

START OF TRANSCRIPT

[00:00:27] This is Commission President Sam Cho
[00:00:30] convening the regular meeting of January
[00:00:32] 9, 2024. The time is now 10:27 a.m.
[00:00:36] We're meeting in person today at the Port
[00:00:38] of Seattle Headquarters building,
[00:00:39] Commission chambers, and virtually via
[00:00:40] Microsoft Teams. Present with me today are
[00:00:43] Commissioners Calkins, Felleman, and
[00:00:44] Mohammed, who are currently gathered in
[00:00:46] executive session room awaiting the
[00:00:48] opening of the public meeting.
[00:00:50] Commissioner Hasegawa is excused. We'll
[00:00:52] now recess into executive session to
[00:00:54] discuss two items regarding litigation and
[00:00:56] or potential litigation or legal risk per
[00:00:58] RCW 42.30.110, sub one sub
[00:01:02] I for approximately 60 minutes. One of
[00:01:05] those items is as well related to the
[00:01:08] performance of public employee per RCW
[00:01:10] 42.30. Point eleven sub one,
[00:01:13] sub g. We'll reconvene into public session
[00:01:17] at 12:00 p.m.. Noon. Thank you.
[00:01:20] We are in recess.
[00:01:25] All right, everyone, we're going to go
[00:01:27] ahead and get started. This is Commission
[00:01:30] President Sam Cho reconvening the regular
[00:01:33] meeting of January 9 of 2024.
[00:01:36] The time is twelve 04:00 p.m. We're
[00:01:38] meeting in person today at the Port of
[00:01:39] Seattle Headquarters building, commission
[00:01:41] chambers, and virtually via Microsoft
[00:01:43] Teams. Clerk Hart, please call the roll of
[00:01:45] all commissioners in attendance. Thank
[00:01:47] you. Beginning with Commissioner Calkins
[00:01:52] here. Thank you. Commissioner Cho present.
[00:01:55] Thank you. Commissioner Felleman,
[00:01:57] present. Thank you. And Commissioner
[00:01:59] Mohamed present. Thank you. We do have a
[00:02:01] quorum established here today. Excellent.
[00:02:03] As a few housekeeping items
[00:02:07] before we begin, for everyone in the
[00:02:08] meeting room, please turn your cell phones
[00:02:10] to silent. For anyone participating
[00:02:13] on Microsoft Teams, please muted your
[00:02:15] speakers when not actively speaking or
[00:02:17] presenting. Please keep your cameras off
[00:02:19] unless you are a member of the commission
[00:02:20] or executive director participating
[00:02:22] virtually or you are a member of staff in
[00:02:25] a presentation and are actively addressing
[00:02:27] the commissioner. Members of the public
[00:02:29] addressing the Commission during public
[00:02:30] comment may turn on their cameras when
[00:02:32] their name is called to speak and will
[00:02:35] turn them back off again at the conclusion
[00:02:37] of their remarks. For anyone at the dais
[00:02:39] here today, please turn off the speakers
[00:02:41] on any computers and silence your devices.
[00:02:44] Please also remember to address your
[00:02:46] questions to be recognized, to speak
[00:02:47] through the chair, and to wait to speak

[00:02:49] until you have been recognized. You'll
[00:02:51] turn on your microphones on and off as
[00:02:52] needed. All the items noted here will
[00:02:55] ensure a smoother meeting, so thank you in
[00:02:56] advance. All votes today will be taken by
[00:02:59] the roll call method so it is clear for
[00:03:01] anyone participating virtually how votes
[00:03:03] are cast. Commissioners will say iron a
[00:03:05] when their name is called. We are meeting
[00:03:08] on the ancestral lands and waters of the
[00:03:10] Coast Salish people with whom we share a
[00:03:12] commitment to steward these natural
[00:03:13] resources for future generations. This
[00:03:16] meeting is being digital recorded and may
[00:03:19] be viewed or heard at any time on the
[00:03:20] port's website and may be rebroadcast by
[00:03:23] King County Television. Please now stand
[00:03:25] and join me in the pledge of allegiance to
[00:03:33] the flag of the United States of America
[00:03:36] and to the Republic for which it stands,
[00:03:38] one nation under God, indivisible, with
[00:03:42] liberty and justice. Photos all
[00:03:46] right, so first item of the business today
[00:03:49] is approval of the agenda. As a reminder,
[00:03:52] if a commissioner wishes to comment for or
[00:03:54] against an item on the consent agenda, it
[00:03:56] is not necessary to pull the item from the
[00:03:58] consent agenda. Rather, a commissioner may
[00:04:00] offer supporting or opposing comments
[00:04:02] later in the meeting. Once we get to
[00:04:04] consent agenda, please wait until the
[00:04:06] motion to approve the consent agenda is on
[00:04:07] the floor for those comments, if any.
[00:04:09] However, it is appropriate at this time if
[00:04:11] a commissioner wants to ask questions of
[00:04:13] staff or wishes to have a dialogue on a
[00:04:15] consent agenda. Item to request the item
[00:04:17] to be pulled for separate discussion I
[00:04:19] have heard that there are two items to be
[00:04:21] potentially pulled from the consent agenda
[00:04:23] for this meeting. The first is agenda item
[00:04:25] eight g, the 2024 state legislative
[00:04:28] agenda. Commissioner Mohamed, is it still
[00:04:30] your desire to pull this item from the
[00:04:31] consent? That is correct. Excellent.
[00:04:33] Thank you, Commissioner. Clerk Hart. For
[00:04:35] the record, I would like to pull item
[00:04:37] eight I from the consent agenda with
[00:04:39] respect to gate realignment at sea.
[00:04:43] Those are the two items. Are there any
[00:04:46] other additional items to be pulled from
[00:04:48] the consent agenda or any motions to
[00:04:50] rearrange the orders of the day?
[00:04:53] All right, so seeing none, commissioners,
[00:04:55] the question is now to approve the agenda
[00:04:59] as amended. Is there a motion to approve?
[00:05:02] So moved. Second great. We have a motion
[00:05:05] and a second. Is there any objection to
[00:05:07] the approval of the agenda as amended?
[00:05:10] Hearing none. The agenda is approved as
[00:05:12] amended. All right,
[00:05:16] we do not have any special orders
[00:05:18] scheduled for today, so our next item on

[00:05:20] the agenda is going to be our executive
[00:05:21] director support. Executive Director
[00:05:23] Metruck, you have the floor. Thank you,
[00:05:25] President Cho. Good afternoon,
[00:05:28] commissioner, and Happy New Year. I hope
[00:05:30] everyone was able to relax, refresh and
[00:05:32] recharge over the holiday break in the
[00:05:34] commission recess. As we
[00:05:38] begin the new year, it's a good time to
[00:05:39] reflect upon some of our accomplishments
[00:05:41] and look ahead to our priorities for 2024.
[00:05:44] In 2023, we achieved a number of
[00:05:47] milestones across our operations. In July,
[00:05:50] we set new daily records for the airport
[00:05:52] and our new international rivals.
[00:05:54] Facility and cruise season set a new
[00:05:56] record for passengers. In 2023, we pay
[00:05:59] particular attention to our operational
[00:06:01] volume because they are a crucial
[00:06:05] source of economic activity and jobs for
[00:06:07] our tenants and related industries.
[00:06:10] Last year was also significant
[00:06:14] from a capital planning perspective. The
[00:06:16] upgrade sea program is well underway,
[00:06:18] improving the Alaska lobby in checkpoint
[00:06:21] five and progress on relocating checkpoint
[00:06:24] one. This month, passengers will start
[00:06:27] to see construction impacts at the sea
[00:06:30] concourse expansion this spring. There
[00:06:32] will also be work to improve the airport
[00:06:34] arrivals roadway. On the maritime side,
[00:06:37] the commission authorized investments in
[00:06:39] marquee facilities, including redeveloping
[00:06:42] bursts six and eight at terminal 91 and
[00:06:44] completing design for the terminal 91
[00:06:46] uplands redevelopment, authorizing
[00:06:49] construction for the Maritime Innovation
[00:06:51] center and the fisherman's terminal
[00:06:53] redevelopment. We also advance work to
[00:06:55] expand shore power at pier 66,
[00:06:57] positioning Seattle to be one
[00:07:02] of the only cruise home ports in the world
[00:07:04] to offer shore power at all three of its
[00:07:07] berths. On the policy side, we became the
[00:07:11] first port in the country to adopt land
[00:07:15] stewardship principles. This year, we will
[00:07:17] finalize and adopt the land stewardship
[00:07:19] plan and tree placement standards,
[00:07:21] furthering our national leadership on
[00:07:23] sustainability commissioners.
[00:07:26] Later in the meeting, you'll be asked to
[00:07:27] extend the lease for the Duwamish
[00:07:29] Community hub. It's an extraordinarily
[00:07:32] successful amenity for the community,
[00:07:34] opening its doors for 256 events in 2023.
[00:07:38] Last year, we also achieved a major
[00:07:40] milestone at the closely connected
[00:07:42] Duwamish River People's park and habitat.
[00:07:45] In the first year of monitoring,
[00:07:47] environmental managers found juvenile
[00:07:49] native salmon and wetland plants thriving
[00:07:52] in the habitat we built for them. Our
[00:07:55] South King County Community Impact Fund

