX
[02:06:06] EXEMPT SERIES. RIGHT NOW, WE BELIEVE THE
[02:06:08] EFFICIENCY OF ONE SERIES SOLD ON A
[02:06:11] TAXABLE BASIS IS A GOOD BENEFIT
[02:06:15] FOR THE PORT. THE PROCEEDS
[02:06:19] WILL ALSO PROVIDE FUNDING FOR RELATED
[02:06:22] COST OF ISSUANCE, AND WE EXPECT THE
[02:06:24] BONDS TO BE SOLD COMPETITIVELY. THE
[02:06:27] BONDS CAN BE SOLD WITHIN THE DELEGATION
[02:06:30] LIMITS ESTABLISHED IN THE RESOLUTION,
[02:06:33] WITH A MAXIMUM PAR AMOUNT OF
[02:06:35] \$135,000,000, MAXIMUM INTEREST RATE
[02:06:38] OF FOUR AND A HALF PERCENT, A MINIMUM
[02:06:41] SAVINGS TARGET ON THE 2011 BONDS OF 2%.
[02:06:45] AND THEY MUST BE SOLD WITHIN SIX MONTHS
[02:06:49] OF THE ADOPTION OF THE RESOLUTION.
[02:06:52] AND IF WE EXCEED ANY OF THOSE
[02:06:54] PARAMETERS, THEN WE WILL NEED TO GET
[02:06:56] COMMISSION AUTHORIZATION TO CHANGE THOSE
[02:07:00] NEXT SLIDE, PLEASE.
[02:07:05] NEXT STEPS ARE ADOPTION OF RESOLUTION 37
[02:07:08] 96 ON NOVEMBER 16. WE HAVE RATING
[02:07:12] AGENCY MEETINGS SCHEDULED FOR DECEMBER
[02:07:15] 7. WE ANTICIPATE SELLING THE BONDS IN
[02:07:18] MID JANUARY, AND WE'RE TARGETING THAT
[02:07:21] TIME FRAME BECAUSE IT'S A TIME WHERE
[02:07:23] THERE'S LIMITED BOND ISSUANCE,
[02:07:27] AND SO THE SUPPLY DEMAND DYNAMICS TEND
[02:07:30] TO FAVOR ISSUERS DURING THAT TIME
[02:07:33] PERIOD. SO WE'RE HOPING TO GET TO
[02:07:34] MARKET. THEN WITH THAT, I'M HAPPY TO
[02:07:38] ANSWER ANY QUESTIONS.
[02:07:42] OKAY, COMMISSIONERS, PLEASE UNMUTE
[02:07:44] YOURSELF. AND OF COURSE, WE HAVE A GREAT
[02:07:46] FEELING OF QUESTIONING OF ELIZABETH'S
[02:07:52] CANTER WITH US. I'M SURE WE HAVE ALL
[02:07:54] SORTS OF REASONS TO QUESTION HER
[02:07:57] INSIGHTS AND GUIDANCE AS ALWAYS. THANK
[02:07:59] YOU SO MUCH FOR YOUR DUE DILIGENCE AND
[02:08:02] GUIDING US THROUGH THIS ORNATE PROCESS.
[02:08:06] SHALL WE SAY, PLEASE CALL THE ROLL FOR
[02:08:10] QUESTIONS PER CARD. THANK YOU.
[02:08:11] BEGINNING WITH COMMISSIONER STEINBRUECK.
[02:08:14] NO QUESTIONS. THANKS. THANK YOU,
[02:08:16] COMMISSIONER CHO. I DON'T HAVE ANY
[02:08:19] QUESTIONS. I ALSO WANT TO ECHO THE
[02:08:21] SENTIMENTS OF COMMISSIONER FELLEMAN.
[02:08:23] THANK YOU, ELIZABETH, FOR ALWAYS BEING A
[02:08:25] GUIDING HAND ON WHAT IS OFTENTIMES VERY
[02:08:28] COMPLICATED MECHANISM THAT WE DEAL WITH.
[02:08:31] SO THANK YOU. THANK YOU, COMMISSIONER CHO.

[02:08:35] COMMISSIONER CALKINS. NO QUESTIONS FOR ME.
[02:08:38] THANK YOU. THANK YOU, COMMISSIONER
[02:08:40] BOWMAN. NO QUESTIONS.
[02:08:44] JUST A COMMENT. ALSO, ELIZABETH, THANK
[02:08:46] YOU SO MUCH FOR ALL OF YOUR WORK OVER
[02:08:49] THE YEARS. IT'S BEEN A PLEASURE TO WORK
[02:08:51] WITH YOU. AND I'VE ALWAYS HAD JUST AN
[02:08:54] EXTRAORDINARY AMOUNT OF CONFIDENCE IN
[02:08:56] YOUR ABILITY. YOU JUST HAVE SUCH A LEVEL
[02:08:59] HEAD. YOU HAVE DONE YOUR HOMEWORK.
[02:09:00] YOU'VE REALLY GUIDED THE PORT OVER MANY
[02:09:03] YEARS. AND I JUST WANTED TO SAY HOW MUCH
[02:09:04] I APPRECIATE THAT. AND THANK YOU FOR
[02:09:06] YOUR WORK ON THIS ISSUANCE AS WELL.
[02:09:11] THANK YOU, COMMISSIONERS BOWMAN. MOVING
[02:09:12] TO COMMISSIONER FELLEMAN. NO FURTHER
[02:09:16] QUESTIONS. I'M JUST CONCERNED IF SHE
[02:09:18] EVER WANTED TO TRICK US. WE HAVE SUCH
[02:09:20] BUILT THAT SHE'S BUILT SO MUCH FAITH
[02:09:22] WITH US THAT WE FEEL VULNERABLE. SO IS
[02:09:25] THERE A MOTION IN A SECOND FOR THE
[02:09:27] APPROVAL OF ITEM TEN? F INTRODUCTION OF
[02:09:30] RESOLUTION NUMBER 37 96.
[02:09:37] SO IF THERE'S NO FURTHER DISCUSSION,
[02:09:39] CLERK HART, PLEASE CALL THE ROLL FOR THE
[02:09:41] VOTE. THANK YOU. BEGINNING WITH
[02:09:43] COMMISSIONER STEINBRUECK. YES. THANK YOU,
[02:09:47] COMMISSIONER CHO. AYE. THANK YOU,
[02:09:50] COMMISSIONER CALKINS. AYE. THANK YOU,
[02:09:53] COMMISSIONER BOWMAN. AYE. THANK YOU,
[02:09:57] COMMISSIONER FELLEMAN. AYE. THANK YOU. YOU
[02:10:00] HAVE FIVE YESES AND ZERO NOS FOR THIS
[02:10:02] ITEM. WELL, THEN THE MOTION PASSES AS
[02:10:05] ALWAYS. THANK YOU, ELIZABETH. THANK YOU.
[02:10:07] SO PLEASE READ THE NEXT ITEM INTO THE
[02:10:10] RECORD AND EXECUTIVE METRUCK WILL THEN
[02:10:12] INTRODUCE IT. THANK YOU. THIS IS ITEM
[02:10:15] TEN G AUTHORIZATION FOR THE EXECUTIVE
[02:10:18] DIRECTOR TO SPEND ENVIRONMENTAL
[02:10:20] REMEDIATION FUNDS FOR 2022 IN THE AMOUNT
[02:10:23] OF \$16 MILLION AND APPROVE A
[02:10:27] FIVE YEAR SPENDING PLAN FOR \$114,000,000
[02:10:30] FOR THE ENVIRONMENTAL REMEDIATION
[02:10:32] LIABILITY PROGRAM FOR 2022 THROUGH 2026,
[02:10:35] OF WHICH AN AMOUNT ESTIMATED NOT TO
[02:10:38] EXCEED \$30 MILLION WILL BE OBLIGATED
[02:10:41] DURING 2022 TO BE SPENT IN FUTURE YEARS.
[02:10:46] COMMISSIONERS, THIS IS ANOTHER
[02:10:48] AUTHORIZATION YOU SEE ON A YEARLY BASIS.
[02:10:50] ENVIRONMENTAL REMEDIATION PROJECTS
[02:10:52] DEFINE AND MINIMIZE THREATS TO THE
[02:10:54] ENVIRONMENT CAUSED BY THE EFFECTS OF
[02:10:55] HISTORIC INDUSTRIAL ACTIVITY PROPERTIES
[02:10:58] ACQUIRED BY THE PORT PRIOR TO PORT
[02:11:00] OPERATIONS AND PRIOR TENANT OPERATIONS.
[02:11:04] THE PORT IS INVESTING HEAVILY IN QUITE A
[02:11:05] FEW PROJECTS TO IMPROVE THE ENVIRONMENT
[02:11:07] AND ADDRESS IMPACTS FROM AN INDUSTRIAL
[02:11:09] ACTIVITY. TODAY WE SEEK YOUR APPROVAL
[02:11:11] FOR A FIVE YEAR SPENDING PLAN TO ADDRESS
[02:11:13] THE NUMBER OF THESE CLEAN UP ACTIVITIES.
[02:11:15] THE PRESENTERS THIS AFTERNOON ARE CATHY
[02:11:17] BONNET, SENIOR MANAGER, ENVIRONMENTAL

[02:11:20] PROGRAMS AND MEGHAN KING, SENIOR
[02:11:22] ENVIRONMENTAL PROGRAMS MANAGER. KATHY.
[02:11:27] GOOD AFTERNOON, COMMISSIONERS AND
[02:11:28] EXECUTIVE DIRECTOR METRUCK. I'M KATHY
[02:11:31] BONNIC AND I'M HERE WITH MEGAN KING,
[02:11:33] AND WE'RE HERE TODAY TO ASK FOR THE
[02:11:35] ANNUAL BUDGET AUTHORIZATION FOR THE
[02:11:38] ENVIRONMENTAL REMEDIATION LIABILITY
[02:11:40] PROGRAM. WE'RE ASKING TO AUTHORIZE
[02:11:44] \$16 MILLION FOR 2022.
[02:11:46] THE PURPOSE OF THIS PROGRAM IS TO
[02:11:49] ADDRESS LEGACY CONTAMINATION ON POOR
[02:11:51] PROPERTY. IT'S NOT PART OF A COMPLIANCE
[02:11:53] PROGRAM THAT MANAGES CURRENT OPERATIONS,
[02:11:55] SUCH AS THE STORMWATER PROGRAM BUT
[02:11:57] ADDRESSES HISTORIC CONTAMINATION. IT'S
[02:12:00] AN ANNUAL BUDGET WHICH IS NEEDED BECAUSE
[02:12:02] THIS WORK FALLS UNDER EXPENSE,
[02:12:05] EVEN THOUGH THE PROJECTS ARE MULTIYEAR
[02:12:07] PROJECTS THAT CAN LAST FOR DECADES. THE
[02:12:10] SCOPE OF THE WORK AND CONTRACTING IS
[02:12:12] AUTHORIZED UNDER SEPARATE
[02:12:14] AUTHORIZATIONS, AS MOST OF THE WORK IS
[02:12:16] PERFORMED UNDER THE OVERSIGHT OF OUR
[02:12:18] REGULATORY AGENCY, SUCH AS EPA OR
[02:12:20] ECOLOGY, AND OUR LEGAL AGREEMENTS,
[02:12:23] WHICH WE HAVE TO GO TO COMMISSION TO GET
[02:12:24] AUTHORIZATION TO SIGN, AND MANY OF THEM
[02:12:27] ALSO INVOLVE COST SHARING AGREEMENTS
[02:12:28] WITH OTHER RESPONSIBLE PARTIES. THE PORT
[02:12:32] IS INVOLVED, LIKE STEVE SAID IN MOST OF
[02:12:34] THESE PROJECTS DUE TO OUR OWNERSHIP OF
[02:12:36] THE PROPERTY AND MANY OF THE PROPERTIES
[02:12:38] WERE CONTAMINATED BEFORE PORT OWNERSHIP,
[02:12:40] AND THE PORT PURCHASED THEM AS PART OF A
[02:12:42] BROWNFIELD DEVELOPMENT IN WHICH
[02:12:44] UNDERUTILIZED CONTAMINATED PROPERTIES
[02:12:47] WERE PUT BACK INTO ECONOMIC USE, AND IT
[02:12:49] SUPPORTED THE CLEANUP OF THE PROPERTIES.
[02:12:52] THIS WAS THE CASE FOR THE EXPANSION OF
[02:12:53] TERMINAL FIVE AND TERMINAL 18 IN THE
[02:12:56] PAST BECAUSE MOST OF THE CONTAMINATION
[02:12:58] WAS CAUSED BY OTHERS, COST RECOVERY IS
[02:13:01] IMPORTANT, BUT TO RECOVER COSTS, WE NEED
[02:13:03] TO PERFORM THE WORK FIRST. THE LARGEST
[02:13:07] COST THAT WILL BE INCURRED IN 2022 UNDER
[02:13:09] THIS PROGRAM IS THE CONTINUATION OF THE
[02:13:12] DESIGN WORK FOR BOTH THE UPPER AND THE
[02:13:14] MIDDLE REACH OF THE LOWER DUWAMISH
[02:13:16] RIVER, WHICH IS A FIVE MILE SECTION OF
[02:13:19] RIVER BETWEEN THE TURNING BASIN AND THE
[02:13:22] WEST SEATTLE BRIDGE. AND WE'RE DOING
[02:13:25] THIS WORK WITH OUR PARTNERS, THE CITY,
[02:13:27] COUNTY AND BOEING. ANOTHER ONE IS THE
[02:13:29] COMPLETION OF THE HABITAT PROJECT AT THE
[02:13:31] FORMER TERMINAL 117 CLEANUP SITE. THIS
[02:13:34] HABITAT AND PUBLIC ACCESS SITE IS
[02:13:38] LOCATED IN THE SOUTH PARK COMMUNITY,
[02:13:40] AND IT SHOULD BE DONE THIS YEAR OR IN
[02:13:42] 2022. THE ENVIRONMENTAL REMEDIATION
[02:13:46] LIABILITY SITES ARE AT VARIOUS STAGES OF
[02:13:48] INVESTIGATION AND OR CLEAN UP, AS WAS
[02:13:51] DESCRIBED IN THE COMMISSION DEMO A

[02:13:53] NUMBER OF THESE SITES. ABOUT HALF OF THE
[02:13:55] SITES ARE LOCATED ALONG THE DUWAMISH
[02:13:58] WATERWAY 7TH SITE OR THE EAST WATERWAY
[02:14:00] 7TH SITE. A NUMBER OF THEM ARE IN
[02:14:04] VARIOUS STAGES. LIKE WE SAID, WE'VE GOT
[02:14:06] SOME GOOD NEWS AND THAT SOME OF THEM ARE
[02:14:08] COMING TO COMPLETION. WE COMPLETED THE
[02:14:11] CLEANUP AT TERMINAL 30 AND AT LAURA LAKE
[02:14:14] THOSE SITES. AND WE'VE ALSO GOT SOME NEW
[02:14:16] SITES LIKE TERMINAL 25 SOUTH, WHERE
[02:14:19] WE'LL BE COMING BACK TO YOU IN THE FIRST
[02:14:22] QUARTER OF 2022 TO ASK FOR AUTHORIZATION
[02:14:26] TO SIGN IN ORDER TO DO THE INVESTIGATION
[02:14:28] FOR A CLEANUP AT THAT SITE. WITH THAT,
[02:14:32] DO YOU HAVE ANY QUESTIONS,
[02:14:36] SANDRA? DO YOU HAVE ANY QUESTIONS?
[02:14:37] ANYTHING YOU'D LIKE TO ADD TO THIS?
[02:14:42] NO. THIS IS AN IMPORTANT PROGRAM FOR
[02:14:46] THE PORT TO ENGAGE IN, AND WE
[02:14:50] PLAY A LARGE ROLE IN THE REGION AND
[02:14:53] HELPING CLEAN UP THESE CONTAMINATED
[02:14:55] SITES. SO APPRECIATE YOUR SUPPORT.
[02:14:59] THAT WAS MY SENTIMENT. EXACTLY. IF
[02:15:02] ANYBODY THOUGHT THAT A PORT WAS A
[02:15:05] POLLUTION GENERATOR, WHEN YOU LOOK AT
[02:15:08] THE AMOUNT OF MONEY WE SPEND ON CLEANING
[02:15:10] UP OFTEN OTHER PEOPLE'S PROBLEMS, I'M
[02:15:13] ALWAYS IMPRESSED. AND IN FACT, IT'S THIS
[02:15:16] PRICE TAG THAT REALLY LED ME TO CHAMPION
[02:15:18] THE IDEA OF THE PORT HAVING GREEN
[02:15:22] JOBS AS BEING PART OF OUR MISSION. IN
[02:15:24] THAT WHEN YOU SEE, OBVIOUSLY, SOME
[02:15:26] CONTRACTORS ARE MAKING A LOT OF MONEY
[02:15:29] DOING THIS WORK. AND SO I
[02:15:32] SEE THIS SORT OF BASIC, FUNDAMENTAL ROLE
[02:15:35] OF BEING A PORT IS SUPPORTING THIS KIND
[02:15:37] OF EFFORT. AND I'M GLAD WE SEE KAREEM
[02:15:39] JOBS AS BEING VERY MUCH IN OUR
[02:15:41] PORTFOLIO. SO VERY GOOD. THEN, CLARKE,
[02:15:45] WOULD YOU PLEASE CALL THE ROLE FOR
[02:15:46] QUESTIONS ON THIS ITEM? YES. BEGINNING
[02:15:49] WITH COMMISSIONER STEINBRUECK. NO
[02:15:52] QUESTIONS. THANK YOU. THANK YOU,
[02:15:55] COMMISSIONER. COMMISSIONER CHO, I'M
[02:15:57] GOOD. THANK YOU SO MUCH FOR ALL YOUR
[02:15:58] GREAT WORK. THANK YOU, COMMISSIONER. TO
[02:16:01] COMMISSIONER CALKINS. NO QUESTIONS.
[02:16:05] THANK YOU, COMMISSIONER BOWMAN. I JUST
[02:16:08] TAKE A MINUTE TO GET A COMMENT JUST TO
[02:16:11] THANK THE STAFF. I THINK THIS IS
[02:16:13] COMMISSIONER BOWMAN STARTED TO ALLUDE TO
[02:16:15] THIS IS ONE OF THE REALLY GREAT STORIES
[02:16:18] ABOUT THE PORT OF SEATTLE THAT SEEMS TO
[02:16:20] CONTINUE TO GET NOT TOLD. AND I WOULD
[02:16:23] SAY THIS IS ONE OF THE YEARS IN
[02:16:25] PARTICULAR, THERE'S BEEN QUITE A BIT OF
[02:16:26] CRITICISM OF THE PORT PUBLICLY WHERE
[02:16:29] PEOPLE HAVE ACTIVELY SAID THAT THE PORT
[02:16:31] COURT IS INACCURATELY, CLAIMED THAT THE
[02:16:33] PORT WAS THE BIGGEST POLLUTER IN THE
[02:16:36] STATE OF WASHINGTON. THAT IS NOT
[02:16:37] ACCURATE AND ALSO THAT WE ARE NOT
[02:16:40] COMMITTED TO ENVIRONMENTAL CLEANUP,