[00:07:56] met major milestones in 2023 as well.
[00:08:00] As of December, the fund had allocated 7.3
[00:08:04] of its \$10 million to 72 environmental and
[00:08:07] economic recovery in WMBE projects.
[00:08:11] Looking back on our achievements provides
[00:08:14] perspective. When you look back, you can
[00:08:16] see that the port makes huge strides every
[00:08:19] year. We accomplished a lot in 2023, and
[00:08:22] we have an equally ambitious agenda in
[00:08:24] 2024. We are committed to being ready for
[00:08:28] the world in two years. From the
[00:08:30] waterfront to the airport, we will be
[00:08:32] ready to greet the world when FIFA comes
[00:08:34] to town the summer of 2026. We are
[00:08:38] looking beyond 2026 with planning for the
[00:08:40] future of transportation and aviation in
[00:08:42] our region, particularly by advancing our
[00:08:45] sustainable Aviation Master plan, we are
[00:08:49] preparing for the future of energy. We
[00:08:51] know that the future will be emissions
[00:08:53] free at the Pacific Northwest and west
[00:08:55] coast will be on the leading edge of the
[00:08:57] transition to get us there. While the
[00:09:00] region may be innovative early adopters,
[00:09:02] all of our industries require global
[00:09:04] collaboration to address global climate
[00:09:06] change. With the strong leadership of our
[00:09:08] commission in 2022 and 2023, we began
[00:09:12] reinvesting in our global relationships,
[00:09:15] particularly our green corridor projects
[00:09:17] and Sisterport relationships. We see
[00:09:20] opportunities through them to accelerate
[00:09:21] business development and sustainability
[00:09:23] initiatives through this global
[00:09:25] collaboration. Of course, none of this
[00:09:28] work is possible without our staff here at
[00:09:30] the port. Ensuring that the port remains
[00:09:32] an employer of choice, staffed by talented
[00:09:34] and highly motivated employees is a major
[00:09:37] focus for myself and our leadership team
[00:09:40] here. Doing what's right for our employees
[00:09:43] and continuing our progress to be an anti
[00:09:45] racist organization are among my
[00:09:47] priorities for the year. I'm excited that
[00:09:50] this year is underway and look forward to
[00:09:52] working with you throughout the upcoming
[00:09:54] year. Before we get started with today's
[00:09:56] meeting, I have a few other quick items to
[00:09:58] share. First, I want to commend Alaska
[00:10:02] Airlines, the FAA, the aviation industry
[00:10:05] and our airport employees for their
[00:10:07] response to the aircraft incident. On
[00:10:09] Friday night, our partners executed in
[00:10:13] an immediate and comprehensive response.
[00:10:15] At SEA, our staff worked closely with
[00:10:18] Alaska to accommodate operational and
[00:10:20] customer service needs, including thinking
[00:10:23] rapidly to open the cruise check in
[00:10:25] location in the parking garage for
[00:10:27] additional space to rebook customers,
[00:10:29] working with airlines to coordinate space
[00:10:32] for aircraft on the ramp, and handing out
[00:10:34] 150 blankets and water to passengers in

[00:10:37] our terminal. The partnership and
[00:10:40] collaboration has been evident throughout.
[00:10:42] I personally appreciated the regular
[00:10:44] updates as you were receiving them too
[00:10:46] from aviation managing director Lance
[00:10:48] Little and aye. team, and I was very
[00:10:51] impressed with the response that continues
[00:10:52] as we speak because the situation is still
[00:10:55] continuing. The response to this incident
[00:10:58] is a great reminder of the importance of
[00:11:00] preparedness as we enter the winter travel
[00:11:04] season and the forecast is getting more
[00:11:05] winter-like as compared to the mild weather
[00:11:07] we had over the holidays. Our teams at
[00:11:11] both our seaport and airport are working
[00:11:13] hard to keep our gateways open and have
[00:11:15] plans in place with our partners for major
[00:11:17] weather events, the type which are
[00:11:19] starting to be forecast now. Having the
[00:11:22] right resources is important. We
[00:11:24] appreciate the commission's actions last
[00:11:26] year to expand our fleet of deicing and
[00:11:28] snow removal equipment and the continuous
[00:11:30] improvement efforts by our airport,
[00:11:32] airlines and tenants to be prepared for
[00:11:34] weather. In other news,
[00:11:37] while it probably no longer comes as a
[00:11:39] surprise to many of you, I'm pleased to
[00:11:41] again share that our accounting and
[00:11:43] financial reporting department has again
[00:11:45] received the certificate of achievement
[00:11:47] for excellence in financial reporting from
[00:11:50] the Government Finance Officers
[00:11:51] association of the United States and
[00:11:53] Canada. This marks the 18th
[00:11:57] consecutive year that the AFR team has
[00:11:59] received this prestigious award. 18 years
[00:12:02] of performance at this level is very
[00:12:05] impressive and is great recognition for
[00:12:07] the effort that is put into our financial
[00:12:09] reporting work and it also,
[00:12:12] more importantly to me, it reflects very
[00:12:14] well on our century agenda goal of being a
[00:12:17] highly effective public agency and setting
[00:12:19] the standard for financial reporting.
[00:12:22] Congratulations to everyone within the AFR
[00:12:25] team and their partners throughout the
[00:12:27] divisions of the port commissioner
[00:12:32] is also reflecting back. We also have very
[00:12:34] sad news as we begin the year, and I'm
[00:12:38] sorry to share the sad news that the Port
[00:12:41] of Seattle Port of Seattle firefighter
[00:12:44] Alvin Vaughn passed away on December 25
[00:12:47] after a courageous fight with pancreatic
[00:12:49] cancer. The Seattle Times sports section
[00:12:52] ran a wonderful tribute to Alvin,
[00:12:55] covering aye. distinguished sports career
[00:12:56] at Garfield High School and the University
[00:12:59] of Washington in aye. community work, as
[00:13:01] well as aye. work as a firefighter at the
[00:13:03] port. A celebration of Alvin's life was
[00:13:06] held last Saturday and aye. family,
[00:13:07] friends and colleagues at the Port of

[00:13:09] Seattle Fire department held a meaningful
[00:13:11] and inspiring ceremony, and it was a great
[00:13:14] tribute to a life well lived. We lost
[00:13:18] several other members of the port family
[00:13:20] last year as well. You may have seen an
[00:13:22] email they sent to all employees recently
[00:13:24] remembering all the colleagues we lost in
[00:13:26] 2023, including colleagues George Ann
[00:13:30] Smith, health and safety program manager
[00:13:33] Johnny Ford, maintenance marine
[00:13:35] maintenance painter John Hartley, harbor
[00:13:38] operations specialist and Jenny Chang, a
[00:13:41] design technician on our engineering
[00:13:42] design team. Our thoughts and prayers go
[00:13:45] out to their families, friends and
[00:13:47] colleagues. Continuing on finally,
[00:13:54] on Monday, January 15, the nation
[00:13:57] celebrates Dr. Martin Luther King Jr's.
[00:13:59] Birthday and aye. impact of aye. work on all
[00:14:01] of us. The port will sponsor a table at
[00:14:04] the annual MLK Day Opportunity Fair at
[00:14:07] Garfield High School with support by staff
[00:14:10] from HR, OEDI, workforce development and
[00:14:13] other departments. There will also be a
[00:14:15] community dialogue, workshops, rally and a
[00:14:17] march. The port has been a strong
[00:14:19] supporter of this event for many years and
[00:14:21] is definitely in a highlight for us.
[00:14:24] Moving to today's commission meeting, I'd
[00:14:27] like to highlight just a few items. Item
[00:14:30] eight I on a consent agenda,
[00:14:34] which has been removed, and we'll discuss
[00:14:37] that is an action item that underscores
[00:14:39] our commitment and eagerness to deliver on
[00:14:42] a reconfiguration of several airline gates
[00:14:44] to maximize our airport's efficiency. The
[00:14:47] project authorization increase for the
[00:14:48] post IAF airline realignment project will
[00:14:52] help improve the sequencing of
[00:14:53] construction activities and allow critical
[00:14:55] work to begin earlier, and I look forward
[00:14:57] to discussing that further in the agenda.
[00:15:00] Item ten C under new business is an order
[00:15:03] of the Port of Seattle Commission electing
[00:15:06] the slate of officers for the port for
[00:15:08] calendar year 2024.
[00:15:14] You can take care of that, Michelle. I
[00:15:16] did. Okay. Item ten C under
[00:15:20] new business is an order of the Port of
[00:15:22] Seattle Commission electing the slate of
[00:15:24] officers for the calendar year 2024.
[00:15:27] I want to congratulate Commissioner
[00:15:29] Mohammed on her selection as president,
[00:15:31] Commissioner Hasegawa as vice president,
[00:15:33] and commissioner Calkins as secretary.
[00:15:36] And as long as I have the MIC, I also want
[00:15:38] to thank current President Cho for your
[00:15:41] vision and your steadfast leadership over
[00:15:44] the course of the last year, during one of
[00:15:46] the best years operationally in the port's
[00:15:48] history. And I look forward to building
[00:15:50] our successes under the leadership of
[00:15:52] Commissioner Mohamed. So with that, that

[00:15:54] concludes my report. I thank you.
[00:15:59] Thank you so much, Steve, for your report.
[00:16:02] We are now on to committee reports. Erica
[00:16:05] Chung, Commissioner Strategic Advisor,
[00:16:06] will provide the report. Good afternoon
[00:16:08] and Commissioner Cho, Commissioners
[00:16:10] Executive Director Metruck I have two
[00:16:12] committee reports from 2023. On December
[00:16:16] 19, Commissioner Felleman participate in
[00:16:18] the Portwide Arts and Culture Board where
[00:16:20] the board was given a review of 2024
[00:16:24] art projects at SEA and aviation
[00:16:27] properties. The board then discussed the
[00:16:30] process of implementing a more robust
[00:16:32] portwide strategy and previewed projects
[00:16:35] for 2024. On December 14,
[00:16:38] commissioners Mohamed and Cho convened the
[00:16:40] last audit committee meeting. The
[00:16:42] committee received an audit entrance
[00:16:44] report from Moss Adams for an annual audit
[00:16:48] and report on the financial statements for
[00:16:50] the year on December 31. The presentation
[00:16:53] of audit results is expected in May 2024.
[00:16:57] The audit will also address compliance
[00:16:59] related to major federal war programs and
[00:17:01] the schedule of passenger facilities,
[00:17:04] charge program receipts and expenditures,
[00:17:06] and related internal controls. The audit
[00:17:09] will also look at the schedule of net
[00:17:11] revenues available for revenue bond debt
[00:17:13] service. The committee further received a
[00:17:16] construction audit services annual report
[00:17:19] from RL Townsend and Associates,
[00:17:21] received an update on internal audits
[00:17:24] outreach project, received an update on
[00:17:26] the 2023rd audit plan,
[00:17:29] recommended approval of the proposed 2024
[00:17:32] internal audit plan and received
[00:17:34] performance audit reports on the airport
[00:17:36] parking garage and separately on police
[00:17:39] department seizures and the aviation
[00:17:41] evidence room and a limited contract
[00:17:43] compliance audit report for Seattle Air
[00:17:46] Ventures was presented. Internal audits
[00:17:49] 2023 annual report will be presented at
[00:17:52] the February 13 Commissioner meeting.
[00:17:54] This concludes my report. Thank you.
[00:17:57] Excellent. Any questions or comments for
[00:17:59] Erica? All right,
[00:18:02] moving on to the next item. Thank you,
[00:18:04] Erica. We are now at the public comment
[00:18:06] section of our agenda. The Port
[00:18:08] Commission welcomes public comment as an
[00:18:10] important part of the public process.
[00:18:12] Comments are received and considered by
[00:18:14] the commission in its deliberations.
[00:18:16] Before we take public comment, let's
[00:18:18] review our rules for in person and virtual
[00:18:20] public comment. Clerk Hart, please play
[00:18:22] the recorded rules.
[00:18:32] The Port of Seattle Commission welcomes
[00:18:34] you to our meeting today. As noted,
[00:18:37] public comment is an important part of the

[00:18:39] public process, and the Port of Seattle
[00:18:41] Commission thanks you for joining us. The
[00:18:44] commission accepts in person, virtual and
[00:18:47] written public comment regarding matters
[00:18:49] related to the conduct of port business.
[00:18:52] Before we proceed, here are the
[00:18:54] commission's public comment rules of
[00:18:56] procedure. For your information. Each
[00:18:59] commenter will have two minutes to speak
[00:19:01] and should stay within the allotted time.
[00:19:04] A timer will appear on the screen and a
[00:19:06] buzzer will sound at the end of the two
[00:19:08] minute period for each speaker. The
[00:19:11] commission reserves the right to receive
[00:19:13] comments specifically related to the
[00:19:15] conduct of port business. If comments are
[00:19:18] not related to the conduct of port
[00:19:19] business, the presiding officer will stop
[00:19:22] the speaker and ask that comments be kept
[00:19:24] to matters related to the conduct of port
[00:19:26] business. This rule applies to both
[00:19:29] introductory and concluding remarks. All
[00:19:33] remarks should be addressed to the
[00:19:34] commission as a body and not to individual
[00:19:36] commissioners. Disruptions of
[00:19:40] commission public meetings are prohibited.
[00:19:42] Disruptions include, but are not limited
[00:19:45] to, the following refusal of a speaker to
[00:19:48] limit remarks to topics related to the
[00:19:50] conduct of port business threats and
[00:19:53] abusive or harassing behavior and
[00:19:55] language, obscene language and gestures
[00:19:59] refusal of a speaker to comply with the
[00:20:02] allotted time set for the individual
[00:20:04] speaker's public comment leaving the
[00:20:07] podium or testimony table to physically
[00:20:09] approach commissioners or staff during
[00:20:12] one's public comment provided speakers may
[00:20:15] author written materials to the commission
[00:20:17] clerk and any behavior that disrupts,
[00:20:21] disturbs or otherwise impedes the meeting.
[00:20:25] Any disruption will result in a speaker's
[00:20:28] microphone being immediately shut off by
[00:20:30] the presiding officer and a warning or
[00:20:33] loss of speaking privileges or removal
[00:20:35] from the meeting room may occur as
[00:20:38] provided in the commission's bylaws.
[00:20:40] Written materials provided to the clerk
[00:20:42] will be included in today's meeting
[00:20:44] record. The clerk has a list of those
[00:20:47] prepared to speak. We are taking comments
[00:20:50] from anyone who has signed up to speak
[00:20:52] virtually, as well as from anyone who has
[00:20:54] joined us today here in the meeting room.
[00:20:57] When your name is called, if you are
[00:20:58] joining virtually, please unmute yourself.
[00:21:02] Then please repeat your name for the
[00:21:04] record and state your topic related to the
[00:21:06] conduct of Fort business. You may turn on
[00:21:09] your camera at this time. The two minute
[00:21:12] timer will then begin. If you're on the
[00:21:15] team's meeting and at the same time
[00:21:17] streaming the meeting on the website,

[00:21:19] please mute the website stream to avoid
[00:21:21] feedback. When you have concluded your
[00:21:23] remarks, you may again turn off your
[00:21:25] camera and muted your speaker. If you are
[00:21:29] speaking from the meeting room, please
[00:21:30] come to the testimony table, repeat your
[00:21:33] name for the record and state your topic
[00:21:35] related to the conduct of port business.
[00:21:38] Our public comment period will now
[00:21:39] commence. Thank you again for joining us
[00:21:42] today. All right,
[00:21:45] so our first sign up for public comment
[00:21:49] is Patrick McGee.
[00:21:59] So do I.
[00:22:07] Hi, commissioners. Executive director of
[00:22:10] staff. My name is Patrick McKee, and I'm
[00:22:13] talking about this CLIA Pacific Northwest
[00:22:17] cruise symposium coming up this month.
[00:22:20] So looking at proposed Seattle cruise
[00:22:23] numbers for 2024, this would appear to be
[00:22:25] the second year in a row with slightly
[00:22:27] fewer sailings, more passengers, but fewer
[00:22:31] sailings. Welcome News as far as it goes.
[00:22:33] But what's behind it? Hopefully not just
[00:22:35] another mysterious arrangement nobody
[00:22:37] quite sees fit to share with the public.
[00:22:40] A question to file alongside. Why are we
[00:22:42] even talking about sustainability without
[00:22:45] accounting for scope three emissions?
[00:22:47] Who's tolerating cruise ship workarounds
[00:22:49] on low so far? Fuel regs? When is it okay
[00:22:52] in our state for billion dollar
[00:22:54] corporations to pay employees \$2 an hour?
[00:22:57] How does a city of 30,000 accommodate 1.65
[00:23:00] million visitors in a single summer? So
[00:23:03] I'll ask what is it that's causing cruise
[00:23:05] lines to reduce the number of Seattle
[00:23:07] sailings capacity demand?
[00:23:10] Conscience, the port is presenting sponsor
[00:23:13] for Cleo's Pacific Northwest cruise
[00:23:14] symposium right here in Seattle at the end
[00:23:16] of this month. Is this the long awaited
[00:23:19] open forum to discuss cost benefit
[00:23:21] assumptions driving cruise decision
[00:23:22] making? The experience of destination port
[00:23:25] residents as shipboard workers? Regional
[00:23:27] health and environmental outcomes? No,
[00:23:31] it's an exclusive private affair. Tickets
[00:23:33] for insider partners only, starting at
[00:23:35] \$250. Well, plus another hundred for the
[00:23:38] opening reception, plus travel per diem,
[00:23:40] housing, et cetera. We all know that deals
[00:23:43] made in rooms like these, often by our
[00:23:45] elected officials, have very real
[00:23:47] consequences for our lives and
[00:23:48] livelihoods. Why doesn't the port
[00:23:51] commission tell CLIA they're going to open
[00:23:52] the event to the public? Invite community
[00:23:55] representation, not just the tourism
[00:23:57] sector. Live stream it for stakeholders up
[00:24:00] and down the coast. Make tickets available
[00:24:02] to relevant organizations. Take questions
[00:24:04] from citizens, scientists, journalists.