[02:16:42] WHICH IS NOT ACCURATE AS WELL. I THINK
[02:16:44] THAT THIS ANNUAL ALLOCATION AND IT IS
[02:16:47] NOT THE ONLY THING THAT WE DO. BUT THE
[02:16:51] ANNUAL ALLOCATION FOR THE EARLY
[02:16:52] PROJECTS, AS THEY'RE KNOWN, IS REALLY
[02:16:55] THE PORT'S COMMITMENT TO AGAIN,
[02:16:58] ENVIRONMENTAL REMEDIATION AND MAKING
[02:16:59] SURE THAT WE ARE DOING OUR PART. SO OVER
[02:17:02] THE YEARS, I'VE REALLY APPRECIATED THE
[02:17:04] STAFF'S DILIGENCE IN BRINGING THESE
[02:17:06] PROJECTS FORWARD. IN SOME CASES, HAVING
[02:17:09] TO DO A LOT OF LEGAL EXPLORATION IS TO
[02:17:12] MAKE SURE THAT THE COST SHARE IS FAIR.
[02:17:15] IN MANY OF THESE CASES, THIS IS A LEGACY
[02:17:18] INDUSTRIAL CONTAMINATION OF WHICH THE
[02:17:20] PORT WAS ONLY ONE PARTY. SO ALL THAT
[02:17:23] SAID, YOU ALL CAN CONTINUE TO
[02:17:27] GET OUT THE STORY ABOUT THE GOOD WORK
[02:17:29] THAT OUR ENVIRONMENTAL TEAM DOES AND THE
[02:17:32] HUNDREDS OF MILLIONS OF DOLLARS THAT HAS
[02:17:34] BEEN INVESTED BY THE PORT OF SEATTLE TO
[02:17:36] CLEAN UP THE LAND AND WATER AROUND OUR
[02:17:40] OPERATIONS. AGAIN, I THINK IT'S JUST A
[02:17:42] REALLY IMPORTANT STORY TO TELL. AND
[02:17:44] WHILE THIS IS JUST A DOLLAR AMOUNT, IT
[02:17:45] REALLY DOES HAVE AN IMPACT ON THE
[02:17:47] QUALITY OF LIFE, PARTICULARLY FOR THOSE
[02:17:49] THAT LIVE AROUND OUR FACILITIES. SO
[02:17:51] THANK YOU ALL FOR YOUR GOOD WORK.
[02:17:56] THANK YOU, COMMISSIONERS BOWMAN.
[02:17:57] COMMISSIONERS FELLEMAN, I HAVE NO
[02:18:00] FURTHER QUESTIONS, BUT I WOULD JUST LIKE
[02:18:01] TO RESTATE THE REQUEST
[02:18:06] HERE TO SPEND ENVIRONMENTAL REMEDIATION
[02:18:08] FUNDS FOR 2022 IN THE AMOUNT OF \$16
[02:18:12] MILLION AND APPROVE A FIVE YEAR SPENDING
[02:18:15] PLAN FOR \$114,000,000 FOR
[02:18:18] THE ENVIRONMENTAL REMEDIATION LIABILITY
[02:18:21] PROGRAM FOR 2022 TO 2026, OF WHICH
[02:18:25] AN AMOUNT ESTIMATED NOT TO EXCEED \$30
[02:18:27] MILLION WILL BE OBLIGATED DURING 2022 TO
[02:18:31] BE SPENT IN FUTURE YEARS. NOW,
[02:18:34] OBVIOUSLY, WE'RE NOT NECESSARILY GOING
[02:18:35] TO SPEND ALL THAT MONEY, BUT WE ARE
[02:18:37] AUTHORIZING THAT TO SHOW THAT
[02:18:40] WE ARE PREPARED TO DO OUR PART
[02:18:43] REGARDLESS, YET TO BE DEFINED WHAT THAT
[02:18:46] IS. BUT THIS IS NOT CHUMP CHANGE. THANK
[02:18:50] YOU FOR YOUR HELP IN LETTING US CONTINUE
[02:18:52] TO BE A RESPONSIBLE OPERATOR IN OUR
[02:18:54] WATERWAYS. CLERK HART, PLEASE CALL THE
[02:18:57] ROLL FOR THE VOTE.
[02:19:03] DO WE HAVE A MOTION ON THE FLOOR? I
[02:19:04] DON'T KNOW THAT WE HAVE A MOTION, DID
[02:19:06] WE? NO QUESTIONS. FIRST, MY BAD. PLEASE
[02:19:09] CALL. DO I HAVE A MOTION AND A SECOND,
[02:19:11] PLEASE? SECOND.
[02:19:16] THANK YOU. SO, CLERK HART, PLEASE CALL
[02:19:17] THE ROLL. THANK YOU. BEGINNING WITH
[02:19:20] COMMISSIONER STEINBRUECK. YES. THANK YOU.
[02:19:23] COMMISSIONER CHO. YES. THANK YOU.
[02:19:26] COMMISSIONER CALKINS. AYE. THANK YOU.
[02:19:29] COMMISSIONER BOWMAN. AYE. THANK YOU,

[02:19:32] COMMISSIONER FELLEMAN. AYE. THANK YOU.
[02:19:36] YOU HAVE FIVE GUESSES AND ZERO NOS FOR
[02:19:38] THIS ITEM. THE MOTION THEN PASSES.
[02:19:42] THANK YOU SO MUCH FOR YOUR EFFORTS.
[02:19:43] WE'RE GOING TO MOVE ON NOW TO ITEM TEN
[02:19:46] H. ALL RIGHT. SO I'M
[02:19:53] SORRY, I CAN GO AHEAD AND READ THIS INTO
[02:19:57] THE RECORD, MR. COMMISSION PRESIDENT.
[02:19:58] AND THEN WE HAVE INTERIM CHIEF OF STAFF
[02:20:01] AARON PATRICK AVAILABLE TO INTRODUCE THE
[02:20:02] ITEM. THANK YOU. SO I'LL READ IT INTO
[02:20:06] THE RECORD. THIS IS ITEM TEN H ORDER
[02:20:08] NUMBER 2020 111. IN ORDER ENDORSING THE
[02:20:11] EXECUTIVE DIRECTOR'S ADOPTION OF POLICY
[02:20:13] HR 34, REQUIRING PORT EMPLOYEES TO BE
[02:20:16] FULLY VACCINATED AGAINST COVID 19.
[02:20:21] THANK YOU, COMMISSIONERS AND EXECUTIVE
[02:20:23] DIRECTOR METRUCK BACK ON SEPTEMBER 28,
[02:20:27] COMMISSIONERS EXPRESSED THEIR SUPPORT
[02:20:29] FOR THE EXECUTIVE DIRECTOR'S ISSUANCE OF
[02:20:30] HR 34. THEY MADE VACCINATIONS AGAINST
[02:20:33] COVID-19 THE CONDITION OF EMPLOYMENT FOR
[02:20:35] ALL PORT EMPLOYEES. THE EXECUTIVE
[02:20:38] DIRECTOR'S ADOPTION OF HR 34 FALLS
[02:20:40] SQUARELY WITHIN THE EXECUTIVE DIRECTOR'S
[02:20:42] DELEGATED AUTHORITY TO MANAGE PORT STAFF
[02:20:44] AND ADOPT ADMINISTRATIVE OR OPERATIONAL
[02:20:46] RULES AND PRACTICES. THE ORDER TODAY
[02:20:49] STATES THAT IN RECOGNITION OF THE
[02:20:52] URGENCY OF THE ACTION NEEDED TO ADDRESS
[02:20:54] COVID-19, THE PORT COMMISSION HEREBY
[02:20:57] FORMALLY ENDORSES THE EXECUTIVE
[02:20:59] DIRECTOR'S IMPLEMENTATION OF HR 34,
[02:21:02] REQUIRING ALL PORT EMPLOYEES TO BE FULLY
[02:21:04] VACCINATED AGAINST COVID-19 OR BE
[02:21:07] SEPARATED FROM EMPLOYMENT UNLESS THEY
[02:21:08] APPLY AND QUALIFY FOR RELIGIOUS OR
[02:21:11] MEDICAL EXEMPTIONS THAT CAN BE
[02:21:12] REASONABLY ACCOMMODATED. THAT CONCLUDES
[02:21:15] MY PRESENTATION TODAY. I'LL TURN IT OVER
[02:21:17] TO YOU. COMMISSION PRESIDENT. THANK YOU,
[02:21:21] AARON CLARK. BEFORE WE CALL
[02:21:26] THE ROLL FOR QUESTIONS, I'D LIKE TO SAY
[02:21:29] A COUPLE OF THINGS HERE. AS EXPRESSED IN
[02:21:31] OUR SEPTEMBER 28 MEETING, THE COMMISSION
[02:21:34] STRONGLY SUPPORTED THE EXECUTIVE
[02:21:36] DIRECTOR'S DECISION TO REQUIRE ALL
[02:21:38] IMPORTANT EMPLOYEES TO BE VACCINATED
[02:21:40] AGAINST COVID-19 BY NOVEMBER 15,
[02:21:44] THIS POLICY HAS ALREADY PROVEN
[02:21:45] TREMENDOUSLY EFFECTIVE, IMPROVING THE
[02:21:47] PORT REPORTED EMPLOYEE VACCINATION RATE
[02:21:51] FROM JUST 56% WHEN THE POLICY WAS
[02:21:53] ANNOUNCED ON SEPTEMBER 14% TO 85%
[02:21:57] TODAY, WITH NEARLY A WEEK STILL TO GO
[02:22:00] BEFORE THE DEADLINE, THE COMMISSION
[02:22:01] HOPES AND EXPECTS THIS NUMBER TO END UP
[02:22:04] EVEN HIGHER. THE COMMISSION RECOGNIZES
[02:22:06] THAT A VERY SMALL NUMBER OF PEOPLE HAVE
[02:22:08] ADVERSE REACTIONS TO THE VACCINES, AND
[02:22:10] OTHERS MAY HAVE SINCERELY HELD RELIGIOUS
[02:22:12] BELIEFS AND OBJECTIONS TO THEM.
[02:22:16] THAT IS WHY THE EXECUTIVE DIRECTOR'S

[02:22:17] POLICY APPROPRIATE ALLOWS FOR EXEMPTIONS
[02:22:19] FOR EMPLOYEES, PROVIDED THAT A
[02:22:21] REASONABLE ACCOMMODATION IS POSSIBLE.
[02:22:24] AS MANY ARE AWARE, ONE OF THE UNION IS
[02:22:26] REPRESENTING SOME IMPORTANT EMPLOYEES
[02:22:27] THAT FILED THE LAWSUIT CHALLENGING THE
[02:22:29] VACCINATION POLICY. WHILE THIS IS, OF
[02:22:32] COURSE THEY'RE RIGHT, THE COMMISSION
[02:22:33] VERY MUCH DISAGREES WITH THE LAWSUITS
[02:22:35] ASSERTIONS. SPECIFICALLY, THE
[02:22:38] VACCINATION POLICY IS WELL WITHIN THE
[02:22:40] EXECUTIVE DIRECTOR'S POWERS UNDER THE
[02:22:42] BROAD AUTHORITY. THIS COMMISSION IS
[02:22:43] DELEGATED TO HIM TO MANAGE THE PORT,
[02:22:46] AND IT'S CRITICAL TO PROTECTING THE
[02:22:48] HEALTH AND WELL BEING OF PORT EMPLOYEES
[02:22:51] AND THEIR FAMILIES, PORT CONTRACTORS,
[02:22:53] CUSTOMERS AND GUESTS AS WELL AS THE
[02:22:55] COMMUNITY AT LARGE. THERE'S NO NEED FOR
[02:22:58] US TO AMEND THE DELEGATION BECAUSE IT
[02:23:00] ALREADY AFFORDS THE EXECUTIVE DIRECTOR
[02:23:02] AUTHORITY TO ISSUE WORKPLACE HEALTH AND
[02:23:04] SAFETY RULES LIKE THE VACCINATION
[02:23:07] POLICY. THEREFORE, THE ORDER THE
[02:23:10] COMMISSION IS CONSIDERING TODAY DOES NOT
[02:23:12] ALTER THE DELEGATION IN ANY WAY.
[02:23:14] RATHER, IT SIMPLY REITERATES THE
[02:23:16] COMMISSION'S WHOLEHEARTED SUPPORT FOR
[02:23:18] THE EXECUTIVE DIRECTOR'S DECISION TO
[02:23:20] ADOPT THE VACCINATION POLICY. SIR.
[02:23:23] CART, WOULD YOU PLEASE CALL THE ROLL FOR
[02:23:26] COMMENTS ON THIS POLICY? THANK YOU FOR
[02:23:29] QUESTIONS OR COMMENTS BEGINNING WITH
[02:23:31] COMMISSIONERS STEINBRUECK. NO COMMENTS.
[02:23:33] THANK YOU. THANK YOU. COMMISSIONER CHO.
[02:23:36] YEAH. I JUST WANT TO REITERATE THAT.
[02:23:39] I DON'T BELIEVE, ACTUALLY THAT THIS
[02:23:42] MOTION IS NECESSARY. I THINK IT'S WELL
[02:23:44] WITHIN THE RIGHTS OF OUR EXECUTIVE
[02:23:45] DIRECTOR TO DO THIS, BUT UNFORTUNATELY,
[02:23:48] DUE TO THE CIRCUMSTANCE, WE ARE VOTING
[02:23:50] ON THIS AND I WILL BE VOTING IN FAVOR OF
[02:23:51] IT. IT'S ALSO UNFORTUNATE THAT THE ISSUE
[02:23:55] OF VACCINES HAS BEEN POLITICIZED TO THE
[02:23:57] EXTENT THAT IT HAS AND I WOULD BE REMISS
[02:24:01] IF I DIDN'T REMIND EVERYONE THAT IF YOU
[02:24:03] EVER ATTENDED PUBLIC SCHOOLS. YOU ARE
[02:24:05] SUBJECT TO VACCINE MANDATES YOUR ENTIRE
[02:24:08] K THROUGH TWELVE EDUCATION. SO IT'S
[02:24:11] TRULY UNFORTUNATE THAT THIS ISSUE HAS
[02:24:13] BECOME A WEDGE ISSUE FOR MANY PEOPLE.
[02:24:17] AND WITH THIS IS THAT I PERSONALLY
[02:24:20] BELIEVE THAT EVERYONE HAS THE RIGHTS TO
[02:24:22] DO WHATEVER THEY WANT WITH THEIR BODY.
[02:24:25] I WOULD BE A HYPOCRITE IF I DIDN'T
[02:24:29] ENDORSE THAT PRINCIPLE. HOWEVER, WHEN
[02:24:32] THE DECISIONS YOU MAKE START TO
[02:24:34] INFLUENCE OR AFFECT THE LIVES OF OTHERS,
[02:24:37] THAT'S WHEN YOU CROSS THE LINE. AND THIS
[02:24:39] VACCINATION ISSUE IS NOT SO MUCH ABOUT
[02:24:42] WHETHER OR NOT YOU HAVE THE RIGHT TO
[02:24:44] CHOOSE TO GET A VACCINE OR NOT, BECAUSE
[02:24:46] YOU STILL DO. BUT THERE ARE CONSEQUENCES

[02:24:49] TO OUR DECISIONS AS HUMANS, AS MEMBERS
[02:24:53] OF THE COMMUNITY AND AS EMPLOYEES OF THE
[02:24:55] PORT OF SEATTLE. AND SO I WOULD HOPE
[02:24:57] THAT PEOPLE WOULD THINK ABOUT THE
[02:24:58] CONSEQUENCES OF THEIR DECISIONS. AND IN
[02:25:01] THIS CASE, IF YOU DON'T GET VACCINATED,
[02:25:03] YOU ARE JEOPARDIZING THE HEALTH OF YOUR
[02:25:05] COLLEAGUES, YOUR FAMILY AND YOUR LOVED
[02:25:06] ONES. AND I WOULD ASK THAT THOSE WHO ARE
[02:25:09] RESISTING THE VACCINATION TO THINK ABOUT
[02:25:11] IT THROUGH THE LENS OF HOW YOU'RE
[02:25:13] AFFECTING OTHER PEOPLE'S LIVES AS WELL.
[02:25:16] WITH THAT, I WILL END MY COMMENTS AND I
[02:25:19] LOOK FORWARD TO GOING IN FAVOR OF THIS.
[02:25:23] THANK YOU, COMMISSIONERS. COMMISSIONER.
[02:25:29] NO FURTHER COMMENTS. THANK YOU,
[02:25:31] COMMISSIONER. COMMISSIONER BOWMAN. NO
[02:25:34] COMMENTS. THANK YOU. COMMISSIONERS
[02:25:37] FELLEMAN. NO FURTHER COMMENTS.
[02:25:41] SO IS THERE A MOTION AND A SECOND TO
[02:25:43] APPROVE ITEM TEN H?
[02:25:49] THE MOTION HAS BEEN MOVED. AND SECONDED,
[02:25:52] CLERK HART, WOULD YOU PLEASE CALL THE
[02:25:54] ROLL FOR THE VOTE? YES. BEGINNING WITH
[02:25:57] COMMISSIONER STEINBRUECK. YES. THANK YOU.
[02:26:00] COMMISSIONERS CHO. AYE. THANK YOU,
[02:26:03] COMMISSIONER CALKINS AYE. THANK YOU,
[02:26:06] COMMISSIONER BOWMAN. AYE. THANK YOU,
[02:26:09] COMMISSIONERS FELLEMAN. AYE. THANK YOU.
[02:26:13] THERE ARE FIVE YESSES AND ZERO NOS FOR THIS ITEM,
[02:26:16] SO THE MOTION PASSES. NOW WE GET TO GO
[02:26:20] BACK TO ITEM NINE OF UNFINISHED
[02:26:22] BUSINESS. I BELIEVE. YES. AND IF YOU
[02:26:25] LIKE, I CAN GO AHEAD AND READ NINE A
[02:26:27] INTO THE RECORD, PLEASE.
[02:26:30] THIS IS AGENDA ITEM NINE, A AIRPORT
[02:26:33] GROUND TRANSPORTATION ACCESS PLAN
[02:26:35] ROADMAP. AND THIS IS ASSOCIATED WITH
[02:26:37] ITEM NINE B.
[02:26:45] THERE YOU GO. THANK YOU, CLERK HART,
[02:26:47] COMMISSIONERS. THERE'S NO ACTION
[02:26:50] ASSOCIATED WITH THIS ITEM. HOWEVER, WE
[02:26:52] BELIEVE IT WOULD BE HELPFUL TO PRESENT
[02:26:53] OUR GROUND TRANSPORTATION ACCESS PLAN
[02:26:56] ROADMAP TO PROVIDE SOME CONTEXT FOR THE
[02:26:59] AUTHORIZATION IMMEDIATELY FOLLOWING THIS
[02:27:00] PRESENTATION, I'LL HAVE MORE TO SAY ON
[02:27:02] THAT ITEM AFTER THIS BRIEFING. BASED ON
[02:27:06] YOUR QUESTIONS AT THE LAST MEETING, THE
[02:27:07] AIRPORT STAFF HAS PREPARED THIS OVERVIEW
[02:27:09] OF OUR EFFORTS TO CARRY OUT THE
[02:27:11] COMMISSION'S POLICY DIRECTION ON AIRPORT
[02:27:13] GROUND TRANSPORTATION. THIS INCLUDES
[02:27:15] REDUCING EMISSIONS, REDUCING PRIVATE
[02:27:17] VEHICLE USE, AND INCREASING HIGH
[02:27:19] OCCUPANCY VEHICLE AND TRANSIT USE.
[02:27:21] PRESENTERS THIS AFTERNOON ARE PETER
[02:27:23] LINDSAY, AIRPORT OPERATIONS DEVELOPMENT
[02:27:25] MANAGER AND LESLIE STAN, SENIOR MANAGER,
[02:27:28] AVIATION ENVIRONMENT AND SUSTAINABILITY.
[02:27:30] PETER, THANK YOU. EXECUTIVE METRUCK AND
[02:27:33] GOOD AFTERNOON, COMMISSIONERS. PETER
[02:27:35] LINDSAY, LANDSIDE DEVELOPMENT MANAGER.