[00:24:06] It's long past time for CLIA and the Port
[00:24:09] of Seattle and their various partners in
[00:24:11] profit to take seriously the health of the
[00:24:14] ocean, the stakes for the planet, and
[00:24:16] acknowledge the legitimate concerns of
[00:24:17] impacted communities. Thank you very much.
[00:24:20] Happy to hear. Thank you, Patrick.
[00:24:24] Our next speaker is online, Robin
[00:24:26] Schwartz. Robin,
[00:24:32] hi. Thanks for having me. Hi, my name is
[00:24:35] Robin Schwartz. Oh, there you go. You're
[00:24:36] going for it. Go ahead. Thanks. My name is
[00:24:39] Robin Schwartz. I'm going to speak about
[00:24:42] the renewal of the hub lease by the port
[00:24:45] in South Park.
[00:24:48] I live in South Park. I work at the Duoma
[00:24:50] Shiver Community coalition, and I go to
[00:24:53] and organize a lot of meetings. And so
[00:24:56] I've used the hub quite a bit. I've been
[00:24:58] probably a good portion of those 256
[00:25:00] events that were mentioned earlier. Let's
[00:25:03] see, as you probably all know, South park
[00:25:07] and Georgetown, the Duwamish Valley have
[00:25:08] been impacted by all
[00:25:13] the port's workings and by its successes.
[00:25:15] And we have seen the
[00:25:19] use of the hub as a community space by our
[00:25:21] community as sort of a mitigating gesture
[00:25:25] by the court to kind of make up for all
[00:25:28] the money that you guys have made passing
[00:25:29] through our neighborhood. And we've really
[00:25:32] appreciated it. We don't have a lot of
[00:25:34] meeting spaces in South park, and we have
[00:25:36] even less now going forward as the
[00:25:38] community center has been closed. I've
[00:25:41] used the hub for meetings, for work, for
[00:25:44] meeting. I'm also part of the South park
[00:25:46] neighborhood aviation, the Duwamish Valley
[00:25:48] Affordable Housing Coalition, Concord,
[00:25:50] PTA, Greening, Concord, all of those
[00:25:52] groups have used the hub. Now that the
[00:25:56] rental fees have been reduced, they are
[00:25:58] accessible for grassroots organizations.
[00:26:01] We have a lot of those in South park and
[00:26:04] we just think it's a great thing. And we
[00:26:06] strongly encourage you to extend the lease
[00:26:09] and continue it as a community asset for
[00:26:13] neighbors in South park. Thanks so much.
[00:26:17] Thanks, Robin. Next speaker is
[00:26:20] Alex Zimmerman. Yes, thank you.
[00:26:46] Happy new year. My name Alex Everman.
[00:26:52] You need to state your topic and then the
[00:26:54] clock will start. Yeah, exactly.
[00:26:56] Absolutely. Yeah. My name is Alex
[00:26:58] Zimmerman, president of Stand up America,
[00:27:01] and I want to speak about business, what
[00:27:03] is very important for port, for everybody
[00:27:07] in port. Thousand people probably work for
[00:27:10] port. I want to talking about
[00:27:14] impeach Commissioner Cho, and I want to
[00:27:16] explain to you reason. What is I doing
[00:27:18] this? Number one, he always interrupt me.
[00:27:22] So to me it looked like he come from Komi,

[00:27:30] North Korea. You know what it means?
[00:27:32] Because I don't understand why he
[00:27:35] interrupt me all the time. It's number
[00:27:37] one. Number two, I'm totally.
[00:27:41] Don't help aye.. Alex, I'm going
[00:27:45] to stop you there real quickly. Your
[00:27:46] comments needed to be relative to port
[00:27:48] business. Port business. What is
[00:27:52] you talking about? Many times I told you
[00:27:55] for last few months, every time. Alex,
[00:27:57] you're not allowed to address a specific
[00:27:59] commissioner. You interrupt me. Why are
[00:28:02] you acting like a Nazi? You know what this
[00:28:04] means from North Korea. Alex, this is your
[00:28:07] last warning. You're being disruptive
[00:28:09] right now. I'll tell you one more time.
[00:28:12] You're not allowed to address a
[00:28:13] commissioner directly. That's exactly who
[00:28:16] you are. All right. Please have security
[00:28:19] escort Mr. Zimmerman out of the room. No.
[00:28:22] Why interrupt me? Can you explain to me
[00:28:26] impeachment is normal in America?
[00:28:30] Yeah, exactly. Absolutely. I'm not trump
[00:28:32] the boy.
[00:28:46] All right. With that, we are moving on to
[00:28:49] our next public speaker who is virtual.
[00:28:50] Her name is Paulina Lopez. Paulina,
[00:28:55] good morning. Thank you so much,
[00:28:57] Commissioner Cho and poor commissioners,
[00:28:59] for the opportunity to provide testimony
[00:29:02] on exactly the renewal for the
[00:29:05] Duwamish river hub. And I'm here. My name
[00:29:08] again is Paulina Lopez. I am the director
[00:29:11] of the Duwamish River Community Coalition,
[00:29:13] also a community member. And I want us to
[00:29:16] refer specifically 2018 with the Port
[00:29:20] commission adopted resolution 37 47 to
[00:29:24] establish a directive to increase
[00:29:26] community engagement with the support for
[00:29:29] the families in the Duwamish Valley
[00:29:31] related to the impacts of the port. The
[00:29:34] renewal of the community hub will be
[00:29:36] following into that resolution as we are
[00:29:40] trying to promote more activities and
[00:29:42] engagement with community. It's a
[00:29:45] wonderful resource for community to have.
[00:29:48] Specifically, I'm going to refer to the
[00:29:49] youth as well, that we don't have a space
[00:29:52] for our youth to have a meeting space to
[00:29:55] talk about environmental justice, climate
[00:29:57] justice. So this has been opening door for
[00:30:01] us to count on. And so I would like to see
[00:30:03] it to be more affordable, to be more
[00:30:05] accessible, and to continue to be a
[00:30:08] community asset for community to enjoy,
[00:30:11] as well as thinking in the future for a
[00:30:13] possible purchase. What we want is spaces
[00:30:16] and the community that are more community
[00:30:19] owned for community, deciding what those
[00:30:22] spaces should look like. So I appreciate
[00:30:26] giving the thought and the voice and the
[00:30:28] tools for community to utilize the spaces
[00:30:30] in a meaningful way that would allow us to