[02:27:38] I WANT TO INTRODUCE MY COLLEAGUE,
[02:27:39] LESLIE STANTON, ENVIRONMENTAL PROGRAM
[02:27:42] MANAGER. AND BEFORE I BEGIN MY COMMENTS,
[02:27:45] I DO WANT TO GIVE MANAGING DIRECTOR
[02:27:48] LANCE. LITTLE A CHANCE TO SAY IF YOU
[02:27:50] WERE AS WELL. THANK YOU,
[02:27:54] PETER. GOOD AFTERNOON. EXECUTIVE
[02:27:55] DIRECTOR METRUCK COMMISSIONERS AT THE
[02:27:58] SEPTEMBER 20 FULL COMMISSION MEETING, A
[02:28:00] NUMBER OF YOU HAD ASKED SEVERAL
[02:28:02] QUESTIONS REGARDING HOW THE WIDENING
[02:28:04] ARRIVALS PROJECT RELATES OVER DRAWN
[02:28:06] TRANS STATION GOES AND HOW THE PROJECT
[02:28:09] SUPPORTS THOSE GOALS. COMMISSIONERS,
[02:28:12] MOST OF YOU ARE AWARE THAT WE HAVE DONE
[02:28:14] A WHOLE LOT OF WORK WITH REGARDS TO THE
[02:28:16] GTOP OR THE GROUND TRANSLATION ACCESS
[02:28:18] PLAN. HOWEVER, WE STILL HAVE A LOT OF
[02:28:20] WORK TO DO, AND WE STRUGGLE A BIT IN THE
[02:28:23] LAST MEETING TO EXPLAIN HOW THE WIDE AND
[02:28:26] THE RIVALS DRIVE PROJECT INTEGRATES WITH
[02:28:28] THE GTAP EFFORTS AND ALSO ANSWERING THE
[02:28:32] MORE TECHNICAL QUESTIONS RELATED TO THE
[02:28:35] PROJECT SCORE, SUCH AS DEDICATED LANDS
[02:28:38] FOR HIGH OCCUPANT VEHICLES AND
[02:28:39] DEVELOPMENT OF THE STAMP FOR
[02:28:41] SUSTAINABILITY MASTER PLAN. SO WE'RE
[02:28:43] HOPING THAT WE CAN RECTIFY THAT. TODAY
[02:28:46] WE DEVELOP TWO COMPLEMENTARY
[02:28:47] PRESENTATIONS FOR YOU. ONE, DESCRIBE A
[02:28:51] STEP BY STEP APPROACH TO MEETING THE
[02:28:55] DRONE TRANS STATION GOALS ESTABLISHED BY
[02:28:58] THE RESOLUTION. THIS IS OUR GTA ROADMAP
[02:29:01] AND TO ANSWER SPECIFIC SCOPE RELATED
[02:29:04] QUESTIONS ABOUT THE WIDES ARRIVALS
[02:29:06] PROJECT, YOU ALL SHOULD HAVE RECEIVED A
[02:29:08] WRITTEN MEMO WITH DETAILED RESPONSES TO
[02:29:11] YOUR QUESTIONS. IT IS IMPORTANT TO KEEP
[02:29:13] IN MIND THAT TO MEET THE TRANSLATION,
[02:29:17] FOR EXAMPLE, 50% REDUCTION IN GREENHOUSE
[02:29:20] GAS 30% PRIVATE VEHICLE MODE HERE WILL
[02:29:24] REQUIRE A MULTIFACETED APPROACH TO
[02:29:26] PROBLEM SOLVING THAT AFFECTS
[02:29:30] AIRPORT OPERATIONS, COMMERCIAL
[02:29:32] MANAGEMENT, AND OUR CAPITAL INVESTMENTS
[02:29:33] SUCH AS THE WIDE AND ARRIVAL PROJECT. I
[02:29:36] WILL NOW TURN OVER TO PETER, LINDSAY AND
[02:29:37] LESLIE STANTON TO KICK OFF THE FIRST
[02:29:40] AGENDA ITEM. PETER, THANK YOU, LANCE.
[02:29:44] CLERK HART, IF YOU COULD BRING UP THE
[02:29:45] PRESENTATION AND AS LANCE MENTIONED AND
[02:29:49] EXECUTIVE METRUCK, WE'RE HERE TO SET SOME
[02:29:51] CONTEXT AROUND THE GROUND TRANSPORTATION
[02:29:53] ACCESS PLAN. REALLY, TO LET THE
[02:29:56] COMMISSION KNOW WHERE WE'VE BEEN AND
[02:29:57] WHERE WE'RE GOING TO REVIEW OUR MULTI
[02:30:00] YEAR PLAN AND DEVELOP OUR WORK PROGRAM.
[02:30:04] WE ALSO WANT TO SHARE WITH YOU HOW WE
[02:30:06] ORGANIZE OUR WORK AND GIVE YOU SOME
[02:30:07] DETAIL ABOUT THE RELATIONSHIP BETWEEN
[02:30:09] THE GOALS THAT YOU'VE PASSED AND OUR
[02:30:11] CAPITAL INITIATIVES. NEXT SLIDE,
[02:30:13] PLEASE.

[02:30:17] SO THERE'S SOME LEVEL SETTING. AS LANCET
[02:30:19] JUST MENTIONED, WE HAVE SPECIFIC GOALS
[02:30:20] THAT WERE DEVELOPED IN THE RESOLUTION
[02:30:22] 37, 59. IN PARTICULAR, THE 50% REDUCTION
[02:30:26] IN SCOPE, THREE EMISSIONS AND ALSO THE
[02:30:30] DECREASE IN PASSENGER PRIVATE VEHICLE
[02:30:33] USE. AND THEN, OF COURSE, WE HAVE A
[02:30:35] CUSTOMER SERVICE CALL 15 MINUTES TO THE
[02:30:38] TOWER TO THE CURB SIDE. THAT'S HERE AT
[02:30:40] THE AIRPORT. WE ALSO IN THE INTERVENING
[02:30:44] HERE SINCE THESE WERE PASSED, HAD A
[02:30:46] NUMBER OF COMMISSION PRIORITIES EMERGING
[02:30:48] OUR CONVERSATIONS, INCLUDING INCREASING
[02:30:50] HOV MODES SUCH AS TRANSIT, AND THAT'S
[02:30:54] BOTH FOR PASSENGERS AND EMPLOYEES AND
[02:30:56] MINIMIZING PRIVATE VEHICLE DEMAND ON OUR
[02:30:58] CURB SIDE FOR THAT LOADING AND UNLOADING
[02:31:00] ACTIVITY, ALL WITH THE EYE OF MAKING
[02:31:02] SURE THAT EQUITABLE OUTCOMES ARE INSURED
[02:31:05] FOR OUR COMMUNITIES EITHER AROUND THE
[02:31:06] AIRPORT OR THOSE WHO ARE ACCESSING OUR
[02:31:09] FACILITIES. NEXT SLIDE,
[02:31:12] PLEASE. SO JUST
[02:31:16] TO GET A SENSE OF WHAT OUR
[02:31:17] ACCOMPLISHMENTS HAVE BEEN, AND AS
[02:31:19] LANCE HAD MENTIONED, WE'VE BEEN DOING A
[02:31:21] LOT OF WORK, ESPECIALLY AROUND
[02:31:24] TRANSPORTATION NETWORK COMPANIES, USING
[02:31:25] CONTRACTS TO INCENTIVIZE A GREENER FLEET
[02:31:28] THERE AND BETTER ENVIRONMENTAL
[02:31:30] PERFORMANCE FOR THOSE VEHICLES. OF
[02:31:32] COURSE, RENEWABLE NATURAL GAS WAS PASSED
[02:31:34] BY THE COMMISSION, AND THOSE CONTRACTS
[02:31:36] BEEN USED AS A DROP IN FUEL FOR OUR PORT
[02:31:38] BUS FLEET, BOTH IN EMPLOYEE PARKING AND
[02:31:40] FOR OUR RENTAL CAR FLEET AND THEN
[02:31:43] PROVIDING ELECTRIC VEHICLE CHARGING AT
[02:31:45] THE CELL PHONE LOT. WE'VE INCLUDED THOSE
[02:31:47] IMPROVEMENTS AS WELL FOR 160 PROJECT AND
[02:31:50] LOOKING AT INCLUDING ELECTRIC VEHICLE
[02:31:52] CHARGING FOR A NORTH EMPLOYEE PARKING
[02:31:54] LOT, TOO. SO THOSE ARE SOME OF THE KEY
[02:31:57] AREAS WE'VE SEEN ELECTRIC VEHICLE AND
[02:32:00] ELECTRIFICATION BEING IMPORTANT FOR OUR
[02:32:04] INITIATIVES. WE INVESTIGATED THE ACCESS
[02:32:07] FEE CONCEPT AND UNDERSTANDING THAT WE
[02:32:09] HAVE HAD SOME FAVORABLE OPINIONS ABOUT
[02:32:13] THE THE PORT'S ABILITY TO INVOKE AN ACCESS
[02:32:15] FEE TO CHANGE BEHAVIOR, INCENTIVIZE AND
[02:32:18] MODE SHIFT, AND ALSO DEVELOPING THE
[02:32:21] AIRPORT'S TRANSPORTATION MANAGEMENT
[02:32:23] ASSOCIATION, A WAY OF ENCOURAGING
[02:32:26] DIFFERENT COMMUTE MODES TO THE AIRPORT.
[02:32:30] AND WITH THAT, I WILL TURN IT OVER TO MY
[02:32:32] COLLEAGUE LESLIE STANTON, WHO'S GOING TO
[02:32:34] KIND OF WALK THROUGH OUR ROADMAP AND HOW
[02:32:35] WE GET TO THESE GOALS. THANKS, PETER.
[02:32:39] SO CAN JUST MOVE TO THE NEXT SLIDE.
[02:32:42] THANK YOU. IN ORDER TO SET THIS UP FOR
[02:32:46] THE MAJOR QUESTION, WHICH WAS, HOW DOES
[02:32:48] OUR GROUND TRANSPORTATION ACCESS PLAN
[02:32:49] INTEGRATE WITH OUR CAPITAL DEVELOPMENT?
[02:32:51] IT'S IMPORTANT TO KNOW, IN ADDITION TO

[02:32:54] THE BACKGROUND THAT PETERS LAID OUT,
[02:32:56] THAT THE WAY THAT WE THINK ABOUT THIS IS
[02:32:58] THERE ARE TWO WAYS TO KIND OF REDUCE
[02:32:59] EMISSIONS, AND THAT IS, WE CAN PROVIDE
[02:33:03] CLEANER VEHICLE TECHNOLOGIES. THESE ARE
[02:33:04] THINGS LIKE ELECTRIC VEHICLES FOR OUR
[02:33:06] GROUND TRANSPORTATION FOLKS, OR WE CAN
[02:33:08] ALSO PROMOTE THOSE MODES, WHICH IS
[02:33:09] CHANGING PASSENGER BEHAVIOR AND CHANGING
[02:33:11] PEOPLE'S BEHAVIOR. THE THIRD AREA THAT
[02:33:14] WE'RE INTERESTED IN IS ALSO OUR
[02:33:15] SUSTAINABLE COMMUTE. SO WE HAVE OVER
[02:33:17] 20,000 EMPLOYEES THAT COME TO AND FROM
[02:33:19] THE AIRPORT EVERY DAY. SO THAT'S AN
[02:33:20] IMPORTANT CATEGORY FOR US AS WELL TO TRY
[02:33:22] TO MEET OUR GREENHOUSE GAS GOALS. BUT I
[02:33:24] JUST WANT TO SET UP THIS FRAMEWORK FOR
[02:33:26] YOU TO THINK ABOUT THE REASON WE HAVE
[02:33:28] THESE TWO OPPORTUNITIES IN TERMS OF NEW
[02:33:30] TECHNOLOGIES AND THEN CHANGING BEHAVIOR.
[02:33:33] THEN THAT'S ON THE LEFT, ON THE RIGHT
[02:33:34] HAND SIDE ARE THOSE KEY MODES THAT WE
[02:33:36] KNOW WE NEED TO INCREASE IN ADVANCE IN
[02:33:39] ORDER TO MEET OUR 2030 GOAL. SO THIS IS
[02:33:41] SOME PRELIMINARY WORK THAT WAS DONE BY
[02:33:43] ADRIAN DOWN, OUR SUSTAINABLE
[02:33:44] TRANSPORTATION PROGRAM MANAGER ON OUR
[02:33:46] TEAM, AND IT'S JUST TO LET YOU KNOW THAT
[02:33:48] THESE ARE THE FOUR MODES LOW CARBON
[02:33:50] MODES THAT WE'RE FOCUSED ON AS WE LOOK
[02:33:52] AT THE WORK PLAN THAT WE'RE WORKING ON
[02:33:54] IN THE NEXT COUPLE OF YEARS AND THEN ALL
[02:33:56] THE WAY TO 2030, I'LL LAY OUT JUST ONE
[02:33:58] OF OUR NEAR TERM WORK PLAN ITEMS OR
[02:34:00] LONGER TERM WORK PLAN ITEMS. AND THEN AT
[02:34:03] THE END, I'LL SHOW YOU HOW ALL OF THAT
[02:34:04] WORK INTEGRATES WITH OUR CAPITAL
[02:34:06] DEVELOPMENT WORK ON OUR ROADWAYS NEXT
[02:34:09] SLIDE. SO AGAIN, STAYING WITH THESE
[02:34:13] THREE CATEGORIES, WHERE WE'RE
[02:34:14] INCENTIVIZING CLEAN VEHICLE
[02:34:16] TECHNOLOGIES, THAT'S, OF COURSE, MOVING
[02:34:18] TO A CLEAN TECHNOLOGY FUTURE AS WELL AS
[02:34:21] PROMOTING THOSE LOW CARBON MODES, AND
[02:34:22] THAT'S OUR BEHAVIOR CHANGE. AND THEN
[02:34:24] AGAIN, OUR SUSTAINABLE COMMUTING. OF
[02:34:26] COURSE, FOR THE NEXT TWO YEARS, WE WANT
[02:34:28] TO LOOK AT CONVENING A BROAD STAKEHOLDER
[02:34:31] ENGAGEMENT PROCESS WITH OUR GROUND
[02:34:32] TRANSPORTATION SERVICE PROVIDERS. THOSE
[02:34:34] ARE OUR TNCS TAXIS, AIRPORTERS, OTHER
[02:34:37] FOLKS THAT PROVIDE SERVICES ON THE
[02:34:39] GROUND TRANSPORTATION TO AND FROM THE
[02:34:40] AIRPORT, AND THEN WORKING WITH OUR
[02:34:42] GOVERNMENT PARTNERS AROUND THE REGION
[02:34:44] AND STATEWIDE TO UNDERSTAND WHAT'S THEIR
[02:34:47] ROLE IN. THIS IS THEIR FUNDING
[02:34:48] AVAILABLE? WHAT ARE THE FINANCIAL
[02:34:49] BARRIERS? HOW DO THESE CHANGES IMPACT
[02:34:52] OUR DRIVERS AND OTHER FOLKS? AND THEN AT
[02:34:55] THE END OF THAT, WE'D RECOMMEND POLICIES
[02:34:57] AND PARTNERSHIPS TO SUPPORT THAT
[02:34:58] TRANSITION TO CLEANER VEHICLES FOR

[02:35:00] GROUND TRANSPORTATION SERVICE PROVIDERS.
[02:35:02] AND OBVIOUSLY, THAT WOULD PROBABLY
[02:35:03] INVOLVE, AS WE WOULD HOPE, SOME
[02:35:04] PARTNERSHIPS WITH REGIONAL GOVERNMENTS
[02:35:06] AND OTHER PARTNERS, THEN ON THE LOW
[02:35:08] CARBON PROMOTING THOSE LOW CARBON MODES
[02:35:10] AND THAT BEHAVIOR CHANGE PIECE. THIS IS
[02:35:11] WORK WE'VE TALKED ABOUT QUITE A BIT,
[02:35:13] WHICH IS COMPLETING OUR WORK ON ACCESS
[02:35:15] FEES AND MODE CHOICE. THAT'S THE WORK
[02:35:17] THAT WE'RE DOING WITH NREL, THE NATIONAL
[02:35:19] RENEWABLE ENERGY LABORATORY, LOOKING AT.
[02:35:22] WHAT WOULD IT TAKE TO CHANGE FOLKS
[02:35:24] BEHAVIOR COMING TO AND FROM THE AIRPORT?
[02:35:26] ONCE WE UNDERSTAND THOSE ISSUES AND WHAT
[02:35:28] IT TAKES TO CHANGE BEHAVIOR, WE WOULD
[02:35:29] PUT THAT INFORMATION INTO A TRAFFIC
[02:35:31] MODEL AND UNDERSTAND, HOW DOES THAT
[02:35:32] IMPACT OUR ROADWAYS COMING TO AND FROM
[02:35:33] THE AIRPORT? WHAT DOES THAT LOOK LIKE IN
[02:35:35] FOLKS TRYING TO GET TO OUR FACILITIES?
[02:35:37] IN ADDITION, WE ARE GOING TO BE WORKING
[02:35:39] ON SOME OTHER PILOT PROJECTS THAT WE
[02:35:40] HAVE ONE FOR TRANSIT TICKETS. WE'VE BEEN
[02:35:42] TALKING ABOUT THAT A BIT, CONTINUING TO
[02:35:44] WORK WITH OUR EAST SIDE BUSINESS
[02:35:46] PARTNERS AND OTHER PARTNERS TO THINK
[02:35:48] ABOUT WAYS THAT WE CAN GET FOLKS TO AND
[02:35:49] FROM THE EAST SIDE IN A MORE LOW CARBON
[02:35:52] WAY. AND THEN, OF COURSE, DEVELOPING A
[02:35:53] TRANSIT STRATEGY. WE RECOGNIZE THAT
[02:35:55] TRANSIT IS CENTRAL TO GETTING FOLKS TO
[02:35:57] AND FROM THE AIRPORT. AND WE WANT TO
[02:35:59] UNDERSTAND THERE ARE A NUMBER OF
[02:36:00] BARRIERS TO CHANGING THAT ISSUE. WE NEED
[02:36:03] TO TAKE SOME TIME TO UNDERSTAND THAT
[02:36:04] OVER THE NEXT COUPLE OF YEARS. AND THEN
[02:36:06] AGAIN, WE'VE BEEN WORKING WITH OUR
[02:36:08] TRANSPORTATION MANAGEMENT ASSOCIATION,
[02:36:09] THIS IDEA, AND WE'RE GOING TO BE
[02:36:12] IMPLEMENTING THAT AS WE'RE SPENDING THIS
[02:36:13] YEAR DEVELOPING IT. AND WE'LL BE
[02:36:15] IMPLEMENTING THAT IN THE NEXT COUPLE OF
[02:36:17] YEARS. SO THAT'S THE NEAR TERM. LET ME
[02:36:19] JUST GO TO THE LONGER TERM ITEMS HERE
[02:36:21] AND WHAT WOULD HAPPEN IS, FOR THE LATER
[02:36:23] PART, GETTING TO 2030. NEXT SLIDE,
[02:36:25] PLEASE. GREAT. SO AGAIN,
[02:36:29] AFTER WE SPEND QUITE A BIT OF TIME
[02:36:31] LOOKING AT OUR GROUND TRANSPORTATION
[02:36:33] SERVICE PROVIDER STRATEGY, LOOKING AT
[02:36:36] THAT STAKEHOLDER ENGAGEMENT, FINDING OUT
[02:36:37] THOSE BARRIERS, DEVELOPING SOME KEY
[02:36:39] STRATEGIES WE START TO IMPLEMENT. THAT
[02:36:41] THE SAME WITH OUR PROMOTING THE LOW
[02:36:42] CARBON MODE CATEGORY, WHERE WE CONTINUE
[02:36:44] TO LOOK AT, HOW CAN WE INCREASE TRANSIT
[02:36:48] TO AND FROM THE AIRPORT? WHAT DOES IT
[02:36:50] LOOK LIKE TO INTEGRATE ANY KIND OF
[02:36:52] INFRASTRUCTURE WE WOULD NEED TOWARDS
[02:36:54] THOSE GROUND TRANSPORTATION GOALS? AND
[02:36:55] THEN AGAIN, AS WE'VE TALKED ABOUT
[02:36:57] COMPLETING OUR OTHER ROADWAY

[02:37:01] CAPITAL DEVELOPMENT PROJECTS AND THEN,
[02:37:03] OF COURSE, CONTINUING TO OPERATE THE
[02:37:05] TRANSPORTATION MANAGEMENT ASSOCIATION OF
[02:37:06] THE TMA TO UNDERSTAND HOW WE CAN HELP
[02:37:09] OUR EMPLOYEES GET TO AND FROM THE
[02:37:11] AIRPORT IN LOW CARBON MODE IN A WAY THAT
[02:37:13] WORKS FOR THEM. SO JUST PULLING ALL OF
[02:37:16] THIS TOGETHER, JUST GO TO THE LAST
[02:37:17] SLIDE. NEXT SLIDE, PLEASE. THIS IS KIND
[02:37:19] OF THE END HERE TO SAY IN THE NEXT
[02:37:22] COUPLE OF YEARS. AGAIN, WE'RE GOING TO
[02:37:23] BE LOOKING AT OUR ACCESS FEES AND
[02:37:24] TRAFFIC MODELING IN 2022 AND PROBABLY A
[02:37:26] BIT INTO 2023, BUT WE DON'T KNOW WHAT
[02:37:28] THE OUTCOME OF THAT ANALYSIS IS GOING TO
[02:37:30] LOOK LIKE. SO IT'S REALLY NOT CLEAR AT
[02:37:34] THIS POINT WHAT WE WOULD BE WORKING ON
[02:37:35] WILL BE ISSUES THAT WE WOULD COME TO YOU
[02:37:38] WITH TO SAY THESE ARE THE TRADE OFFS.
[02:37:39] THIS IS WHAT WE FOUND. AT THE SAME TIME,
[02:37:41] HEATHER IS GOING TO TALK ABOUT THE WIDE
[02:37:43] ARRIVALS ROADWAYS AND THEN CONTINUING ON
[02:37:46] WITH OUR GROUND TRANSPORTATION SERVICE
[02:37:47] TRANSITION, WHICH AGAIN IS WORKING WITH
[02:37:49] THOSE PARTNERS AROUND THE REGION LOOKING
[02:37:51] AT FUNDING BARRIERS, LOOKING AT FUNDING
[02:37:52] OPPORTUNITIES AND PLANNING ALL OF THAT
[02:37:54] IN 2022 AND THEN IMPLEMENTING THAT OVER
[02:37:57] THE NEXT SEVERAL YEARS. AGAIN, SOME OF
[02:37:59] OUR CAPITAL PROJECTS, SUCH AS AND WE
[02:38:01] DON'T KNOW IF THESE PROJECTS WILL BE
[02:38:02] APPROVED OR NOT TO MOVE FORWARD. BUT IF
[02:38:04] WE HAD ROADWAYS IMPROVEMENT AND OUR
[02:38:06] GROUND TRANSPORTATION FACILITY, THAT
[02:38:09] PLANNING WOULDN'T EVEN BEGIN UNTIL 2022
[02:38:12] IF IT BEGINS AT ALL. AND THEN IT'S
[02:38:14] UNCLEAR IF WE WOULD ACTUALLY BE
[02:38:16] DEVELOPING THOSE. BUT IF THEY DID, IT
[02:38:18] WOULD COME QUITE A BIT LATER AND AGAIN
[02:38:20] FOCUSING ON OUR TRANSIT ACCESS STRATEGY.
[02:38:22] THAT IS WHAT WE WILL BE DOING NEXT YEAR
[02:38:23] AND PROBABLY A BIT INTO 2023, AND THEN
[02:38:26] WE'D BE IMPLEMENTING THAT IN THE 2024
[02:38:28] 2020 TIME FRAME. SO I'LL STOP THERE AND
[02:38:32] SEE IF WE HAVE QUESTIONS.
[02:38:37] CLERK HART, WOULD YOU LIKE TO CALL THE
[02:38:39] ROLL FOR QUESTIONS OF LESLIE FOR
[02:38:43] QUESTIONS BEGINNING WITH COMMISSIONER
[02:38:44] STEINBRUECK. THANK YOU. NO QUESTIONS.
[02:38:47] THANK YOU, COMMISSIONER CALKINS.
[02:38:50] I'M GOING TO HOLD
[02:38:51] MINE UNTIL THE NEXT ITEM. THANK YOU,
[02:38:54] SIR. COMMISSIONER BOWMAN.
[02:38:57] YEAH, I'VE ALREADY HAD A BRIEFING FROM
[02:38:59] THE STAFF ON THIS, AND I DO APPRECIATE
[02:39:02] LESLIE DIDN'T TALK TOO MUCH ABOUT IT IN
[02:39:03] THIS PRESENTATION, BUT REALLY DIVING
[02:39:06] DEEP INTO WHERE PEOPLE ARE COMING
[02:39:09] GEOGRAPHICALLY TO THE AIRPORT AND WHAT
[02:39:12] MODE OF TRANSPORT THEY'RE USING. AND SO
[02:39:16] I JUST HOPE THAT MOVING FORWARD THERE
[02:39:18] WILL BE CONTINUED OUTREACH,
[02:39:20] PARTICULARLY TO THOSE THAT ARE FURTHEST

[02:39:21] FROM THE AIRPORT TO FIND WAYS, NOT JUST
[02:39:24] ENCOURAGE THEM TO USE TRANSIT OR A
[02:39:28] RIDE SHARE BY ADVERTISING, BUT REALLY
[02:39:30] UNDERSTANDING WHAT THE BARRIERS ARE FOR
[02:39:33] THEM TO DO. SO IF YOU LIVE OUT IN TAKING
[02:39:37] UBER TO THE AIRPORT WOULD BE WELL OVER
[02:39:39] \$100 IF YOU LIVE IN SNOW CALL ME.
[02:39:43] YOU'RE JUST NOT GOING TO TAKE SEVERAL
[02:39:45] BUSES TO GET TO LIGHT RAIL TO GO TO THE
[02:39:47] AIRPORT. I REALIZED WE CAN'T SERVE ALL
[02:39:50] OF OUR CONSTITUENTS IN AN EQUAL WAY. I
[02:39:52] DO HOPE THAT WE CAN WORK IN SORT OF
[02:39:54] CONCENTRIC CIRCLES AND FIGURE OUT THOSE
[02:39:57] CLOSEST TO LIGHT RAIL. WHAT MORE CAN BE
[02:39:59] DONE TO ENCOURAGE THEM TO USE IT THOSE
[02:40:02] THAT HAVE BUS RAPID TRANSIT, SAME THING.
[02:40:06] AND THEN FROM THERE GOING OUT AND
[02:40:07] UNDERSTANDING WHAT THE BARRIERS ARE AND
[02:40:09] HOW WE MIGHT LOOK AT NEW WAYS OF
[02:40:12] CONNECTING PEOPLE TO TRANSIT TO GET TO
[02:40:15] THE AIRPORT AT THE END OF THE DAY, I
[02:40:18] KNOW THAT WE ALL SHARE THE VALUES AND
[02:40:20] WOULD AGREE WITH THE SENTIMENT THAT WHAT
[02:40:23] WE NEED TO DO MORE THAN ANYTHING ELSE,
[02:40:25] IS TO REDUCE SINGLE OCCUPANCY TRIPS TO
[02:40:27] THE AIRPORT. I WOULD ACTUALLY ADD ON TO
[02:40:30] THAT, THOUGH THE RIDE SHARE COMPANIES
[02:40:33] ARE I DON'T REMEMBER WHAT OUR LATEST
[02:40:35] NUMBERS ARE, BUT IT'S SUBSTANTIAL, OR AT
[02:40:37] LEAST IT CERTAINLY WAS BEFORE THE
[02:40:39] PANDEMIC IN TERMS OF THE VEHICLE TRIPS
[02:40:42] COMING TO THE AIRPORT. AND WHILE I KNOW
[02:40:44] THAT THAT'S ONE OF THE CONSIDERATIONS
[02:40:46] THE STAFF TAKES IS WEIGHING WHEN YOU'RE
[02:40:48] MAKING THESE DECISIONS, HOW DO WE REDUCE
[02:40:50] EMISSIONS BUT ALSO REDUCE THE ACTUAL
[02:40:53] NUMBER OF VEHICLES COMING IN? THOSE TWO
[02:40:55] CONCEPTS ARE FREQUENTLY AT ODDS WITH ONE
[02:40:58] ANOTHER. BUT I WOULD SAY IF EVERY SINGLE
[02:41:01] VEHICLE THAT CAME INTO THE AIRPORT,
[02:41:03] EVERY SINGLE RIDE SHARE, FOR EXAMPLE,
[02:41:05] WAS AN ELECTRIC VEHICLE HAS ZERO
[02:41:07] EMISSIONS, WE WOULD STILL HAVE A HUGE
[02:41:09] PROBLEM ON OUR HANDS BECAUSE IT WOULD
[02:41:11] MEAN THAT WE HAVE TOO MANY VEHICLES ON
[02:41:13] THE ROAD AND OUR ROADWAYS CAN'T HANDLE
[02:41:15] IT. AND I DON'T MEAN JUST AT THE
[02:41:16] AIRPORT. SO I HOPE THAT EQUAL EMPHASIS
[02:41:19] CAN BE TAKEN MOVING FORWARD ON THOSE TWO
[02:41:23] GOALS, NOT ONE NECESSARILY OVER THE
[02:41:26] OTHER. SO AGAIN, SORRY, JUST MORE OF A
[02:41:28] COMMENT. AND THEN I'VE GOT SOME
[02:41:29] QUESTIONS AS WE MOVE ON TO THE NEXT
[02:41:31] ITEM. THANK YOU. THANK YOU,
[02:41:34] COMMISSIONERS BOWMAN. COMMISSIONER
[02:41:35] FELLEMAN. WELL, I DO APPRECIATE
[02:41:39] COMMISSIONER BOWMAN'S COMMENT ABOUT
[02:41:41] THAT. I SAW THE GOAL BEING A DOUBLING OF
[02:41:44] THE TNC TAXI GOAL, AND I ASSUME
[02:41:49] THE PROPORTION I
[02:41:53] ASSUME THAT'S ASSUMING THAT WE'RE
[02:41:56] DEALING WITH NO DEAD HEADING. RIGHT.
[02:41:58] THAT'S THE ASSUMPTION THAT WE'RE TAKING

[02:42:01] PEOPLE COMING AND GOING AS WELL AS LOWER
[02:42:04] EMISSION VEHICLES. IS THAT PART OF THE
[02:42:07] STORY? YES. THAT'S CORRECT. THAT WOULD
[02:42:10] BE INCONSISTENT WITH OUR EKPI, WHICH IS
[02:42:12] WHAT WE ARE USING FOR OUR TNCS, AND
[02:42:15] CONTINUING TO DO THAT WITH OUR TAXI
[02:42:17] CONTRACTS WOULD BE TO LOOK AT WAYS TO
[02:42:19] REDUCE THAT HEADING. ABSOLUTELY. THAT'S
[02:42:21] VERY CONSISTENT WITH THAT.
[02:42:25] SOMETIMES ADD ON QUICKLY, COMMISSIONER.
[02:42:28] WE ALSO HAVE THE REMATCH PROGRAM, WHICH
[02:42:29] IS PART OF OUR TNC ACTIVITY AND
[02:42:31] OPERATIONS. SO THAT'S AN IMPORTANT
[02:42:33] ELEMENT OF THAT IS CONNECTING THOSE
[02:42:35] RIGHTS AT THE DROP OFF TO THE PICK UP.
[02:42:40] I GUESS THAT IS JUST THE MECHANISM BY
[02:42:41] WHICH YOU REDUCE DEAD HEADING. THAT'S
[02:42:43] CORRECT. AND IT SEEMS TO ME, THOUGH,
[02:42:45] THAT THE METHOD BY WHICH YOU MAKE THEM
[02:42:48] MANDATORY IS REALLY JUST DOUBLING.
[02:42:51] THE GOAL OF DOUBLING TNCS AND CABS IS
[02:42:54] REALLY ONLY USEFUL, IF THAT'S THE
[02:42:56] REQUIREMENT OF COMING, BECAUSE
[02:42:58] OTHERWISE, AS COMMISSIONER BOB WAS
[02:42:59] SAYING, YOU GET A LOT OF CLEAN CARS,
[02:43:02] BUT YOU STILL GET A LOT OF CARS. THAT'S
[02:43:04] RIGHT. YEAH.
[02:43:10] THE OTHER THING IS WHEN WE TALK ABOUT
[02:43:12] DEDICATED LANES, AND I'M SURE GET INTO
[02:43:14] NEXT IS I'VE ALWAYS WONDERED WHAT WAS
[02:43:17] THE THINKING ABOUT HAVING THAT BASICALLY
[02:43:19] HALF THE SPACE ON THE UPPER ROADWAY
[02:43:23] BEING AIR AND NOT ROAD. I JUST
[02:43:27] ALWAYS THOUGHT THAT IF WE WANTED TO JUST
[02:43:31] KEEP THE CURB CLEAR OR REALLY PRIORITIZE
[02:43:33] CURB USE, WE REALLY CAN'T AFFORD TO GET
[02:43:36] RID OF THAT LANE. BUT COULDN'T WE ADD
[02:43:38] TWO LANES IF INDEED, THAT WAS OUR GOAL
[02:43:41] OF REALLY PRIORITIZING THE NEAR? IT
[02:43:43] WOULD PROBABLY BE EXTRAORDINARILY
[02:43:45] EXPENSIVE. BUT AREN'T THERE ABOUT IS IT
[02:43:47] ONE OR TWO LANES OF SPACE THAT IS JUST
[02:43:50] OPEN AIR? YES, I CAN ATTEST
[02:43:55] TO THAT VERY PLAN, ACTUALLY,
[02:43:57] COMMISSIONER, BECAUSE IN PREVIOUS
[02:44:00] ITERATIONS AT THE AIRPORT HAVE LOOKED AT
[02:44:03] EXPANDING THE DEPARTURES DRIVE OVER THAT
[02:44:05] SPACE. WHEN TRA DESIGNED THE
[02:44:08] TERMINAL, THEY DESIGNED FOR A CERTAIN
[02:44:11] LEVEL OF ACTIVITY, 25 MILLION ANNUAL
[02:44:13] PASSENGERS IS OFTEN QUOTED. AND THAT WAS
[02:44:16] AN AREA OF POTENTIAL EXPANSION. BUT AS
[02:44:19] YOU'VE ALSO FIGURED HERE, IT'S VERY
[02:44:23] EXPENSIVE TO ADD THAT KIND OF ELEVATED
[02:44:27] ROADWAY AND SUPPORT STRUCTURE TO THAT
[02:44:31] EXISTING STRUCTURE.
[02:44:34] IT'S CERTAINLY POSSIBLE. IT'S SOMETHING
[02:44:36] THAT CAN BE DONE BUT HAS SOME EXPENSE
[02:44:39] AND SOME TECHNICAL CHALLENGES. AND I
[02:44:43] WOULD JUST ADD TO THAT. PETER, THAT ONE
[02:44:44] OF THE THINGS THAT'S IMPORTANT TO KEEP
[02:44:46] IN MIND WHEN I HAD THE PREVIOUS SLIDES
[02:44:47] SHOWING THE INCREASE IN THE PERCENTAGE