[00:30:34] have more of this community cohesion and
[00:30:36] to follow on the directive
[00:30:40] that the port did through the Duwamish
[00:30:42] Valley benefits commitment. Thank you so
[00:30:45] much, and I wish you a wonderful day and
[00:30:47] year. Thank you, Paulina. Our next
[00:30:51] speaker is going to be Matt Ventoza.
[00:31:02] Commissioners. My name
[00:31:05] is Matt Bentosa. I'm the vice president
[00:31:08] warehouse. I rise in support of
[00:31:11] item eight f on your agenda, and we ask
[00:31:14] that you approve the Senate memorandum of
[00:31:15] understanding of low locally.
[00:31:25] Thank you, Matt. And lastly, we have Larry
[00:31:27] Edwards.
[00:31:34] Larry, are you there with us? Yes. Can you
[00:31:38] hear me? Yes. Go ahead and get started
[00:31:40] when you're ready. Thank you. Good day.
[00:31:43] I'm Sitka Alaska resident Larry Edwards.
[00:31:46] I will comment on the upcoming Clea
[00:31:49] organized Pacific Northwest Cruise
[00:31:50] symposium. Port of Seattle sponsors the
[00:31:53] event, so I will make two requests of the
[00:31:55] commissioner. A month ago, at an assembly
[00:31:59] meeting, Sitka city manager announced the
[00:32:01] first ever regionwide symposium, saying
[00:32:04] that besides CLIA members, local
[00:32:06] governments all along the coast of
[00:32:09] Washington, British Columbia and Alaska,
[00:32:12] where cruise ships call, are invited to
[00:32:14] attend as such, with many of those
[00:32:17] communities under substantial stress from
[00:32:19] the overtourism created by the cruise
[00:32:21] industry, and because those communities
[00:32:24] and the industry are being called
[00:32:25] together, this symposium is critically
[00:32:28] important. Even so,
[00:32:33] for all practical purposes, the public is
[00:32:36] excluded due to the admission price and
[00:32:38] travel distances across this vast region.
[00:32:42] The public's ability to observe this event
[00:32:44] virtually, if not in person, is vital.
[00:32:48] Nonetheless, in speaking with Clea,
[00:32:50] Alaska's governmental affairs officer on
[00:32:53] Friday, I learned that CLIA will not video
[00:32:57] record or live stream the event. So I
[00:33:00] appealed to the commission for the port to
[00:33:03] exert all the power it can to ensure the
[00:33:06] event will be live streamed with
[00:33:08] recordings later posted online. I note the
[00:33:11] high value the port places on public
[00:33:13] process and public record and make this
[00:33:17] request in that spirit. Finally, as a
[00:33:19] reason wide symposium on a highly
[00:33:22] impactful industry, there is no concurrent
[00:33:25] session or panel for discourse on the
[00:33:27] industry staggering over tourism, and
[00:33:29] that's shocking to me. The agency's one
[00:33:32] sideism is an unfairness as vast as this
[00:33:35] region, and I think it's time to make the
[00:33:37] alpha in the room the central attraction
[00:33:41] for this symposium. So my final request is
[00:33:44] that the Port of Seattle act to resolve

[00:33:47] this unfairness, this imbalance, both in
[00:33:50] the present and going forward. Thank you.
[00:33:54] All right, thank you very much. That
[00:33:56] concludes our sign ups for today. Is there
[00:33:58] anyone else present or on the team's call
[00:34:01] or present in the room today who didn't
[00:34:03] sign up who wishes to address the
[00:34:04] commissioner? If so, please state and
[00:34:06] spell your name and or state the topic
[00:34:09] related to the conduct of port that you
[00:34:12] wish to speak about for the record.
[00:34:19] Okay, saying none. I'll ask the clerk to
[00:34:21] please give a synopsis of any written
[00:34:23] comments received. Thank you. That button
[00:34:26] is a little pesky up there. Thank you.
[00:34:28] Aubree we have received 78 written
[00:34:32] comments that have been submitted in
[00:34:34] response to the port's response to a
[00:34:36] series of email contacts that have come
[00:34:38] through to the port's correspondence
[00:34:40] system with respect to capping and
[00:34:42] reducing the number of cruise sailing
[00:34:44] ships coming through the Port of Seattle.
[00:34:46] Submitters include statements in
[00:34:48] opposition to the port's response,
[00:34:50] stating that nothing in the port's
[00:34:51] response addressed harms to climate,
[00:34:53] water and air caused by continued cruise
[00:34:55] operations. This is not, quote, the change
[00:34:58] we need and the port must take action now
[00:35:01] to quantify the total cruise greenhouse
[00:35:03] gas emissions, including passenger air
[00:35:06] travel, and reduce these in alignment with
[00:35:08] the Clean Shipping Act. A list of the 78
[00:35:11] submitters are included in the comments
[00:35:14] submitted and the list, and the comment
[00:35:16] has been previously emailed to
[00:35:17] commissioner and will become a part of
[00:35:19] this meeting record. We've also received
[00:35:22] two written comments post deadline, I've
[00:35:24] been apprised. And those will also be
[00:35:26] distributed to you after this meeting via
[00:35:28] email and will be included in the meeting
[00:35:30] record. And that concludes the written
[00:35:32] comments today. Excellent. Thank you,
[00:35:35] clerk Hart. Hearing no further public
[00:35:37] testimony, we'll move on to the consent
[00:35:38] agenda. Items on the consent agenda are
[00:35:41] considered routine and will be adopted by
[00:35:43] one motion. Items removed from the consent
[00:35:45] agenda will be considered separately
[00:35:47] immediately after the adoption of the
[00:35:48] remaining consent agenda. Items at this
[00:35:50] time, the chair will entertain a motion to
[00:35:52] approve the consent agenda. Items bring
[00:35:54] eight a, eight b, eight c,
[00:36:01] moved.
[00:36:04] Second. Thank you. The motion was made and
[00:36:07] seconded. Commissioners, please say iron a
[00:36:09] when your name is called for the approval
[00:36:10] of the consent agenda, as amended,
[00:36:15] beginning with Commissioner Calkins. Aye.
[00:36:18] Thank you. Commissioner Felleman. Aye.

[00:36:21] Thank you. Commissioner Mohammed. Aye.
[00:36:23] Thank you. Commissioner Cho. Aye. Thank
[00:36:26] you. Four ayes. Zero nays for this item.
[00:36:29] Great. We'll now address items removed
[00:36:32] from the consent agenda. And that motion
[00:36:35] passes. Yes, the motion passes. In case
[00:36:37] that wasn't clear, we'll now address the
[00:36:40] items removed from the consent agenda.
[00:36:41] Clerk Hart, please read item eight g into
[00:36:44] the record, and then we'll hear from
[00:36:45] executive director Metruck to introduce the
[00:36:46] item.
[00:36:51] Bear with me. Let me get to my spot.
[00:36:57] Twelve. Usually that's the
[00:37:00] opposite way around. Thank you. Agenda
[00:37:03] item eight G. Commissioner, adoption of
[00:37:05] the port's 2024 state legislative agenda
[00:37:07] and authorization for staff to advocate on
[00:37:10] the agenda during the 2024 legislative
[00:37:12] session. Commissioners, the 2024 state
[00:37:16] legislative session started yesterday in
[00:37:18] Olympia. It will be a short session
[00:37:21] focused on corrections to the budget. Our
[00:37:24] new senior government relations manager,
[00:37:26] John Flanagan, has met with you and the
[00:37:28] executive leadership team to discuss
[00:37:29] priorities and have incorporated that
[00:37:31] feedback into the final legislative agenda
[00:37:33] before you today. So to answer questions,
[00:37:38] we have. John Flanagan is here. I thought
[00:37:41] I saw great notes.
[00:37:46] All right, thank you, John, for joining
[00:37:47] us. Are there any questions for staff at
[00:37:49] this time from commissioners?
[00:37:58] Perfect. Not quite
[00:38:02] yet, Mr. Commissioner. President. I think
[00:38:05] I had a cut and paste there, so just
[00:38:08] advance a little bit. Got it.
[00:38:12] Commissioner Mohamed, is there an
[00:38:13] amendment you'd like to offer? Let's get
[00:38:14] the main motion on the floor first. Hold
[00:38:16] on. It's not you,
[00:38:20] it's me.
[00:38:24] Okay. Can I get a motion and a second on
[00:38:26] the item? Still moved. Second. Great. The
[00:38:29] motion was made and seconded. Now,
[00:38:31] Commissioner Mohammed, is there an
[00:38:33] amendment you would like to offer? Thank
[00:38:34] you, Mr. Commissioner. President. I'd like
[00:38:37] to amend the memo for agenda item eight g
[00:38:40] to strike out the 8th bullet in the
[00:38:43] notable issue area three,
[00:38:45] transportation section, and to add a
[00:38:48] paragraph to the end of that section,
[00:38:51] and it reads as follows.
[00:38:57] Given that sea International Airport will
[00:39:00] continue to experience congestion as
[00:39:05] the region's primary commercial service
[00:39:07] airport, the commission advocates for
[00:39:09] continual and renewed progress regarding
[00:39:13] the sighting of an additional commercial
[00:39:15] airport or expansion of existing
[00:39:18] facilities other than SEA to serve

[00:39:22] as a secondary commercial service airport.
[00:39:25] The port supports the state and local
[00:39:28] efforts to analyze and address the siding
[00:39:31] issues, including supporting the work of
[00:39:34] the commercial aviation work group.
[00:39:38] Great. Thank you very much, Commissioner
[00:39:40] Mohamed. Commissioners, is there a second
[00:39:43] motion? And a second. I'll second that.
[00:39:54] Okay. All right.
[00:39:58] Yeah. Any discussion?
[00:40:02] All right, go ahead. Yeah. I don't know if
[00:40:05] our colleagues have any questions about
[00:40:08] it, but the reason why we made this
[00:40:09] amendment, this is a question that often
[00:40:10] comes up for the public. And just being
[00:40:12] clear that us as a commission, we do
[00:40:15] support a second airport. We've said it
[00:40:17] plenty of times from the dais. But I do
[00:40:19] think it's important to be explicit and
[00:40:21] include that in our legislative agenda.
[00:40:24] Language.
[00:40:29] I'll go back.
[00:40:43] Excellent. Thank you very much. We're
[00:40:45] going to go ahead and vote on the
[00:40:47] amendment. Clerk Hart,
[00:40:50] this first amendment. Clerk Hart, please
[00:40:52] call the roll for the vote on the primary
[00:40:54] amendment. Commissioner, say I or nay when
[00:40:56] your name is called for the vote on this
[00:40:58] primary amendment, beginning with
[00:41:00] Commissioner Calkins. Aye. Thank you.
[00:41:02] Commissioner Felleman. Aye. Thank you,
[00:41:05] Commissioner Mohammed. Aye. Thank you,
[00:41:07] commissioner Cho. Aye. Thank you. Four
[00:41:09] ayes. Zero nays on the primary amendment.
[00:41:11] Thank you. So the primary amendment
[00:41:13] passes. I believe Commissioner Mohammed
[00:41:14] has a second amendment to the memo that
[00:41:16] she'd like to introduce. Commissioner.
[00:41:18] President, that's correct. I would like to
[00:41:19] amend the memo for agenda item eight g as
[00:41:23] well. Last bullet in the port
[00:41:25] decarbonization, climate action and
[00:41:28] environmental justice section to strike
[00:41:31] the last bullet and to insert it in its
[00:41:34] place, the phrase, I quote, support use of
[00:41:38] CCA revenues to address community concerns
[00:41:41] regarding aircraft noise. Period.
[00:41:44] Great. Thank you. Thank you, Commissioner
[00:41:46] Mohamed. Commissioners, is there a second
[00:41:48] to the motion? I will second to that
[00:41:50] motion. Any discussion?
[00:41:55] I'll just say that this amended language
[00:41:58] was recommended by staff. It's also very
[00:42:00] clear language and is important for us to
[00:42:03] just be explicit, similar to the previous
[00:42:05] amendment as well. Excellent. Thank you
[00:42:07] for offering that amendment, saying no
[00:42:09] other questions or comments from
[00:42:10] colleagues. Clerk Hart, please call the
[00:42:12] roll for the vote on the secondary
[00:42:13] amendment. Commissioner, please say I or
[00:42:15] nay when your name is called for the vote

[00:42:17] on the primary amendment, beginning with
[00:42:19] Commissioner Calkins. Aye. Thank you.
[00:42:21] Commissioner Felleman. Aye. Thank you.
[00:42:24] Commissioner Mohamed. Aye. Thank you,
[00:42:26] Commissioner Cho. Aye. Thank you. Four
[00:42:28] ayes. Zero nays on the primary amendment.
[00:42:31] Excellent. All right. So now I will
[00:42:33] entertain a motion in a second to approve
[00:42:38] this item, as amended. The motion is on
[00:42:41] the floor for the main motion. So we're
[00:42:42] looking for any further discussion on the
[00:42:45] main motion, as amended, and then the vote
[00:42:47] on the main motion, as amended. Any
[00:42:49] questions or comments? No additional
[00:42:50] comments. Great. In that case, clerk Hart,
[00:42:53] please go ahead and call the roll for the
[00:42:55] vote on the amended motion. Thank you.
[00:42:58] Beginning with Commissioner Calkins. Aye.
[00:43:00] Thank you. Commissioner Felleman. Aye.
[00:43:02] Thank you. Commissioner Mohammed. Aye.
[00:43:04] Thank you. Commissioner Cho. Aye. Thank
[00:43:07] you. Four ayes, zero nays on the main
[00:43:10] motion, as amended. Thank you. The main
[00:43:12] motion, as amended, passes. All right.
[00:43:15] Moving on to the second item on the
[00:43:16] consent agenda that was pulled. Clerk
[00:43:18] Hart, please read the item into the
[00:43:19] record, and executive director will then
[00:43:21] introduce the item. Thank you. This is
[00:43:23] agenda item eight. I, authorization for
[00:43:26] the executive director to increase the
[00:43:27] project authorization by \$7,500,000 to
[00:43:31] advance the project schedule for the Port
[00:43:33] IAF airline realignment project at Seattle
[00:43:36] Tacoma International Airport, with the
[00:43:38] total estimated cost of the project
[00:43:40] between one hundred and two million
[00:43:41] dollars to one hundred and forty million
[00:43:43] dollars.
[00:43:47] Commissioners, the international rival
[00:43:49] facility Airline Realignment project is a
[00:43:52] major reconfiguration that will maximize
[00:43:54] our airport's efficiency. Moving domestic
[00:43:56] only operations to B concourse will allow
[00:43:59] airlines with international flights to use
[00:44:01] the vacated international capable gates on
[00:44:04] a concourse. It is an urgently needed
[00:44:06] project that we're eager to complete. In
[00:44:08] September, the commission tasked the
[00:44:10] project team with investigating and
[00:44:12] bringing forward opportunities to advance
[00:44:13] the project schedule or mitigate risk of
[00:44:16] delay in 2025. Project delivery. This
[00:44:19] request authorizes funding for temporary
[00:44:21] facilities and infrastructure that improve
[00:44:23] the sequencing of construction activities
[00:44:25] and allow critical work to begin earlier.
[00:44:28] In addition, this authorization provides
[00:44:30] flexibility to execute purchases for long
[00:44:32] lead critical materials that could
[00:44:35] negatively impact schedule. So presenters
[00:44:38] of this afternoon are Stuart Matthews,
[00:44:40] Sean Anderson, and Letty Powell,

[00:44:44] so, contractor.
[00:44:48] Good afternoon, commissioners. Executive
[00:44:51] director, Metruck. I'm Stuart Matthews.
[00:44:53] I'm the assistant director of project
[00:44:55] management at Seattle Tacoma International
[00:44:57] Airport. And with me today are a couple of
[00:44:59] the project team members. We've obviously
[00:45:02] provided the commission memo and
[00:45:04] presentation for you, and you've got some
[00:45:06] questions for us. So we are here to
[00:45:08] hopefully help answer those. Great. Thank
[00:45:11] you, Sean and team, for being here.
[00:45:12] Really appreciate the opportunity for us
[00:45:15] to ask you a few clarification questions
[00:45:17] for ourselves, but also the public.
[00:45:19] Before I start, maybe I'll just open it up
[00:45:21] to fellow commissioners if there are
[00:45:23] questions or comments regarding this
[00:45:25] project they want to ask.
[00:45:28] If not, I'll go ahead and jump in. So I
[00:45:31] did get a briefing on this from you all
[00:45:33] maybe a week or two ago. It's all blurry,
[00:45:36] but I wanted to clarify
[00:45:40] one thing, maybe ask some clarification.
[00:45:43] My understanding at this point is that the
[00:45:48] plan is to finish the work at the B gates
[00:45:52] before we move the current tenants of the
[00:45:55] A gates over. But I guess what I was
[00:45:58] curious after our conversation was, is
[00:46:01] there any work that can be done after we
[00:46:04] move those tenants to B gates? In other
[00:46:07] words, is there a way that we can kind of
[00:46:09] hybridize this where we can push up the
[00:46:11] timeline to relocate those operators
[00:46:15] to b, obviously, after doing all the
[00:46:18] essential work, but potentially do some of
[00:46:22] the work later once the relocation
[00:46:25] or the realignment has happened?
[00:46:28] So, commissioner, I'll start with that a
[00:46:31] little bit, and we'll pull on my teammates
[00:46:34] as necessary. The project is already
[00:46:36] broken up into four phases. The first
[00:46:39] phase being enabling package that really
[00:46:42] starts within that B concourse area where
[00:46:45] we will be moving United Airlines to. To
[00:46:47] try and get a jump start on that.
[00:46:50] There's a separated HVAC package. We call
[00:46:53] that package three as well, that this
[00:46:56] authorization will actually help decouple
[00:46:58] from the work on B concourse so that we
[00:47:02] weren't waiting for that HVAC work to be
[00:47:04] completed to allow United Airlines to
[00:47:08] move over to B concourse and operate. And
[00:47:10] then there's a fourth piece that's
[00:47:12] completely separate. So the project team
[00:47:14] is doing what it can within the confines
[00:47:16] of the scope of work for B Concourse, to
[00:47:20] allow united to move fully into their
[00:47:22] space on B concourse to be able to operate
[00:47:24] there. That's from the project
[00:47:27] perspective, our approach for this, a
[00:47:29] split operation, which I think might be
[00:47:32] what you're alluding to, would be a