[02:44:49] AND THE MODE SPLIT, FOR EXAMPLE, WE WENT
[02:44:52] FROM TRANSIT FROM 6% TO 10%, EVEN THOUGH
[02:44:55] IT'S ONLY YOU'D SAY IT'S LESS THAN THE
[02:44:56] DOUBLING. IF YOU LOOK AT THE NUMBER OF
[02:44:58] PEOPLE THAT ARE TAKING THOSE MODES,
[02:44:59] IT'S WELL PASSED MORE THAN DOUBLING IT
[02:45:02] BECAUSE WE KNOW WE'RE GOING TO SEE
[02:45:03] EXPANSION, AN INCREASED NUMBER OF FOLKS
[02:45:04] COMING TO AND FROM THE AIRPORT IN THE
[02:45:06] FUTURE. WE HAVE TO HAVE STRATEGIES TO
[02:45:08] DEAL WITH THAT. SO EVEN THOUGH THE
[02:45:10] NUMBERS CAN LOOK A LITTLE BIT MINIMAL ON
[02:45:12] THAT TABLE, THEY ARE NOT WE ARE PLANNING
[02:45:15] FOR A LOT OF MORE FOLKS TO BE COMING TO
[02:45:17] AND FROM THE AIRPORT. SO WE'RE GOING TO
[02:45:18] NEED THAT EXTRA CAPACITY. WELL, I MEAN,
[02:45:22] TO THAT POINT, IT WOULD BE GOOD TO SHOW
[02:45:24] NOT JUST THE PERCENTAGE OF THE MODE
[02:45:25] SPLIT, BUT THE PERCENTAGE OF THAT
[02:45:27] REPRESENTING NUMBERS OF PEOPLE. AND
[02:45:29] BECAUSE OBVIOUSLY A SMALL PERCENTAGE OF
[02:45:31] THE MASS TRANSIT IS GOING TO BE A MUCH
[02:45:33] NUMBER ANYWAY, I WOULD LIKE TO KNOW
[02:45:36] ABOUT BECAUSE I KNOW ALL MY COLLEAGUES
[02:45:38] HAVE ALWAYS SPOKEN ABOUT DEDICATED LANES
[02:45:41] PRIORITIZING CURB ACCESS, AND IT'S
[02:45:44] PRETTY MUCH A MESS OUT THERE WITH CURB
[02:45:46] ACCESS AND MAKE THE POLICE'S JOB THAT
[02:45:48] MUCH HARDER. AND SO I'M SURE IT'S
[02:45:51] EXPENSIVE. BUT RIGHT NOW WE ARE IN A
[02:45:54] VERY CONSTRAINED WAY, AND I WOULD JUST
[02:45:56] LIKE TO KNOW IN THE COURSE OF THIS
[02:45:58] VISIONING THING OF WHAT WE'RE DOING WITH
[02:46:01] THE WIDENING OF THE ROAD. IS THERE SOME
[02:46:03] WAY WE CAN TALK ABOUT WHAT IT WOULD TAKE
[02:46:05] TO? I MEAN, THE SPACE IS THERE. IT'S NOT
[02:46:08] LIKE THIS IS A TECHNOLOGICAL
[02:46:10] IMPOSSIBILITY. OF COURSE. EVERYBODY'S
[02:46:13] GOING TO JUMP ON ME AND SAY, WHAT ARE
[02:46:14] YOU TALKING ABOUT? BUILDING MORE ROADS.
[02:46:15] BUT I'M ACTUALLY TALKING ABOUT BUILDING
[02:46:16] MORE ROADS BY EXCLUDING, REALLY, THE
[02:46:19] CURB ALMOST. IT'S JUST LIKE MAKING THAT
[02:46:22] A VERY LOW USE, HIGH PRIORITY ACCESS
[02:46:25] ROAD. ANYWAY, WITH THAT SAID, LET'S HEAR
[02:46:28] ABOUT WIDENING ROADWAYS NEXT,
[02:46:33] MR. COMMISSIONER, PASSING. I CAN GO
[02:46:34] AHEAD AND READ THAT INTO THE RECORD.
[02:46:36] AND THEN EXECUTIVE DIRECTOR METRUCK CAN
[02:46:37] GIVE HIS INTRODUCTION. THANK YOU. THANK
[02:46:40] YOU. THIS IS ITEM 90, AUTHORIZATION FOR
[02:46:43] THE EXECUTIVE DIRECTOR TO ADVERTISE AND
[02:46:45] AWARD A MAJOR PUBLIC WORKS CONTRACT FOR
[02:46:47] THE EARLY DEMOLITION OF THE FOURTH FLOOR
[02:46:49] BRIDGE TO THE MAIN PARKING GARAGE. TO
[02:46:52] AMEND THE EXISTING SERVICE AGREEMENT FOR
[02:46:54] AIRPORT REDWAY DESIGN SUPPORT SERVICES
[02:46:57] WITH HNTB THE AMOUNT OF \$3,100,000
[02:47:01] WITH A NEW CONTRACT TOTAL OF 8000
[02:47:03] \$700,000 TO ENTER INTO REIMBURSABLE
[02:47:07] AGREEMENT WITH THE FEDERAL AVIATION
[02:47:08] ADMINISTRATION AND TO AUTHORIZE AN
[02:47:10] ADDITIONAL 6000 \$900,000 FOR A TOTAL

[02:47:13] PROJECT AUTHORIZATION OF 15,000 \$500,000
[02:47:17] FOR THE WIDEN ARRIVALS ROADWAY PROJECT
[02:47:19] AT SEATTLE TACOMA INTERNATIONAL AIRPORT.
[02:47:25] COMMISSIONERS. THIS ITEM WAS ORIGINALLY
[02:47:26] BROUGHT BEFORE YOU AT SEPTEMBER 28
[02:47:30] COMMISSION MEETING AS MANAGING DIRECTOR.
[02:47:33] LITTLE DISCUSSED DURING THAT MEETING,
[02:47:34] YOU ASKED FOR ADDITIONAL ANALYSIS TO
[02:47:36] MAKE THE CASE FOR THIS PROJECT. WE'RE
[02:47:37] HERE BEFORE YOU TODAY TO PROVIDE THAT
[02:47:39] ANALYSIS. THE WIDE ARRIVALS PROJECT IS A
[02:47:42] PROJECT CRITICAL TO RELIEVING HIGH
[02:47:44] LEVELS OF CONGESTION ON THE MAIN ACCESS
[02:47:46] TO SEA. ALL OF US ARE FAMILIAR WITH THE
[02:47:48] FREQUENT TRAFFIC BACKUPS THAT OFTEN
[02:47:50] EXTEND BACK TO STATE ROAD 518. AS WE
[02:47:53] DISCUSSED IN THE PREVIOUS BRIEFING,
[02:47:54] WE'RE ON A CLEAR PATH TO ADDRESS THE
[02:47:56] COMMISSION'S PRIORITIES TO REDUCE
[02:47:57] EMISSIONS, PRIVATE VEHICLE USE WHILE
[02:48:00] ALSO INCREASING TRANSIT USE. WIDENING
[02:48:03] RIVALS PROJECT PROVIDES FLEXIBILITY TO
[02:48:05] PROVIDE FOR PREFERENTIAL HIGH OCCUPANCY
[02:48:08] VEHICLE ACCESS IN THE FUTURE, WHILE ALSO
[02:48:10] EASING THE VERY SERIOUS TRAFFIC
[02:48:12] CONGESTION THAT EXISTS TODAY. WE BELIEVE
[02:48:15] WE CAN AND SHOULD PURSUE OUR CRITICAL
[02:48:16] ENVIRONMENTAL PRIORITIES AS WE ALSO
[02:48:19] ADDRESS IMPORTANT CUSTOMER SERVICE NEEDS
[02:48:20] GOING FORWARD. THIS IS NOT A ZERO SUM
[02:48:23] GAME TO RECAP THE COMMISSION APPROVED
[02:48:26] INITIAL DESIGN WORK FOR THIS PROJECT IN
[02:48:28] 2019. IT IS BEFORE YOU TODAY AS THE
[02:48:30] SCOPE HAS INCREASED AND TO PROVIDE FOR
[02:48:32] EARLY DEMOLITION OF AN OBSOLETE RAMP
[02:48:34] INTO THE GARAGE. I WANT TO REITERATE
[02:48:37] THAT THE WIDENING ARRIVALS PROJECT IS
[02:48:39] NOT PART OF THE SUSTAINABLE AVIATION
[02:48:42] MASTER PLAN NEAR TERM PROJECTS, IT WILL
[02:48:44] BE BUILT REGARDLESS OF THE SAMPLE
[02:48:46] APPROVAL. THE PROJECT IS BEING DESIGNED
[02:48:48] SO IT DOES NOT CONFLICT WITH THE SAMPLE
[02:48:50] PROJECTS. IF THE COMMISSION APPROVES
[02:48:52] THOSE PROJECTS IN THE FUTURE. IN THIS
[02:48:55] UPDATED PRESENTATION, STAFF WILL ADDRESS
[02:48:57] THE CURRENT AND FUTURE ROADWAY LEVEL OF
[02:48:58] SERVICE. WHAT CONGESTIONS MAY LOOK LIKE
[02:49:01] OVER TIME, HOW LANE FLEXIBILITY HAS BEEN
[02:49:03] INTEGRATED WITH THE DESIGN EFFORT,
[02:49:05] ENVIRONMENTAL REVIEW, AND HOW THIS
[02:49:07] RELATES TO THE SAMPLE. AS A REMINDER,
[02:49:09] WE ARE SEEKING APPROVAL FOR DESIGN ONLY
[02:49:11] TODAY, NOT CONSTRUCTION AUTHORITY. IT IS
[02:49:14] IMPORTANT TO DO THIS TO WORK SO WE CAN
[02:49:16] MOVE FORWARD TO INCORPORATE THE
[02:49:17] COMMISSIONER'S PRIORITIES AS WE MOVE
[02:49:19] FORWARD. THE PRESENTERS ARE HEATHER
[02:49:22] BORN, HORSE CAPITAL PROJECT MANAGER
[02:49:25] STEVE REIFOLD, SENIOR ENVIRONMENTAL
[02:49:26] PROGRAM MANAGER, AND I DON'T KNOW IF OUR
[02:49:29] MANAGING DIRECTOR FOR AVIATION, LANCE
[02:49:30] LITTLE, HAD ANY INTRO INTO THIS ITEM
[02:49:33] BEFORE WE BEGIN. HEATHER, OR DO I TURN

[02:49:35] IT OVER TO YOU? LANCE, DO YOU HAVE SOME
[02:49:36] THINGS TO SAY? NO MORE. THANKS,
[02:49:40] LANCE. THANK YOU, EXECUTIVE DIRECTOR,
[02:49:43] METRUCK AND LANCE AND GOOD AFTERNOON,
[02:49:45] COMMISSIONERS. MY NAME IS HEATHER
[02:49:46] BOURNEHORST, AND I'M THE LANDSIDE
[02:49:48] PROGRAM MANAGER IN THE AVIATION PROJECT
[02:49:50] MANAGEMENT GROUP. MY COLLEAGUE STEVE
[02:49:52] REBELT AND I ARE HERE TODAY TO PROVIDE
[02:49:54] ANSWERS TO THE QUESTIONS YOU RAISED ON
[02:49:55] SEPTEMBER 28. CAN YOU START THE
[02:49:58] PRESENTATION, PLEASE, AND PROCEED TO
[02:50:00] SLIDE, TOO? THANK YOU.
[02:50:05] YOU HAD QUESTIONS ABOUT CURRENT AND
[02:50:07] FUTURE ROADWAY LEVEL OF SERVICE AND
[02:50:09] CONGESTION, ABOUT LANE FLEXIBILITY AND
[02:50:11] THE APPLICABILITY OF HOV LANES, THE
[02:50:13] PROJECT'S ENVIRONMENTAL REVIEW EFFORT,
[02:50:15] AND HOW THIS PROJECT RELATES TO THE
[02:50:17] SUSTAINABLE AIRPORT MASTER PLAN. WE PLAN
[02:50:19] TO WALK YOU THROUGH THOSE QUESTIONS AND
[02:50:21] IF NEEDED, WE CAN ALSO REVIEW
[02:50:23] INFORMATION PRESENTED IN SEPTEMBER.
[02:50:25] NEXT SLIDE, PLEASE. SO LET'S TALK
[02:50:29] ABOUT LEVEL OF SERVICE. LEVEL OF SERVICE
[02:50:31] IS A TERM USED TO QUALITATIVELY DESCRIBE
[02:50:33] THE OPERATING CONDITIONS OF A ROADWAY
[02:50:35] BASED UPON FACTORS SUCH AS SPEED,
[02:50:37] TRAVEL TIME, MANEUVERABILITY, DELAY AND
[02:50:40] SAFETY. THE LEVEL OF SERVICE OF A
[02:50:42] FACILITY IS DESIGNATED WITH A LETTER A
[02:50:44] TO F WITH A REPRESENTING THE BEST
[02:50:46] OPERATING CONDITION AND F THE WORST FROM
[02:50:49] A ROADWAY DESIGN PERSPECTIVE. THE
[02:50:51] AMERICAN ASSOCIATION OF STATE HIGHWAYS
[02:50:53] AND TRANSPORTATION OFFICIALS, ALSO
[02:50:55] CALLED ASHTO, RECOMMENDS THAT WE
[02:50:57] DESIGN TO A LEVEL OF SERVICE D
[02:50:59] CONDITION. LEVEL SERVICE IS TYPICALLY
[02:51:02] MEASURED DURING THE PEAK PERIOD OF
[02:51:04] ACTIVITY FOR THIS PORTION OF THE AIRPORT
[02:51:06] ROADWAY SYSTEM. THE PEAK PERIOD IS THE
[02:51:08] EVENING PEAK, WHICH TYPICALLY OCCURS
[02:51:10] BETWEEN 08:00 P.M. AND 11:00 P.M. AT
[02:51:12] NIGHT FOR A TYPICAL AUGUST SUMMER DAY
[02:51:16] IN 2019, WHICH CORRESPONDS TO AN OVERALL
[02:51:20] AIRPORT ACTIVITY LEVEL OF NEARLY 52
[02:51:22] MILLION ANNUAL PASSENGERS. THE LEVEL OF
[02:51:24] SERVICE WAS AT F FOR A FUTURE YEAR
[02:51:28] CONDITION WITH AN OVERALL AIRPORT
[02:51:30] ACTIVITY LEVEL OF 61 MILLION ANNUAL
[02:51:32] PASSENGERS. THE LEVEL OF SERVICE
[02:51:34] REMAINED AT F WITHOUT ANY IMPROVEMENTS.
[02:51:37] IF WE IMPLEMENTED THE PROJECT, THE LEVEL
[02:51:39] OF SERVICE IMPROVED TO D. NEXT SLIDE,
[02:51:43] PLEASE. THE NEXT
[02:51:47] QUESTION YOU ASKED WAS ABOUT ROADWAY
[02:51:48] CONGESTION AND HOW THAT CHANGED OVER
[02:51:50] TIME. THE GRAPHICS YOU SEE ON THE LEFT
[02:51:53] ARE CALLED HEAT MAPS. THEY DEPICT TIME
[02:51:56] ACROSS THE TOP AND TRAVEL SPEED OVER THE
[02:51:59] LENGTH OF THE ROADWAY SEGMENT DOWN THE
[02:52:01] SIDE AND VISUALLY SHOW THE DEGREE OF

[02:52:03] ROADWAY CONGESTION. AT THE TOP OF THE
[02:52:06] HEAT MAP IS THE TRAVEL SPEED AT THE
[02:52:07] ENTRANCE TO THE TERMINAL CURB. SIDE AT
[02:52:10] THE BOTTOM IS THE INTERCHANGE WITH STATE
[02:52:12] ROCK 518, AND THERE ARE OTHER LOCATIONS
[02:52:15] MARKED FOR YOUR REFERENCE, INCLUDING THE
[02:52:17] ARRIVALS, DEPARTURES DECISION POINT,
[02:52:20] THE SOUTH 170TH STREET BRIDGE, THE
[02:52:22] RETURN TO TERMINAL LOOP RAMP AND THE
[02:52:24] SOUTH 160TH STREET BRIDGE. THESE
[02:52:28] GRAPHICS SHOW THE QUEUE LINKS FOR THE
[02:52:29] MORNING, NOON AND EVENING PEAK PERIODS
[02:52:32] FOR AN AVERAGE AUGUST DAY IN 2019. IN
[02:52:35] THE MORNING AND NOONING PEAK PERIODS,
[02:52:37] THE QUEUE EXTENDS BACK TO THE SOUTH 170
[02:52:40] STREET BRIDGE AREA, WHICH IS ADJACENT TO
[02:52:42] THE CELL PHONE LOT. IN THE EVENINGS.
[02:52:44] THE CONGESTION IS WORSE AND EXTENDS PAST
[02:52:47] THE RETURN TO TERMINAL LOOP RAMP MERGE,
[02:52:49] BUT NOT QUITE TO THE SOUTH 160 TH STREET
[02:52:52] BRIDGE, WHICH IS ADJACENT TO THE CLOCK
[02:52:53] TOWER. NEXT SLIDE, PLEASE.
[02:53:00] THIS SLIDE SHOWS THE HEAT MAPS FOR THE
[02:53:02] EVENING PEAK CONDITION FOR EXISTING AND
[02:53:04] FUTURE YEAR, NO BUILD, AND WITH PROJECT
[02:53:07] CONDITIONS WITH NO IMPROVEMENTS, THE
[02:53:09] CONGESTION IS MUCH WORSE. THIS IS
[02:53:12] DEPICTED IN THE MIDDLE HEAT MAP WITH
[02:53:15] QUEUING BACK TO NEARLY THE I FIVE
[02:53:17] INTERCHANGE. WITH THE PROJECT
[02:53:20] IMPROVEMENTS, THE LEVELS OF CONGESTION
[02:53:21] ARE SIGNIFICANTLY REDUCED. THIS IS
[02:53:24] DEPICTED IN THE FAR RIGHT HEAT MAP WITH
[02:53:26] QUEUING BACK TO THE DEPARTURE'S ARRIVALS
[02:53:28] DECISION POINT. NEXT SLIDE ONE
[02:53:34] OF THE GOALS FROM RESOLUTION 37 59. THE
[02:53:37] GRAND TRANSPORTATION POLICY DIRECTIVE IS
[02:53:39] TO MAINTAIN A MAXIMUM 15 MINUTES TRAVEL
[02:53:42] TIME FROM THE CLOCK TOWER TO THE THERMAL
[02:53:44] CURBSIDE OR PARKING GARAGE. WE HAVE
[02:53:46] PROVIDED THE AVERAGE TRAVEL TIMES FOR
[02:53:48] THE AUGUST AVERAGE DAY EVENING PEAK
[02:53:50] PERIOD FOR EXISTING AND FUTURE YEAR. NO
[02:53:54] BUILD AND WITH PROJECT CONDITIONS, AS
[02:53:56] YOU CAN SEE, WITHOUT THE IMPROVEMENTS,
[02:53:58] THE AVERAGE TRAVEL TIMES WILL EXCEED 15
[02:54:01] MINUTES, AND WE WILL NOT MEET THAT GOAL
[02:54:03] IN THE FUTURE. NEXT SLIDE PLEASE THE
[02:54:09] NEXT QUESTION YOU ASK DEALT WITH LANE
[02:54:11] FLEXIBILITY AND SPECIFICALLY THE
[02:54:13] APPLICATION OF HOV LANES, WHICH ARE ALSO
[02:54:16] CALLED PREFERENTIAL LANES. THE REVISED
[02:54:18] CODE OF WASHINGTON CURRENTLY LIMITS THE
[02:54:20] USE OF PREFERENTIAL LANES TO PUBLIC
[02:54:22] TRANSPORTATION MOTORCYCLES,
[02:54:25] PRIVATE VEHICLES WITH A SPECIFIED NUMBER
[02:54:27] OF PASSENGERS, WHICH FOR MOST OF THE
[02:54:29] REGION IS TWO OR MORE AND COMMERCIAL
[02:54:32] GROUND TRANSPORTATION SERVICES THAT HAVE
[02:54:33] THE CAPACITY TO CARRY EIGHT OR MORE
[02:54:35] PASSENGERS. NEXT SLIDE, PLEASE.
[02:54:45] WHEN THE PROJECT WAS ORIGINALLY DEFINED
[02:54:46] IN 2018, THE UTILIZATION OF