[00:47:34] decision that we'd be working through with
[00:47:36] our operations team and our business and
[00:47:39] properties folks. So that's not an answer
[00:47:42] that I would necessarily be the
[00:47:43] appropriate person to answer for you. So
[00:47:46] I'm going to come back to the split
[00:47:47] operation part. But going back to your
[00:47:49] point about the HVAC system being parsed
[00:47:51] out, I would hope that we have
[00:47:55] looked under every rock to make sure that
[00:47:57] there are other things that can be parsed
[00:47:59] out. Right. And if we have, how much
[00:48:03] has that impacted our timeline? So there's
[00:48:06] a number of things that we have brought
[00:48:10] forward in this. The temporary facilities
[00:48:12] that we talk about within this, some
[00:48:13] temporary trailers for one of the other
[00:48:16] tenants that's operating in that space
[00:48:18] right now that we need to get out of the
[00:48:19] way in order to have full access to that
[00:48:22] space. Those are some of the things that
[00:48:23] we're doing. We've also added temporary
[00:48:27] HVAC. That's the decoupling piece that I
[00:48:30] talk about that will allow us to complete
[00:48:33] and occupy b concourse without all of the
[00:48:35] HVAC work being done. So from the project
[00:48:39] perspective, working with our contractor,
[00:48:41] Hoffman, and the design team, we believe
[00:48:44] we've turned over every rock that we
[00:48:46] possibly can in terms of work that we can
[00:48:49] perform from the project side to
[00:48:51] accelerate. Okay. And then since you
[00:48:54] brought it up, I want to turn the
[00:48:56] attention to the split operation. There's
[00:48:58] precedents of split operations at our
[00:49:01] airport when it comes to these scenarios
[00:49:04] where there's heavy construction. Right.
[00:49:05] Have you done this before at the Port of
[00:49:07] Seattle? Boy, again,
[00:49:10] I'm on the project delivery side, so I'm
[00:49:12] not the expert on the business and
[00:49:13] property side. I believe we may have Rick
[00:49:18] Duncan from our business and property side
[00:49:20] online, but I'm not positive of that. He
[00:49:22] was in New York, so I think that would be
[00:49:25] a better answer for Rick to address. Hey,
[00:49:27] Rick. Good afternoon, everyone. My
[00:49:30] apologies. I got caught up in the recent
[00:49:33] aircraft groundings, and so I'm stuck out
[00:49:36] here, but hopefully coming home tomorrow.
[00:49:39] So there is sort of a precedent, and I
[00:49:42] think you might be referring to American
[00:49:44] being moved over to b temporarily while we
[00:49:47] did some apron work. But this would be
[00:49:50] a little different. And moving united over
[00:49:54] to b would be really difficult for their
[00:49:57] operations. Every flight attendant,
[00:50:00] every pilot, every ground service agent
[00:50:02] would have to walk half a mile from a to
[00:50:06] b to service each flight. And that is a
[00:50:09] huge impact to their operations. And we're
[00:50:11] being really sensitive to that. And so we
[00:50:14] don't want that split operation. It's not

[00:50:17] fair to united, and we are looking
[00:50:20] at other ways to speed up this project and
[00:50:22] to possibly delineate it. But I don't
[00:50:24] think decoupling their operations ramp to
[00:50:28] their gate is the appropriate move.
[00:50:32] And it looks like Lance just popped up as
[00:50:34] well. He may have something to say. No,
[00:50:36] Rick, I think you're covered. Thank you.
[00:50:40] Ok, great. I appreciate the context and
[00:50:43] the think, and I'll just speak for myself
[00:50:46] here and not on behalf of my colleagues,
[00:50:48] and they're welcome to chime in. I think
[00:50:51] obviously, we like all our babies and
[00:50:54] love all our kids, but I think that
[00:50:57] certain things should take priority of
[00:50:59] others. And I think with some of the other
[00:51:02] projects that are happening in
[00:51:05] A concourse, it's really imperative
[00:51:08] that we get this done as soon as possible
[00:51:09] and we leave no stone unturned. I
[00:51:12] understand that a split operation is
[00:51:13] tough. I understand, I'm not saying that
[00:51:15] we should put onerous burden on one
[00:51:17] airline over the other, but I think what
[00:51:20] we should perhaps explore is what can the
[00:51:23] port do to mitigate how onerous that might
[00:51:25] be if we were to push for. And so,
[00:51:28] you know, obviously it takes a good,
[00:51:31] willing partner in United to be willing to
[00:51:34] do that. But whatever we need to do on our
[00:51:38] end to make sure that we are providing the
[00:51:41] resources, the logistical and operational
[00:51:43] resources to make that possible so that we
[00:51:46] can get everything done as soon as
[00:51:48] possible. My understanding is that some of
[00:51:51] the delays on this project are because we
[00:51:53] had contracting issues and all these other
[00:51:55] things. And so it's
[00:51:58] not entirely anyone's fault, but I think
[00:52:01] it's imperative, given the timeline that
[00:52:03] we have right now, to try and get that
[00:52:05] done as soon as possible and really
[00:52:06] deplete options. I think I'm open to all
[00:52:10] the options that you might put forth on
[00:52:12] this, and so I just implore you to,
[00:52:15] again, leave no stone unturned and come up
[00:52:19] with some creative ideas to see how we can
[00:52:22] make this feasible within a timeline that
[00:52:26] works for everybody. Any other? Yes,
[00:52:28] Commissioner Calkins. So I too had an
[00:52:31] opportunity to meet with you guys and
[00:52:34] discuss the project, and I think
[00:52:36] principally out of a concern about sort of
[00:52:39] two timeline issues. One is the overall
[00:52:42] length of the timeline that puts us beyond
[00:52:45] some key benchmark dates for our region in
[00:52:48] terms of being able to provide top notch
[00:52:50] service at the airport. And so obviously
[00:52:52] anything we could do to pull back schedule
[00:52:55] on that, to provide a more seamless
[00:52:59] experience for passengers and for our
[00:53:01] partner carriers would be ideal. We talked
[00:53:04] through lots of the concerns and issues

[00:53:06] and why this isn't just simply a swap,
[00:53:09] but we've got lots of other secondary and
[00:53:12] tertiary systems that both need to be
[00:53:14] addressed because essentially we've pulled
[00:53:17] a permit on something that triggers
[00:53:19] required upgrades, and that's
[00:53:21] understandable, and it's good. And in the
[00:53:22] long term, we'll provide greater safety
[00:53:24] and security for personnel and passengers.
[00:53:27] That's all good. The other timeline issue
[00:53:30] is we have partners investing in
[00:53:33] significant assets on both sides of this.
[00:53:35] And to the extent that our gate delivery
[00:53:38] does not align with the asset delivery in
[00:53:41] those, that pains me greatly because as a
[00:53:44] former small business owner, if you told
[00:53:46] me that you don't get to open your doors
[00:53:49] until some other external project is
[00:53:52] done, and we're talking not weeks but
[00:53:55] months and longer, that's painful in terms
[00:53:58] of the time is money equation. So I
[00:54:01] come to this with a couple of requests.
[00:54:03] One is that we continue to explore ways in
[00:54:06] which we can buy back schedule. And I know
[00:54:07] that's we are spending an extraordinary
[00:54:10] amount of money at the airport right now,
[00:54:12] but the sooner we get this delivered, the
[00:54:15] sooner we're going to make greater revenue
[00:54:17] from it and it will pay for itself
[00:54:18] quicker. I'm convinced that it isn't just
[00:54:21] simply a greater expense line, but will
[00:54:26] bring us in terms of the net parasite
[00:54:27] value real benefit.
[00:54:30] The second is, as it stands right now,
[00:54:34] this is the schedule we're looking at. We
[00:54:36] know that it's more likely the schedule
[00:54:38] will slip further. And so we
[00:54:42] need to be looking at as circumstances
[00:54:45] change at the airport, let's say there is
[00:54:48] a carrier consolidation or there is a
[00:54:52] change in routes, or there is a carrier
[00:54:57] that goes under whatever it might be that
[00:54:58] would result in potential for additional
[00:55:01] gates coming available that we didn't
[00:55:03] anticipate that we don't know now. But
[00:55:05] maybe in six months, maybe sooner, there
[00:55:08] might be an opportunity to sort of expand
[00:55:11] where we could potentially reallocate some
[00:55:15] space, move folks around quicker.
[00:55:19] That needs to be brought up to the
[00:55:20] commission level for consideration. And
[00:55:23] I'm a little concerned that in past
[00:55:26] projects, naturally we've got an
[00:55:29] operations team and we've got a capital
[00:55:31] delivery team. And so I need assurances
[00:55:35] that those teams are talking
[00:55:39] so that as circumstances change, the
[00:55:41] capital delivery team knows there might be
[00:55:43] a new opportunity here. And so we need to
[00:55:46] think, as Sam said, like entrepreneurs in
[00:55:49] this. How are we constantly thinking
[00:55:52] creatively about use of this very confined
[00:55:55] space and working with partners on quicker