[02:54:49] PREFERENTIALIZED WAS NOT IDENTIFIED FOR
[02:54:51] CONSIDERATION. HOWEVER, GIVEN THE
[02:54:53] QUESTIONS THAT YOU ASKED, WE ASKED OUR
[02:54:55] DESIGN TEAM TO EVALUATE HOV LANES, AND
[02:54:58] WE HAVE NOTED SOME CHALLENGES. THE
[02:55:01] REGIONAL TRANSPORTATION SYSTEM INCLUDES
[02:55:03] A NETWORK OF PREFERENTIAL LANES THAT
[02:55:05] SUPPORTS HOV MODES. THE SYSTEM CURRENTLY
[02:55:07] ENDS AT THE I FIVE INTERCHANGE, AND
[02:55:10] THERE ARE CURRENTLY NO PLANS TO EXTEND
[02:55:12] THEM INTO THE STAIR UP TO 518 CORRIDOR.
[02:55:15] IF HOV LANES WERE PROVIDED ON THE
[02:55:17] AIRPORT ROADWAY SYSTEM, ADDITIONAL WORK
[02:55:19] WOULD BE REQUIRED TO CONNECT THEM INTO
[02:55:21] THE LARGER REGIONAL NETWORK.
[02:55:25] HOV LANES ARE TYPICALLY DEFINED AS TWO OR
[02:55:27] MORE PASSENGERS IN THE REGION. THE
[02:55:29] MAJORITY OF PRIVATE VEHICLES ENTERING
[02:55:31] THE AIRPORT CURRENTLY MEET THAT
[02:55:33] DEFINITION, THUS REDUCING THE BENEFIT OF
[02:55:35] AN OCCUPANCY RELATED PREFERENTIAL LANE.
[02:55:41] THE EXISTING TERMINAL ROADWAY SYSTEM IS
[02:55:43] CURRENTLY CONSTRAINED BY THE LIGHT RAIL
[02:55:44] GUIDEWAY ON THE EAST AND AIRCRAFT GATES
[02:55:47] ON THE WEST. THERE IS ONLY ENOUGH ROOM
[02:55:49] TO PROVIDE SIX TRAVEL LANES AND FUTURE
[02:55:52] CONDITIONS. MODELING HAS SHOWN THAT WE
[02:55:53] NEED TO BALANCE LANE CAPACITY WITH
[02:55:56] FACILITY CAPACITY TO ENSURE SAFE AND
[02:55:59] EFFICIENT OPERATIONS.
[02:56:03] AND LASTLY, THE AIRPORT TERMINAL ROADWAY
[02:56:05] SYSTEM IS COMPLEX WITH RAMPS ON BOTH
[02:56:08] SIDES OF THE ROADWAY. BECAUSE OF ALL THE
[02:56:10] MERGING, DIVERGING AND WEAVING SECTIONS,
[02:56:13] A CONTINUOUS, PREFERENTIAL LANE IS NOT
[02:56:15] FEASIBLE. AN EXAMPLE OF THIS IS WHEN THE
[02:56:19] STATE FIRST IMPLEMENTED THE RIGHT HAND
[02:56:20] HOV LANES ON STATE ROUTE 520. AT EACH
[02:56:24] INTERCHANGE. THE HOV LANES WERE
[02:56:26] SUSPENDED SO THAT TRAFFIC COULD THEN
[02:56:28] MERGE INTO THE RIGHT LANE AND USE THE
[02:56:31] HOV LANE TO EXIT THE HIGHWAY AND THEN DO
[02:56:33] THE REVERSE WITH THE ON RAMP WHERE THEY
[02:56:36] WOULD MERGE INTO THAT HOV LANE AND THEN
[02:56:39] CHANGE ANOTHER LANE TO GET INTO THE
[02:56:40] GENERAL PURPOSE LANE. TRAVEL WAS ALSO
[02:56:43] DELAYED IN THE HOV LANES GIVEN THE
[02:56:45] QUEUEING OF TRAFFIC WAITING TO MERGE INTO
[02:56:47] THE ADJACENT GENERAL PURPOSE LANES
[02:56:49] DURING PEAK PERIODS.
[02:56:52] NEXT SLIDE, PLEASE.
[02:56:56] THIS SLIDE SHOWS THE LANE CONFIGURATION
[02:56:58] OF THE EXISTING ROADWAY SYSTEM AS YOU
[02:57:00] TRAVEL FROM STATE ROUTE 518 TO THE
[02:57:02] TERMINAL. STATE ROUTE 518 IS LOCATED ON
[02:57:05] THE RIGHT SIDE OF THE EXHIBIT AND THE
[02:57:07] TERMINAL IS ON THE LEFT SIDE OF THE
[02:57:09] EXHIBIT. AT THE BEGINNING WE HAVE ONE
[02:57:12] LANE COMING FROM EASTBOUND STATE ROUTE
[02:57:14] 518 AND TWO LANES FROM WESTBOUND STATE
[02:57:17] ROUTE 518 THAT PROVIDE A TOTAL OF THREE
[02:57:20] TRAVEL LANES ENTERING THE AIRPORT AT THE
[02:57:22] NORTH. AS YOU TRAVEL A

[02:57:25] LITTLE FURTHER SOUTH, WE THEN HAVE TWO
[02:57:27] LANES BEING ADDED ON THE RIGHT HAND SIDE
[02:57:30] FROM THE RETURN TO TERMINAL LOU RAMP.
[02:57:32] THESE TWO LANES THEN MERGE INTO ONE
[02:57:34] LANE, PROVIDING A TOTAL OF FOUR LANES
[02:57:38] CONTINUING SOUTH. WE THEN HAVE A LEFT
[02:57:39] HAND OFF RAMP TO SOUTH ON 70TH STREET
[02:57:42] WITH ONLY THREE TWO LANES THEN
[02:57:44] CONTINUING TO THE TERMINAL. SHORTLY
[02:57:47] AFTER THAT, WE THEN HAVE A RIGHT HAND ON
[02:57:49] RAMP FROM AIR CARGO ROAD THAT ADDS A LANE
[02:57:52] FOR A TOTAL OF FOUR TRAVEL LANES THAT
[02:57:54] CONTINUE TOWARDS THE DEPARTURES,
[02:57:56] ARRIVALS AND PARKING DECISION POINT. AT
[02:57:59] THAT POINT THE ROADWAY SPLITS WITH TWO
[02:58:01] LANES CONTINUING TO DEPARTURES AND TWO
[02:58:04] LANES CONTINUING TOWARDS ARRIVALS AND
[02:58:06] PARKING. IF YOU CONTINUE ALONG THE PATH
[02:58:09] TO ARRIVALS, THERE IS ALSO LEFT HAND
[02:58:11] EXITS TO PARKING AND THEN SHORTLY AFTER
[02:58:14] THAT TO THE GROUND TRANSPORTATION
[02:58:16] CENTER. GIVEN THE COMBINATION OF LEFT
[02:58:19] AND RIGHT HAND RAMPS, AIRPORT TRAFFIC IS
[02:58:22] CHANGING LANES ACROSS ALL TRAVEL LANES
[02:58:25] FROM THE SOUTH 160TH STREET AREA TO THE
[02:58:28] DEPARTURES, ARRIVALS AND PARKING
[02:58:30] DECISION POINT. A CONTINUOUS
[02:58:32] PREFERENTIAL LANE FROM, SAY, ROCK 518 IS
[02:58:34] NOT FEASIBLE WITH THIS COMPLEX OF A
[02:58:36] ROADWAY SYSTEM. ONE QUESTION YOU
[02:58:39] MAY ASK IS CAN A PREFERENTIAL LANE BE
[02:58:43] IMPLEMENTED WITH THE FUTURE ROADWAY
[02:58:45] SYSTEM PROPOSED AS PART OF THE
[02:58:46] SUSTAINABLE AIRPORT MASTER PLAN, THE
[02:58:49] PROPOSED FUTURE ROADWAY SYSTEM WOULD
[02:58:51] STILL HAVE A NUMBER OF THE COMPLEXITIES
[02:58:52] OF THE EXISTING ROADWAY SYSTEM THAT I
[02:58:54] JUST REVIEWED WITH YOU, BUT WE CAN
[02:58:56] EVALUATE THAT FURTHER DURING THE COMING
[02:58:59] YEAR AS WE ARE CURRENTLY WORKING ON THE
[02:59:01] PROJECT DEFINITION DOCUMENT FOR THAT
[02:59:02] PROJECT. NEXT SLIDE, PLEASE.
[02:59:10] THE BEST OPTION THE DESIGN TEAM COULD
[02:59:12] FIND FOR A PREFERENTIAL LANE WOULD BE TO
[02:59:14] PROVIDE ONE STARTING AT THE DEPARTURES,
[02:59:16] ARRIVALS AND PROJECT DECISION AND
[02:59:18] PARKING DECISION POINT. THE PREFERENTIAL
[02:59:21] LANE WOULD PROVIDE ACCESS FOR PUBLIC
[02:59:23] TRANSIT, AIRPORTERS AND RENTAL CAR BUSES
[02:59:26] TO THE ARRIVALS CURBSIDE. THIS EXHIBIT
[02:59:29] SHOWS THIS CONCEPT WITH SOUTH 170 TH
[02:59:31] STREET ON THE RIGHT AND THE TERMINAL
[02:59:34] PARKING GARAGE ON THE LEFT. FOR THIS
[02:59:36] CONCEPT, WE WOULD STILL WIDEN THE
[02:59:38] AIRPORT ROADWAY SYSTEM TO SIX LANES IN
[02:59:40] THE ORANGE TRANSITION ZONE AND THEN
[02:59:43] MAINTAIN TWO LANES OF DEPARTURES THAT
[02:59:45] ARE DEPICTED IN GRAY. WE WOULD PROVIDE
[02:59:48] ONE PREFERENTIAL LANE TO ARRIVALS AS
[02:59:50] DEPICTED IN GREEN AND TWO LANES, TWO
[02:59:53] ARRIVALS AND THE GROUND TRANSPORTATION
[02:59:55] CENTER AS DEPICTED IN BLUE AND ONE LINE
[02:59:58] TO PARKING AS DEPICTED IN PURPLE.

[03:00:01] NEXT SLIDE, PLEASE. WE THEN
[03:00:05] EVALUATED THIS CONCEPT FOR THE FUTURE
[03:00:07] CONDITION. THE HEAT MAPS PROVIDED ARE
[03:00:10] FOR FUTURE AUGUST EVENING PEAK CONDITION
[03:00:12] AND DEPICT THE NO BUILD CONDITION ON THE
[03:00:14] LEFT. THE PREFERENTIAL LANE CONCEPT I
[03:00:17] JUST SHARED WITH YOU IN THE MIDDLE AND
[03:00:19] THE WITH PROJECT IMPROVEMENTS ON THE
[03:00:21] RIGHT. AS YOU CAN SEE FROM THE RESULTS,
[03:00:24] THE PREFERENTIAL LANE CONCEPT SHOWS SOME
[03:00:26] MINOR IMPROVEMENT OVER THE NOBLE
[03:00:27] CONDITION AND QUEUING WOULD EXTEND BACK
[03:00:30] ON TO STAY RIGHT 518 TOWARDS THE I FIVE
[03:00:32] INTERCHANGE. I KNOW ONE OF THE COMMENTS
[03:00:36] MADE BY THE COMMISSIONERS DURING OUR
[03:00:37] MEETING IN SEPTEMBER WAS TO LOOK AT SOME
[03:00:40] AVI VIDEOS OF THE TRAFFIC MODELING OF
[03:00:42] THESE SCENARIOS, AND UNFORTUNATELY, WE
[03:00:44] WEREN'T ABLE TO INCLUDE THEM IN THIS
[03:00:45] PRESENTATION DUE TO TECHNOLOGY
[03:00:47] LIMITATIONS, BUT THEY WERE FORWARDED TO
[03:00:49] YOU THIS MORNING VIA EMAIL, AND SO YOU
[03:00:52] SHOULD HAVE HAD ACCESS TO THEM. NEXT
[03:00:55] SLIDE PLEASE SO
[03:01:00] GIVEN THE COMPLEXITY OF THE EXISTING
[03:01:01] ROADWAY SYSTEM, PREFERENTIAL LENGTH MAY
[03:01:03] NOT BE THE BEST TOOL IN OUR TOOLBOX TO
[03:01:06] MEET OUR GROUND TRANSPORTATION GOALS.
[03:01:09] HOWEVER, THE PROJECT IS PROVIDING
[03:01:11] PREFERENTIAL ACCESS, WHICH DOES SUPPORT
[03:01:13] OUR GROUND TRANSPORTATION GOALS. THE
[03:01:15] CAPACITY IMPROVEMENTS ARE PROVIDING A
[03:01:17] DEDICATED LANE TO PUBLIC PARKING AS
[03:01:20] SHOWN IN PURPLE AND GROUND
[03:01:22] TRANSPORTATION AS SHOWN IN GREEN WHILE
[03:01:25] STILL MAINTAINING THE TWO LANES, TWO
[03:01:26] ARRIVALS AS SHOWN IN BLUE AND THE TWO
[03:01:29] LANES TO DEPARTURES AS SHOWN IN GRAY.
[03:01:32] THIS ALLOWS US TO INCREASE THE
[03:01:34] UTILIZATION OF THESE MODES, WHICH, AS
[03:01:36] YOU HEARD IN THE PREVIOUS PRESENTATION,
[03:01:38] IS ESSENTIAL TO OUR GROUND
[03:01:39] TRANSPORTATION GOALS. THESE ROADWAY
[03:01:42] IMPROVEMENTS ALSO BALANCE LANE CAPACITY
[03:01:45] WITH FACILITY CAPACITY. AS THE ACCESS
[03:01:48] FEE AND TRAFFIC MODELING WORK IS
[03:01:50] COMPLETED NEXT YEAR, WE CAN CONSIDER
[03:01:52] FUTURE DECISIONS REGARDING PREFERENTIAL
[03:01:54] CURBSIDE ACCESS AND THE LANE CAPACITY IS
[03:01:57] THEN AVAILABLE TO SUPPORT THOSE
[03:01:59] DECISIONS. NEXT SLIDE,
[03:02:02] PLEASE. THE NEXT TWO QUESTIONS THAT YOU
[03:02:06] ASKED ARE ASSOCIATED WITH THE PROJECT'S
[03:02:08] ENVIRONMENTAL REVIEW AND THE SUSTAINABLE
[03:02:09] AIRPORT MASTER PLAN. MY COLLEAGUE STEVE
[03:02:11] RIVAL, A SENIOR ENVIRONMENTAL PROGRAM
[03:02:13] MANAGER FROM THE AVIATION ENVIRONMENTAL
[03:02:15] PROGRAM GROUP, WILL ADDRESS THOSE
[03:02:17] QUESTIONS. THANKS, HEATHER. GOOD
[03:02:19] AFTERNOON, COMMISSIONERS. I WANTED TO
[03:02:22] PROVIDE AN OVERVIEW OF THE ENVIRONMENTAL
[03:02:24] REVIEW THAT WAS CONDUCTED FOR THE
[03:02:25] WIDENED ARRIVAL'S ROADWAYS PROJECT. THE

[03:02:28] PORTFOLIO SEPARATE REQUIREMENTS IN A
[03:02:30] REVIEW OF THE PROJECT, INCLUDING THE
[03:02:32] DEVELOPMENT OF A STEEPA CHECKLIST
[03:02:34] PUBLICATION OF A DRAFT DETERMINATION OF
[03:02:36] NON SIGNIFICANT AND PROVISION FOR PUBLIC
[03:02:38] COMMENT. THE CHECKLIST WAS COMPLETED IN
[03:02:41] MAY, CONSIDERED POTENTIAL CONFLICTS WITH
[03:02:44] LAND USE PLANS AS WELL AS AN EXPLORATION
[03:02:46] OF POTENTIAL TRANSIT IMPACTS IN THIS
[03:02:50] CASE. AND WHAT IS IN FRONT OF YOU TODAY?
[03:02:52] A PROJECT THAT WOULD MODIFY A PORTION OF
[03:02:54] THE EXISTING ROADWAY AND ACCESS TO THE
[03:02:56] TERMINAL AND GARAGE TO RELIEVE EXISTING
[03:02:59] CONGESTION. THE CHECKLIST NOTES THE
[03:03:02] SERVICE THE ARRIVALS DRIVE PROVIDES TO
[03:03:04] MULTIPLE TRANSPORTATION MODES TO ACCESS
[03:03:06] THOSE FACILITIES. THE PUBLIC COMMENT
[03:03:10] PERIOD YIELDED ONE COMMENT FROM THE
[03:03:12] DEPARTMENT OF ECOLOGY IDENTIFYING THE
[03:03:14] POTENTIAL OF SOIL CONTAMINATION RELATED
[03:03:16] TO THE HISTORIC ASARCO SMELTER. WE
[03:03:18] RECEIVED THIS COMMENT ON MOST AVIATION
[03:03:20] PROJECTS. IN JUNE, THE PORT ISSUED A
[03:03:23] DETERMINATION OF NON SIGNIFICANCE BASED
[03:03:26] ON THE REVIEW OF THE SEAFOOD CHECKLIST
[03:03:27] AND THE OUTCOME OF THE PUBLIC COMMENT
[03:03:29] PERIOD. NEXT SLIDE, PLEASE.
[03:03:34] CAN I INTERRUPT THIS AGAIN? ARE WE
[03:03:36] TALKING ABOUT A ASARCO DOWN AT RUSTON
[03:03:38] WAY? YOU'RE CORRECT, COMMISSIONER FELLEMAN.
[03:03:41] THERE'S NOT ANOTHER ONE. WOW.
[03:03:44] HAVE WE EVER FOUND POLLUTION FROM?
[03:03:49] I DON'T BELIEVE SO, BUT I'D BE HAPPY TO
[03:03:51] GET BACK TO YOU ON THAT QUESTION, BUT
[03:03:53] YOU SAY ECOLOGY TELLS US TO LOOK FOR IT.
[03:03:56] EVERY SINGLE SEPA CHECKLIST THAT WE DO,
[03:03:58] WE HAVE A COMMENT FOCUSED ON THE
[03:04:01] HISTORIC CONTAMINATION. YES.
[03:04:03] INTERESTING. LONG DISTANCE. THANK YOU.
[03:04:05] YEAH. A QUESTION
[03:04:09] AROSE ON HOW THIS PROJECT RELATES TO THE
[03:04:11] CURRENT SUSTAINABLE AIRPORT MASTER PLAN.
[03:04:13] NEAR TERM PROJECTS ENVIRONMENT REVIEW
[03:04:16] THE WIDENED ARRIVALS ROADWAYS IS
[03:04:18] INDEPENDENT OF THE STAMP NEAR TERM
[03:04:20] PROJECTS AS THE PROJECT ADDRESSES
[03:04:22] EXISTING DEMAND, WHEREAS THE ST NEAR
[03:04:25] TERM PROJECT ADDRESSES FUTURE DEMAND.
[03:04:28] THE PROJECT IS NEEDED WITH OR WITHOUT
[03:04:30] THE STAMP NEAR TERM PROJECTS. AS THE
[03:04:33] STAMP NEAR TERM PROJECTS WERE DEVELOPED,
[03:04:35] THE WIDE RIVALS ROADWAYS PROJECT AND THE
[03:04:38] NORTH AIRPORT EXPRESSWAY RELOCATION. A
[03:04:40] SAM NEAR TERM PROJECT SHOWED AN
[03:04:42] OPPORTUNITY FOR CONSTRUCTING THE
[03:04:45] PROJECTS TOGETHER AND WAS INCLUDED
[03:04:47] WITHIN THE SAM NEAR TERM PROJECT
[03:04:49] ENVIRONMENT REVIEW. ORIGINALLY IN
[03:04:52] ADDITION, A PROPOSED EXPANDED UTILITY
[03:04:55] CORRIDOR, AN INFRASTRUCTURE ASSOCIATED
[03:04:58] WITH SAM NEAR TERM PROJECTS, WAS
[03:05:00] CONSIDERED WITHIN THE WINE ARRIVALS
[03:05:01] ROADWAY PROJECT DUE TO DELAYS IN

[03:05:05] THE NEAR TERM PROJECTS. PLANNING AND
[03:05:07] ENVIRONMENT REVIEW AND THE DETERMINATION
[03:05:10] THAT THE PROPOSED EXPANDED UTILITY
[03:05:12] CORRIDOR WOULD NOT BE PART OF THIS
[03:05:14] PROJECT. IT WAS REMOVED FROM THE SAM
[03:05:17] NEAR TERM PROJECT. ENVIRONMENT REVIEW
[03:05:20] THIS PROJECT IS NEEDED TO ADDRESS
[03:05:22] EXISTING DEMAND AS IDENTIFIED IN THE
[03:05:25] PREVIOUS SLIDE. ONCE IT WAS REMOVED, AN
[03:05:28] INDEPENDENT ENVIRONMENT REVIEW WAS
[03:05:29] COMPLETED AND THE PORT ISSUED A
[03:05:31] DETERMINATION OF NON SIGNIFICANCE. I'LL
[03:05:34] NOW TURN IT BACK TO HEATHER UNLESS THERE
[03:05:36] ARE ANY QUESTIONS,
[03:05:40] PLEASE RAISE YOUR HAND. IF THERE ARE
[03:05:42] QUESTIONS, OTHERWISE WE'LL JUST
[03:05:43] CONTINUE. I DON'T SEE ANY CURRENTLY.
[03:05:51] IN SUMMARY, OUR REQUEST TODAY INCLUDES
[03:05:53] THE FOUR ITEMS AUTHORIZATION TO
[03:05:55] ADVERTISE AND AWARD A MAJOR PUBLIC WORKS
[03:05:57] CONTRACT FOR THE EARLY WORK BRIDGE
[03:05:59] DEMOLITION AUTHORIZATION TO AMEND AN
[03:06:02] EXISTING SERVICE AGREEMENT TO PROVIDE
[03:06:03] DESIGN SUPPORT SERVICES THROUGH THE
[03:06:05] CONSTRUCTION OF THE PROJECT.
[03:06:07] AUTHORIZATION TO ENTER INTO A
[03:06:09] REIMBURSEABLE AGREEMENT WITH THE FEDERAL
[03:06:11] AVIATION ADMINISTRATION AND
[03:06:12] AUTHORIZATION OF AN ADDITIONAL 6.9
[03:06:15] MILLION TO COMPLETE DESIGN AND THE EARLY
[03:06:17] WORK BRIDGE DEMOLITION EFFORT. BASED
[03:06:21] UPON OUR PROJECT SCHEDULE, WE DO NOT
[03:06:22] ANTICIPATE OR WE DO ANTICIPATE. EXCUSE
[03:06:25] ME, A FUTURE AUTHORIZATION REQUEST IN
[03:06:27] EARLY 2023 THAT SUPPORTS THE
[03:06:29] CONSTRUCTION OF THIS PROJECT. SO WITH
[03:06:31] THAT, I WILL END OUR PRESENTATION AND
[03:06:33] ASK IF THERE'S ANY INFORMATION PRESENTED
[03:06:35] ON SEPTEMBER 28 THAT NEEDS TO BE
[03:06:37] REVIEWED OR IF THERE'S ANY ADDITIONAL
[03:06:39] QUESTIONS FROM THE COMMISSION. CLERK.
[03:06:44] HART, PLEASE CALL THE ROLL FOR
[03:06:46] QUESTIONS. THERE IS NO VOTE ON THIS
[03:06:48] MATTER. YES, THERE WOULD BE A VOTE ON
[03:06:51] THIS PARTICULAR MATTER. IT IS FOR
[03:06:52] APPROVAL. I'M SORRY. ALL RIGHT,
[03:06:56] SO WE'LL GO AHEAD AND START WITH GO
[03:06:59] AHEAD. I'M SORRY. QUESTIONS ROLL FOR THE
[03:07:03] QUESTIONS, PLEASE. YES. FOR QUESTIONS
[03:07:05] BEGINNING WITH COMMISSIONERS STEINBRUECK.
[03:07:07] NO QUESTIONS JUST TO SAY THANK YOU FOR
[03:07:10] YOUR DUE DILIGENCE AND YOUR CONSIDERABLY
[03:07:15] IMPRESSIVE EFFORTS TO ADDRESS THE
[03:07:18] QUESTIONS RAISED IN THE PREVIOUS
[03:07:19] MEETING. I FEEL SATISFIED WITH MY
[03:07:21] QUESTIONS AND CONCERNS HAVE BEEN
[03:07:23] ANSWERED. I HAVE NEVER BELIEVED THAT IF
[03:07:26] YOU BUILD IT THAT YOU WILL RELEASE
[03:07:28] CONGESTION, BUILDING MORE ROADWAY
[03:07:32] RELIEVES CONGESTION. BUT I THINK THIS IS
[03:07:35] A FAR MORE COMPLICATED CHALLENGE HERE
[03:07:39] WITH REGARD TO THE ACCESS ROADWAY. IT'S
[03:07:42] NOT AS SIMPLE AS A FREEWAY OR HIGHWAY

[03:07:45] PLAN WITH AN HOV LANE TO INCENTIVIZE
[03:07:51] HIGHER OCCUPANCY VEHICLES. IT'S MUCH
[03:07:54] MORE COMPLICATED THAN THAT. AND I FEEL
[03:07:57] CONVINCED AND CONFIDENT THAT OUR
[03:07:59] ENVIRONMENTAL STAFF ARE DOING EVERYTHING
[03:08:01] POSSIBLE TO BE RESPONSIVE TO THE
[03:08:06] COMMISSION POLICY DIRECTIVE ON GROUND
[03:08:08] TRANSPORTATION ACCESS, AND THAT WE ARE
[03:08:11] WORKING TOWARDS THOSE GOALS TO REDUCE
[03:08:14] LOW OCCUPANCY PRIVATE VEHICLES TO AND
[03:08:17] FROM SEATAC, INCLUDING EMPLOYEES AND
[03:08:19] TRAVELERS, AND TO INCREASE ALL OTHER
[03:08:22] MODES TO SUPPORT OUR TRANSPORTATION
[03:08:25] GOALS AND TRIP REDUCTION GOALS AND
[03:08:28] CARBON EMISSION REDUCTIONS. THANK YOU
[03:08:30] VERY MUCH. THANK YOU COMMISSIONER STEINBRUECK,
[03:08:33] COMMISSIONER CALKINS.
[03:08:37] THANK YOU, CLERK HART. SO I HAVE A SERIES
[03:08:41] OF QUESTIONS HERE, AND I TOO, REALLY
[03:08:43] APPRECIATE THE GREAT DETAIL WITH WHICH
[03:08:46] YOU BRIEFED US EARLIER THIS MONTH AND
[03:08:49] ALSO THE CLARITY OF THE PRESENTATION
[03:08:52] TODAY FOR THE GENERAL PUBLIC AS WELL.
[03:08:55] MY FIRST QUESTION IS BEYOND THE EXIT
[03:08:59] RAMP TO THE THIRD FLOOR OF THE GARAGE.
[03:09:02] HOW MANY LANES ARE THERE?
[03:09:06] WE WOULD BE PROVIDING TWO LANES INTO THE
[03:09:08] ARRIVALS PER SIDE PAST THE THIRD FLOOR
[03:09:11] ENTRANCE. OKAY. SO THAT,
[03:09:16] FOR ME, WAS ONE OF THE KIND OF
[03:09:17] CONFOUNDING THINGS ABOUT THIS PROJECT.
[03:09:19] IT IS NOT, IN FACT, WIDENING ARRIVALS
[03:09:23] PER SE ARRIVALS IS UNTOUCHED BY THIS.
[03:09:27] IT'S LEADING UP TO THAT COURTESY
[03:09:33] VEHICLE LANE THAT LEADS TO THE THIRD
[03:09:36] FLOOR WHERE SHUTTLE BUSES AND TNCS AND
[03:09:40] OTHERS ARE EXITING THE AIRPORT
[03:09:44] DRIVE BEFORE IT SPLITS. TWO ARRIVALS IN
[03:09:49] THE GARAGE. CORRECT. THAT IS
[03:09:53] CORRECT. THE TWO LANES THAT ARE
[03:09:55] CURRENTLY TRAVELING TO ARRIVALS ARE
[03:09:57] MAINTAINED. WE ARE NOT PROVIDING
[03:09:58] ADDITIONAL LANE CAPACITY FOR THAT
[03:10:00] PURPOSE.
[03:10:03] OKAY.
[03:10:09] SO THERE WAS A GREAT DEAL OF CONCERN
[03:10:12] BROUGHT TO ME ABOUT THE NOTION THAT
[03:10:16] IF WE COMPLETE THIS PROJECT, WE WILL
[03:10:19] ACTUALLY INDUCE MORE DEMAND AMONGST THE
[03:10:21] VERY MODE OF TRANSPORTATION THAT WE'RE
[03:10:24] MOST INTERESTED IN REDUCING AT SEA TAC,
[03:10:28] WHICH IS THE PRIVATE VEHICLE PICK UP AND
[03:10:31] DROP OFF AT THE AIRPORT, AND
[03:10:33] PARTICULARLY ON ARRIVALS, BECAUSE THE
[03:10:36] STAFF TAUGHT ME OVER THE LAST MONTH.
[03:10:39] ARRIVALS IS PARTICULARLY PRONE TO
[03:10:41] CONGESTION BECAUSE THE TIME
[03:10:44] THAT A PRIVATE VEHICLE SPENDS CURBSIDE
[03:10:47] IS SIGNIFICANTLY GREATER THAN A
[03:10:48] DEPARTURE. IF YOU'RE COMING TO DROP A
[03:10:49] LOVED ONE OFF, YOU DROP THEM OFF AND
[03:10:52] THEY GO IF YOU'RE COMING TO PICK THEM
[03:10:53] UP, THERE MAY BE SOME DISCONNECT BETWEEN

[03:10:55] WHEN PASSENGER DISEMBARKS A PLANE GETS
[03:10:58] THEIR BAG AND IS ABLE TO GET THE CURB
[03:11:00] SIDE. AND SO THERE'S A MUCH LIKELIER
[03:11:03] CHANCE OF CONGESTION ON ARRIVALS.
[03:11:05] CORRECT. I DO BELIEVE THAT THE DWELL
[03:11:09] TIME ON ARRIVALS ARE LONGER THAN
[03:11:10] DEPARTURES, BUT I HAVEN'T SEEN THOSE
[03:11:12] METRICS IN A WHILE. OKAY, SO AS
[03:11:16] I HAVE BEEN MAKING MY DECISION ON THIS,
[03:11:18] WHICH HAS BEEN A PRETTY TOUGH DECISION
[03:11:20] BECAUSE IT INITIALLY FELT TO ME LIKE A
[03:11:24] DECISION IN WHICH WE WERE COMPELLED TO
[03:11:27] PRIORITIZE TWO VERY IMPORTANT VALUES TO
[03:11:29] US, THE VALUES AROUND ENVIRONMENTAL
[03:11:31] SUSTAINABILITY AND THE VALUES AROUND THE
[03:11:36] NEED FOR THIS AIRPORT TO RUN SMOOTHLY
[03:11:37] AND EFFICIENTLY AND FOR US TO HAVE AN
[03:11:41] EXCELLENT PASSENGER EXPERIENCE. WHAT I
[03:11:44] CAME TO REALIZE THAT IN FACT, I DON'T
[03:11:46] BELIEVE THIS IS A SOPHIE'S CHOICE FOR
[03:11:49] US. I BELIEVE THAT THIS SERVES BOTH
[03:11:53] GOALS, PROVIDED THAT ONE OTHER THING
[03:11:56] HAPPENS, WHICH IS THAT ALL OF THE ITEMS
[03:11:59] THAT WE TALKED ABOUT IN THE FIRST
[03:12:00] BRIEFING RUN CONCURRENTLY AND
[03:12:03] ARE CARRIED OUT SUFFICIENTLY AT THE SAME
[03:12:06] TIME AS THIS PROJECT IS CONDUCTED,
[03:12:10] AND UNFORTUNATELY,
[03:12:14] WE CAN'T WED THESE TWO THINGS. WE CAN'T
[03:12:17] PASS THIS ONE ON THE CONDITION THAT ALL
[03:12:20] OF THOSE OTHER THINGS HAPPEN IN PART
[03:12:23] BECAUSE THE TIMELINES DON'T ALIGN, BUT
[03:12:26] ALSO BECAUSE MUCH OF WHAT WE NEED TO DO
[03:12:30] TO REDUCE OUR PASSENGERS
[03:12:34] USE OF THE LEAST EFFICIENT MODE,
[03:12:38] PRIVATE VEHICLE DROP OFF AND PICK UP
[03:12:41] REQUIRES A GREAT DEAL OF STUDY AND
[03:12:45] ADDITIONAL TIME BEFORE WE DETERMINE
[03:12:47] WHICH METHODS ARE BEST AT REDUCING
[03:12:52] THE USE OF PRIVATE VEHICLES TO PICK UP
[03:12:54] AND DROP OFF THINGS LIKE ACCESS FEE OR A
[03:12:56] TMA OR MASSAGE INCENTIVES,
[03:13:01] ET CETERA. THOSE THINGS. I AM AT THE
[03:13:04] POINT WHERE I HAVE
[03:13:09] A LOT OF TIME WITH STAFF ON THIS
[03:13:10] PARTICULAR ISSUE. I'M CONVINCED THAT
[03:13:12] STAFF IS NOT SIMPLY PROVIDING
[03:13:17] THESE OPTIONS AS A MEANS OF GETTING THIS
[03:13:19] VOTE THROUGH, BUT BECAUSE STAFF
[03:13:21] EARNESTLY BELIEVES THAT IF WE DO NOT
[03:13:24] REDUCE THE PERCENTAGE OF PASSENGERS
[03:13:27] COMING TO SEE TACK IN PRIVATE VEHICLES,
[03:13:31] WE WILL NOT HAVE CAPACITY. WHETHER WE
[03:13:33] BUILD THIS OR NOT, WE REALLY DO NEED TO
[03:13:36] SHIFT PEOPLE TO MORE EFFICIENT MODES.
[03:13:39] AND SO I THINK OUR MOTIVES ARE ALIGNED
[03:13:42] HERE, AND FOR THAT REASON, I INTEND TO
[03:13:44] VOTE FOR THIS. SO THANKS FOR THE
[03:13:46] PRESENTATION.
[03:13:50] THANK YOU, COMMISSIONER. MOVING TO
[03:13:52] COMMISSIONER BOWMAN. GREAT. WELL,
[03:13:56] THE STAFF ANSWERED A LOT OF THE
[03:13:57] QUESTIONS THAT I HAD. I'M HOPING THAT I

[03:14:00] CAN GET A LITTLE BIT MORE INFORMATION.
[03:14:02] I BELIEVE THAT COMMISSIONERS JOE RECUSED
[03:14:05] HIMSELF OF VOTING ON THIS ITEM, AND I
[03:14:08] RECALL WHEN WE BROUGHT IT UP IN
[03:14:09] SEPTEMBER. I DON'T REMEMBER REFUSAL BACK
[03:14:12] THEN. AND SO COMMISSIONER CHOKE, YOU
[03:14:15] COULD MAYBE PROVIDE A LITTLE BIT MORE
[03:14:16] DETAILS ABOUT YOUR
[03:14:20] RECUSAL FOR THIS. AND IF LEGAL HAD
[03:14:22] WEIGHED IN ON THAT BACK IN SEPTEMBER WAS
[03:14:26] NOT REGARDING THE APPROVAL OF ANYTHING.
[03:14:28] IT WAS REGARDING WHETHER OR NOT WE WOULD
[03:14:30] POSTPONE IT. SO THERE'S TWO DIFFERENT
[03:14:32] MATTERS. NO, I APPRECIATE THAT. I JUST
[03:14:35] DIDN'T REMEMBER. AND PERHAPS I'M NOT
[03:14:37] REMEMBERING CORRECTLY. I JUST DON'T
[03:14:38] REMEMBER ANY CONCERNS YOU HAD IN
[03:14:41] SEPTEMBER.
[03:14:45] AM I REMEMBERING CORRECTLY THAT THIS
[03:14:48] ISSUE WAS NOT BROUGHT UP IN SEPTEMBER?
[03:14:53] I'M SORRY. I DON'T UNDERSTAND YOUR
[03:14:54] QUESTION WHEN THE STAFF BRIEFED US
[03:14:58] ABOUT THIS ISSUE AND WE'RE GETTING READY
[03:14:59] TO VOTE ON IT IN SEPTEMBER AND I ASKED
[03:15:02] FOR IT TO BE DELAYED. I DON'T REMEMBER
[03:15:04] DURING THAT DISCUSSION THAT YOU HAD
[03:15:06] BROUGHT UP YOUR EMPLOYMENT AS A REASON
[03:15:09] TO RECUSE YOURSELF FROM TALKING ABOUT
[03:15:12] THIS ISSUE. I'M WONDERING, DID I
[03:15:14] REMEMBER THAT CORRECTLY?
[03:15:17] THIS IS THE FIRST TIME I REMEMBER
[03:15:18] HEARING ABOUT YOUR RECUSAL, IF I COULD.
[03:15:22] MICHELLE, YES, PLEASE.
[03:15:26] THIS IS AARON PRITCHARD, INTERIM CHIEF
[03:15:27] STAFF. WHEN THIS ITEM FIRST CAME UP,
[03:15:32] WE DID NOT BRING UP THE QUESTION AROUND
[03:15:34] SAM'S RECUSAL. IT WAS THE SORT OF
[03:15:37] INTEGRATION OF THE DISCUSSION AROUND THE
[03:15:40] GROUND TRANSPORTATION POLICY THAT RAISED
[03:15:43] THE ISSUE OF COMMISSIONER CHOSE REFUSAL
[03:15:46] BECAUSE OF THE ISSUE AROUND A POTENTIAL
[03:15:50] FOR SOME SORT OF PREFERRED LANE OR
[03:15:52] SOMETHING THAT MIGHT PROVIDE A HIGHER
[03:15:54] BENEFIT TO TNCS. THAT WAS THE QUESTION
[03:15:57] THAT WE SUBMITTED TO OUR COUNCIL TO
[03:16:01] CONSIDER FOR RECUSAL, AND HE SUPPORTED
[03:16:04] THAT HE SHOULD RECUSE HIMSELF BECAUSE OF
[03:16:07] THOSE TWO ISSUES COMING TOGETHER. THE
[03:16:09] ORIGINAL ISSUE DIDN'T RAISE THAT SAME
[03:16:11] QUESTION. THANKS. GOT IT. THANK YOU,
[03:16:13] ERIN. THAT'S SUPER HELPFUL. THANKS. I
[03:16:17] WAS REMEMBERING THAT CORRECTLY, AND I
[03:16:18] DIDN'T HAVE THAT BACKGROUND AS TO WHY
[03:16:21] THAT WAS HAPPENING NOW. OKAY, WELL,
[03:16:24] I WANT TO SAY I AGREE WITH MR.
[03:16:27] STEINBRUECK AND COMMISSIONERS AS WELL,
[03:16:29] BUT IT DOES SOUND LIKE THIS IS A VITALLY
[03:16:31] IMPORTANT PROJECT JUST FOR THE GENERAL
[03:16:34] OPERATION OF CTC. THAT SAID.
[03:16:39] AND I APPRECIATE SO MUCH THAT THE STAFF
[03:16:40] CALLED OUT THAT THERE WAS EXACTLY ONE
[03:16:43] COMMENT DURING ENVIRONMENTAL VIEW, AND
[03:16:45] IT REALLY HAD ACTUALLY NOTHING TO DO

[03:16:47] WITH THE PROJECT ITSELF. BUT I DON'T
[03:16:49] WANT US TO TAKE THAT AS THOUGH THE
[03:16:51] PUBLIC DOESN'T CARE, BECAUSE I KNOW THAT
[03:16:54] CERTAINLY IN THE LAST COUPLE OF
[03:16:55] MEETINGS,
[03:17:00] MAYBE SOMEBODY CAN MEET THEMSELVES IN
[03:17:03] THE LAST COUPLE OF MEETINGS. WE'VE HAD
[03:17:06] THE PUBLIC WEIGH IN ON THIS PROJECT,
[03:17:08] AND I DON'T BELIEVE THAT THEY REALLY
[03:17:10] UNDERSTAND THERE HASN'T BEEN A CLEAR
[03:17:12] EXPLANATION OF AGAIN, THE REAL NEED FOR
[03:17:15] IT. IT DOES SEEM AS THOUGH ALL WE'RE
[03:17:17] DOING IS BUILDING MORE CONCRETE TO THE
[03:17:20] AIRPORT, THEREFORE ALLOWING MORE
[03:17:22] VEHICLES TO COME IN, WHICH WOULD FURTHER
[03:17:24] CONGEST THE OTHER ROADWAYS AND INCREASE
[03:17:28] THE ENVIRONMENTAL INJUSTICE FOR THOSE
[03:17:30] COMMUNITIES AROUND THE AIRPORT. AND SO
[03:17:33] I'M JUST WEIGHING IN HERE AS MY TIME ON
[03:17:36] THE COMMISSION OVER MANY YEARS,
[03:17:40] I'M GOING TO ASK, I DON'T THINK IT'S
[03:17:41] GOING TO HAPPEN BUT I WOULD ASK THAT WE
[03:17:44] ALLOW THE NEWLY ELECTED COMMISSIONERS TO
[03:17:46] WEIGH IN ON THIS. THEY HAVE STRONG VIEWS
[03:17:50] ABOUT THE FUTURE OF THE AIRPORT, AND I
[03:17:53] THINK THAT THIS PARTICULAR PROJECT IS
[03:17:56] ONE THAT THEY SHOULD GET UP TO SPEED ON.
[03:17:59] WELL, I KNOW THAT THE STAFF WILL SAY IF
[03:18:02] I MIGHT CONTINUE WELL, I KNOW THAT THE
[03:18:07] REQUEST IS ONLY TO AUTHORIZE DESIGN. WE
[03:18:10] ALL KNOW THAT ONCE MONEY IS SPENT ON
[03:18:12] DESIGN, IT REALLY IS PRETTY MUCH A GO
[03:18:15] WITH THE PROJECT. AND SO I REALLY CAN'T
[03:18:18] EVEN RECALL IN MY YEARS ON THE
[03:18:20] COMMISSION A SIGNIFICANT TIME WHEN WE
[03:18:23] HAVE SPENT MONEY ON DESIGN AND THEN
[03:18:25] LATER SAID, MADE THE DECISION TO NOT
[03:18:28] MOVE FORWARD WITH THE PROJECT AND GIVEN
[03:18:30] HOW CRITICAL IT IS TO THE FUTURE OF THE
[03:18:33] AIRPORT, I JUST WANT TO AGAIN BE CLEAR.
[03:18:35] I SUPPORT THE CONCEPT. SO I'M NOT ASKING
[03:18:38] FOR A DELAY OF 60 DAYS IN ORDER TO NOT
[03:18:42] HAVE THIS GO THROUGH. I'M ASKING FOR A
[03:18:44] DELAY BECAUSE I DO THINK THAT IT WOULD
[03:18:46] BE IN THE RIGHT SPIRIT OF DISCLOSURE FOR
[03:18:50] THE NEW COMMISSIONERS TO BE ABLE TO HAVE
[03:18:52] AN OPPORTUNITY TO BETTER UNDERSTAND THIS
[03:18:55] BEFORE IT MOVES FORWARD AND TO GIVE
[03:18:57] THEIR THOUGHTS ON IT, GIVEN THEIR
[03:19:00] THOUGHTS ON THE FUTURE OF THE AIRPORT.
[03:19:04] AGAIN, I UNDERSTAND. AND WHEN I ASKED
[03:19:06] THE STAFF TO BE CLEAR WHEN I ASKED WHAT
[03:19:08] THE DELAY WOULD COST, WHAT I WAS TOLD
[03:19:09] WAS IT WOULDN'T THE BRIDGE DEMOLITION.
[03:19:11] THERE'S NOT AN ISSUE WITH THAT. AND IT
[03:19:13] WOULD JUST BE THE COST OF DELAY. WELL,
[03:19:16] THE COST OF DELAY WOULD BE 60 DAYS. AND
[03:19:20] I JUST DON'T SEE THAT AS BEING SUCH A
[03:19:22] BARRIER THAT WE WOULDN'T GIVE NEW
[03:19:24] COMMISSIONERS AN OPPORTUNITY TO WEIGH
[03:19:26] IN. THANK YOU.
[03:19:31] THANK YOU. COMMISSIONERS FELLEMAN,
[03:19:34] QUESTIONS OR COMMENTS FOR STAFF ON THIS

[03:19:35] ITEM. IS THAT A MOTION, COMMISSIONER
[03:19:39] BOWMAN OR NOT? I DIDN'T HEAR THERE WAS
[03:19:42] A MOTION. I CAN MAKE IT INTO MOTION.
[03:19:43] I MEAN, I DON'T ANTICIPATE YES, I'LL
[03:19:47] MAKE IT INTO MOTION. I DON'T ANTICIPATE
[03:19:48] IT. OKAY.
[03:19:52] I'LL SECOND IT FOR THE PURPOSE OF
[03:19:54] DISCUSSION. MR. COMMISSION PRESIDENT
[03:19:56] THE COMMISSIONERS PRESIDENT TO
[03:19:58] THE COMMISSIONERS. LET'S GET THE MAIN
[03:19:59] MOTION ON THE FLOOR FIRST, AND THEN IF
[03:20:01] THERE'S A MOTION TO POSTPONE TO A TIME
[03:20:03] CERTAIN IT WOULD BE IN ORDER AT THAT
[03:20:04] TIME. MR. COMMISSIONERS, I'LL MAKE A
[03:20:07] MOTION FOR THE ORIGINAL PASSAGE.
[03:20:11] MICHELLE, THANK YOU, COMMISSIONER
[03:20:13] BOWMAN, BEFORE WE GO THERE, MR.
[03:20:15] COMMISSION PRESIDENT, DID YOU HAVE ANY
[03:20:16] QUESTIONS OR COMMENTS FOR STAFF? I
[03:20:20] BELIEVE HER REQUEST IS JUST TO POSTPONE
[03:20:24] USUALLY WOULD BE TO A DATE CERTAIN. AND
[03:20:27] THAT COMMISSIONER STEINBRUECK SECOND
[03:20:29] DIGIT. SO I DON'T HAVE ANY QUESTIONS
[03:20:32] ABOUT THE DISCUSSION AT HAND. THE
[03:20:34] PRESENTATION WAS VERY ACCURATE AND OR
[03:20:37] CLEAR, AND I BELIEVE MOST OF THE
[03:20:39] QUESTIONS HAVE BEEN ADDRESSED. I STILL
[03:20:42] THINK THAT THERE ARE EXPENSIVE
[03:20:45] THINGS THAT COULD BE DONE IN TERMS OF
[03:20:48] GETTING INTO THE AIRPORT AND WORKING
[03:20:49] WITH THE STATE HIGHWAYS, LOOKING AT
[03:20:54] A MORE LONG TERM PLAN. BUT IN THE
[03:20:57] MEANTIME, IT SOUNDS LIKE WE'RE WORKING
[03:20:58] WITH THE CARS THAT WERE DEALT. AND I
[03:21:01] THINK IT'S THE PLANNING NOW WORKING WITH
[03:21:04] WHAT WE'VE GOT IS GOING TO BE THE
[03:21:05] CHALLENGE IN FRONT OF US. SO I'M
[03:21:08] PREPARED TO SUPPORT THIS. THANK YOU,
[03:21:10] MR. COMMISSION PRESIDENT. LET'S GO AHEAD
[03:21:12] AND GET THE MAIN MOTION ON THE FLOOR.
[03:21:14] WE SHOULD ALSO HEAR FROM EXECUTIVE
[03:21:16] DIRECTOR METRUCK IF HE HAS ANY COMMENTS
[03:21:18] IN THIS REGARD AFTER THE MAIN MOTION IS
[03:21:19] ON THE FLOOR,
[03:21:25] AND THAT IS A MOTION TO ADOPT ITEM NINE.
[03:21:27] THE COMMISSIONER BOWMAN, WERE YOU THE
[03:21:29] SECOND ON THAT? SURE. I'LL BE THE SECOND
[03:21:32] ON IT. THANK YOU. EXECUTIVE DIRECTOR
[03:21:36] METRUCK, DID YOU WANT TO SPEAK TO A
[03:21:37] POTENTIAL POSTPONEMENT? YES, SIR.
[03:21:41] THANKS, CLERK HART. THANKS, COMMISSIONERS.
[03:21:42] AND THANK YOU FOR YOUR DEEP
[03:21:44] CONSIDERATION THIS AND YOUR THOUGHTFUL
[03:21:46] COMMENTS. ALL THE COMMISSIONERS ON THIS,
[03:21:50] I WOULD NOT SUPPORT A DELAY, AS I STATED
[03:21:52] IN THERE. AND EVEN THOUGH I KNOW
[03:21:54] COMMISSIONER BOWMAN ADDRESSED IT, THIS
[03:21:56] IS FOR DESIGN MOVING FORWARD. AND I
[03:21:59] THINK THAT'S IMPORTANT. I THINK A FUTURE
[03:22:01] COMMISSION WHEN CONSTITUTED, EVEN THOUGH
[03:22:04] WE SAY THAT WE HAVEN'T DONE THAT,
[03:22:08] I DON'T KNOW IF THAT'S TRUE IF WE'VE
[03:22:10] MOVED TO DESIGN AND WE'VE NOT MOVED

[03:22:12] FORWARD, BUT THAT IS ACTUALLY THE ACTION
[03:22:14] HAS TO BE TAKEN IN ORDER TO MOVE
[03:22:16] FORWARD, ANSWERING ANY QUESTIONS THEN.
[03:22:18] SO AT THIS TIME, I SUPPORT NOT
[03:22:23] SUPPORT DELAYING THIS FOR FURTHER
[03:22:25] CONSIDERATION TO DIFFERENT COMMISSION
[03:22:30] THROUGH THE COMMISSION PRESIDENT TO
[03:22:31] COMMISSIONER BOWMAN. COMMISSIONER
[03:22:32] BOWMAN, IF YOU WANTED TO MAKE A MOTION
[03:22:34] TO POSTPONE AT THIS TIME, IT WOULD BE IN
[03:22:36] ORDER. OKAY. WELL, I'M GOING TO MAKE A
[03:22:39] MOTION TO POSTPONE THIS ITEM UNTIL THE
[03:22:43] FIRST MEETING OF THE COMMISSION IN 2022,
[03:22:46] AND THE DATE ON THAT WOULD BE YOU
[03:22:51] HELP ME OUT THERE, MICHELLE. I THINK
[03:22:52] THAT'S GOING TO BE JANUARY 11.
[03:22:56] IT WOULD NORMALLY WE'RE LOOKING TO
[03:22:58] ACTUALLY CHANGE THAT MEETING DATE TO THE
[03:23:00] FIRST WEEK, SO THAT'S STILL IN THE
[03:23:02] WORKS. SO I WOULD PROPOSE JANUARY 4 FOR
[03:23:06] YOUR MOTION TO RESPOND TO A TIME CERTAIN
[03:23:08] AT THIS POINT. ALL RIGHT. SO TIME
[03:23:10] CERTAIN WOULD BE JANUARY 4. THANK YOU.
[03:23:14] MOTION. AND THEN, MR.
[03:23:17] COMMISSION PRESIDENT, WE CAN RUN THROUGH
[03:23:20] THE ROLE. WE HAVE A MOTION TO POSTPONE
[03:23:22] TO A TIME CERTAIN OF JANUARY 4 ON THE
[03:23:24] FLOOR. THE MOTION IS DEBATABLE ONLY TO
[03:23:27] THE TIME CERTAIN OF POSTPONEMENT. I'M
[03:23:30] SORRY. IT'S AMENDABLE TO THE TIME
[03:23:32] CERTAIN OF POSTPONEMENT, AND THAT IS THE
[03:23:35] EXTENT OF IT. SO DO YOU WANT ME TO GO
[03:23:37] AHEAD AND RUN THROUGH THE ROLE ON THE
[03:23:38] MOTION TO POSTPONE TO A TIME CERTAIN,
[03:23:41] PLEASE. THANK YOU. BEGINNING WITH
[03:23:43] COMMISSIONER STEINBRUECK. NO COMMENTS.
[03:23:45] THANK YOU. THIS IS FOR THE VOTE ON THE
[03:23:48] MOTION TO POSTPONE TO A TIME CERTAIN IT
[03:23:52] IS DEBATABLE AS WELL.
[03:23:56] OKAY. LET'S TAKE QUESTIONS FIRST AND
[03:23:57] THEN WE'LL GO THROUGH A VOTE. LET'S DO
[03:23:59] IT THAT WAY. COMMISSIONER CALKINS, ANY
[03:24:01] QUESTIONS ON OR COMMENTS ON A MOTION TO
[03:24:03] THE TIME CERTAIN. NO QUESTIONS.
[03:24:08] THANK YOU. COMMISSIONER BOWMAN.
[03:24:09] ANYTHING FURTHER ON THE MOTION TO THE
[03:24:11] PHONE THAT YOU'D LIKE TO SPEAK TO. NO.
[03:24:14] AGAIN, I JUST WANT TO SAY I APPRECIATE
[03:24:15] ALL THE WORK FROM THE STAFF AND IT'S NOT
[03:24:17] AN INDICTMENT ON THE PROJECT AT ALL. I
[03:24:19] JUST WANTED TO PROVIDE AN OPPORTUNITY
[03:24:22] FOR THE NEW FOLKS TO WEIGH IN. SO I
[03:24:25] THINK IT'S IMPORTANT. THANK YOU. THANK
[03:24:28] YOU, COMMISSIONER FELLEMAN. QUESTIONS OR
[03:24:29] COMMENTS ON THE MOTION TO POSTPONE TO A
[03:24:31] TIME CERTAIN. NO FURTHER QUESTIONS.
[03:24:34] OKAY, THEN LET'S GO TO THE MOTION TO THE
[03:24:36] VOTE ON THE MOTION TO POSTPONE TO A TIME
[03:24:37] CERTAIN BEGINNING WITH COMMISSIONER
[03:24:39] STEINBRUECK.
[03:24:45] COMMISSIONER STEINBRUECK ON THE MOTION TO
[03:24:47] POSTPONE TO A TIME. NO.
[03:24:52] YOU DO NOT WANT TO PROCEED. THANK YOU,

[03:24:57] COMMISSIONER.
[03:25:03] THAT'S A NO FROM YOU, SIR. CORRECT?
[03:25:06] YEAH. LET'S PLAY AROUND. THANK YOU.
[03:25:15] MAYBE FOLKS CAN MEET THEIR PHONES.
[03:25:17] THANKS. I'M VOTING ON MY MOTION. THANK
[03:25:20] YOU. THANK YOU. COMMISSIONERS FELLEMAN,
[03:25:22] ON THE MOTION OF THE PHONE TO A TIME
[03:25:23] CERTAIN. THE MOTION
[03:25:27] OF THE PHONE TO A TIME CERTAIN FAILED.
[03:25:30] AND NOW WE ARE BACK TO THE MOTION TO
[03:25:33] APPROVE ITEM NINE. B. WOULD YOU LIKE ME
[03:25:37] TO RUN THROUGH THE ROLE, PLEASE? THANK
[03:25:40] YOU ON
[03:25:57] THE MOTION TO APPROVE ITEM 9D. AND THEN.
[03:26:01] THANK YOU, COMMISSIONER FELLEMAN. ALL
[03:26:03] RIGHT. THANK YOU. AND THAT MOTION PASSES
[03:26:07] WITH A FOUR YESS AND ZERO NOS.
[03:26:13] VERY GOOD MOTION THEN PASSES. SO I
[03:26:17] BELIEVE THAT BRINGS US TO THE END OF
[03:26:20] THIS MEETING. IF THAT WAS THE FIRST TWO
[03:26:23] THAT WAS SUPPOSED TO BE DISCUSSED. SO I
[03:26:27] THINK WE'RE NOW AT THE POINT OF ANY
[03:26:30] FINAL COMMENTS BY EXECUTIVE METRUCK. AND
[03:26:33] THEN WE'LL GO AROUND TO THE
[03:26:34] COMMISSIONERS. NO. THANK YOU,
[03:26:37] COMMISSIONERS. WE HAD A VERY
[03:26:41] PRESENTATION AND ITEMS THAT WE WENT
[03:26:43] THROUGH. THANKS FOR YOUR ATTENTION AND
[03:26:44] YOUR THOUGHTFUL FEEDBACK ON ALL THESE
[03:26:46] IMPORTANT ISSUES. THANK YOU.
[03:26:50] THANK YOU. AND THEN, MR. COMMISSION
[03:26:52] PRESIDENT, I CAN RUN THROUGH THE ROLE
[03:26:53] FOR FINAL CLOSING COMMENTS. THANK YOU.
[03:26:56] THANK YOU. BEGINNING WITH COMMISSIONER
[03:26:58] STEINBRUECK. NO CLOSING COMMENTS. THANK
[03:27:01] YOU. THANK YOU, COMMISSIONER CHO.
[03:27:05] NONE FOR ME. THANK YOU. THANK YOU,
[03:27:07] COMMISSIONER CALKINS. NONE FOR ME
[03:27:11] EITHER. THANK YOU, COMMISSIONER BOWMAN.
[03:27:14] NO COMMENTS. THANK YOU. THANK YOU,
[03:27:17] COMMISSIONER FELLEMAN. I JUST ASK
[03:27:20] EVERYBODY TO GET HOME SAFELY. THERE'S
[03:27:22] QUITE A STORM OF BLOWING THROUGH HERE.
[03:27:24] ONE SQUALL AFTER THE NEXT. HAVING SAID
[03:27:27] THAT I WOULD LIKE TO DECLARE THIS
[03:27:29] COMMISSION MEETING CLOSED ON NOVEMBER 9.
[03:27:32] THE TIME NOW WE'RE 328.
[03:27:39] VERY GOOD. WE ARE RETURNED.
[03:27:43] THANK YOU, COMMISSIONERS. THANKS.

END OF TRANSCRIPT