[00:55:58] delivery, whether that's our GCCM or our
[00:56:02] internal capital teams?
[00:56:05] And I know we're putting a lot of pressure
[00:56:07] on you guys to do this, but in the end, I
[00:56:09] think it's going to be worth it. And I
[00:56:11] want you to know you have the support of
[00:56:13] commission to bring the resources to bear
[00:56:15] on this that you need to deliver as
[00:56:16] quickly as possible. Thank you,
[00:56:20] Mohamed, similar to the comments from my
[00:56:24] colleagues, I am wondering, have you been
[00:56:27] able to elevate these concerns to the
[00:56:29] leadership of United? How have you guys
[00:56:31] been able to elevate it? And if not,
[00:56:35] are there opportunities for the commission
[00:56:37] to step into some of those conversations
[00:56:40] as well? Yeah.
[00:56:42] Commissioner, I would again defer to Rick
[00:56:45] as the business and properties manager.
[00:56:48] United is aye. customer. We deal with some
[00:56:50] of the project management level United
[00:56:53] folks and elevate our issues and concerns
[00:56:55] to Rick on next slide. Go ahead, Rick.
[00:56:58] Yeah, thank you. Actually, I could say
[00:57:00] right now that United is in the room with
[00:57:02] you guys at this very moment.
[00:57:06] I'm kidding.
[00:57:09] But it is very important to them that they
[00:57:11] do not have a split operation, and that
[00:57:14] when they are moved and this is a forced
[00:57:16] move, that their operations are seamless
[00:57:20] and we are working really hard to not only
[00:57:23] get them over there, but also with all the
[00:57:25] support space they need to run their great
[00:57:28] operation. Great. Thank you. If I could
[00:57:32] chime in as well, Commissioner Barnett. I
[00:57:34] have also personally spoken to the
[00:57:36] leadership of United and as well.
[00:57:39] Great. Thank you for those comments,
[00:57:42] director Little and United being in the
[00:57:44] room, I think the most important thing is
[00:57:46] knowing that we want to be a good partner
[00:57:48] and buying back schedule and making
[00:57:51] changes. We understand the difficulties
[00:57:52] around that, but to look to the commission
[00:57:54] on ways that we can help elevate,
[00:57:57] accelerate, and do what is needed to keep
[00:58:00] our operations running. So thank you for
[00:58:02] the time. Thank you. Yes. Commissioner
[00:58:04] Felleman, I just
[00:58:07] don't want to leave you with the
[00:58:08] impression that we don't think you're
[00:58:09] working hard and that if you thought there
[00:58:11] was an opportunity to accelerate, I fully
[00:58:14] expect this is what you guys do, and our
[00:58:17] clients are obviously making their
[00:58:19] interests very clear to us, and this is a
[00:58:22] little bit beyond our policy direction.
[00:58:25] This is a little bit more in the weeds.
[00:58:26] In fact, I kind of wish the public would
[00:58:28] know that what the project's goals are in
[00:58:30] the first place, with the technically
[00:58:32] referred to as the dosi doe. But thank

[00:58:36] you for the work you're doing. Obviously,
[00:58:37] if it's a resource constraint, you hear,
[00:58:40] we're all here to support you in that
[00:58:42] effort, but I am confident that cleverness
[00:58:45] is not your shortcoming. So thank you.
[00:58:51] All right, so hearing no further questions
[00:58:54] for this item. Is there a motion? And a
[00:58:57] second. So moved.
[00:59:01] Second. All right. A motion was made
[00:59:05] and seconded. Clerk Hart, please call the
[00:59:07] vote. Thank you. Beginning with
[00:59:09] Commissioner Calkins. Aye. Thank you.
[00:59:12] Commissioner Felleman. Aye. Thank you.
[00:59:15] Commissioner Mohammed. Aye. Thank you.
[00:59:18] Commissioner Cho. Aye. Thank you. Four
[00:59:21] ayes, zero nays for this item. Thank you.
[00:59:23] The motion passes. Thank you very much.
[00:59:26] Thank you guys. Appreciate you guys being
[00:59:27] here. Moving on in the agenda, we have
[00:59:30] three new business items today. Clerk
[00:59:32] Hart, please read the first item into the
[00:59:33] record. Executive Director Metruck will
[00:59:35] then introduce the item. Thank you. This
[00:59:37] is agenda item ten a, introduction of
[00:59:39] resolution number 30 817, a, resolution of
[00:59:42] the Port of Seattle Commission amending
[00:59:45] resolution number 3778 and prior
[00:59:47] corresponding, enacting and amending
[00:59:49] resolutions through incorporation
[00:59:52] pertaining to the commission's bylaws and
[00:59:54] rules of procedure, commissioners periodic
[00:59:59] review and updates to our bylaws and rules
[01:00:02] of procedure is an important part of being
[01:00:03] a high performing public agency. The
[01:00:06] recommendations, including this
[01:00:07] resolution, cover ethical behavior,
[01:00:09] officer responsibilities, clarifying
[01:00:11] duties, remote meetings, rules of order
[01:00:13] and many more. The presenter this
[01:00:15] afternoon are Aaron Pritchard, chief of
[01:00:18] staff of the commission office and I don't
[01:00:20] know, there's a number of people listed
[01:00:21] here, Aaron, but I think that's it. I
[01:00:24] think you're the presenter,
[01:00:28] really, I just want to thank all the work
[01:00:29] that we did with. We put a lot of time in
[01:00:32] with many attorneys, with Pete Ramels and
[01:00:35] aye. team, and with Michelle Hart on this,
[01:00:38] and it can be a complex and byzantine
[01:00:41] effort, but I think we've come to some
[01:00:42] really great solutions. So I'll turn it
[01:00:43] over to clerk Michelle Hart to handle the
[01:00:46] presentation. Thanks. Thank you, Aaron.
[01:00:50] Mr. Commission President, members of the
[01:00:52] commission, we are here today to conduct
[01:00:55] our periodic review of amendment for a
[01:00:58] policy directive, the commission's bylaws
[01:01:00] and rules of procedure, as you've heard.
[01:01:02] Thank you for your time today in
[01:01:04] consideration of introduction of the
[01:01:05] resolution, and my thanks to the team as
[01:01:07] well who worked on the update. Go ahead
[01:01:10] and go to the next slide, please. The

[01:01:13] periodic review is mandated by the policy
[01:01:16] directive with the purpose of providing
[01:01:18] transparency to the Commission's
[01:01:20] procedural operations to look for
[01:01:23] efficiencies in process and procedure to
[01:01:26] effect predictability in those processes
[01:01:29] and procedures to ensure the bylaws are
[01:01:32] flexible enough to accommodate the way
[01:01:33] commission conducts its work, to ensure
[01:01:36] structure and organization of the policy
[01:01:38] directive and to make sure the policy
[01:01:41] directive accurately reflects commission
[01:01:43] process consistent with state law, port
[01:01:45] policy, parliamentary procedure and
[01:01:47] practice of the commission. Next slide,
[01:01:50] please.
[01:01:54] The package before the Commission for
[01:01:55] introduction today includes amendments
[01:01:57] regarding the Commission's rules of
[01:01:59] procedure for public comment. Other
[01:02:02] proposed substantive amendments which we
[01:02:04] will overview in this presentation update
[01:02:07] reflecting historical practice of the
[01:02:09] commission and general technical cleanup
[01:02:12] and sentence construction and process.
[01:02:14] Next slide with
[01:02:18] respect to the rules governing public
[01:02:20] comment, updates are proposed with the
[01:02:22] goals of adding more specificity about
[01:02:25] when a speaker disrupts a meeting and more
[01:02:27] clearly defining behavior that is
[01:02:29] considered disruptive, adding
[01:02:31] progressively stronger consequences if a
[01:02:33] speaker repeatedly disrupts meetings,
[01:02:36] including an allowance for a speaker to be
[01:02:38] banned for a period of 180 days or for one
[01:02:41] year, depending upon the repeated level of
[01:02:43] disruption.
[01:02:47] And these goals are in place to ensure the
[01:02:52] most orderly and efficient meetings that
[01:02:54] we can provide to the public. Next slide,
[01:02:56] please. Key elements of
[01:03:00] the updated disruption definition is that
[01:03:03] the definition applies to both individuals
[01:03:05] providing public comment and to
[01:03:07] individuals in attendance in the meeting
[01:03:09] room who are not providing public comment.
[01:03:13] For example, individuals must follow the
[01:03:15] direction of the presiding officers
[01:03:17] security personnel. This is how we
[01:03:19] currently operate our meetings. However,
[01:03:21] the bylaws would now explicitly include
[01:03:24] language to this effect. Also, public
[01:03:27] comment cannot support or oppose a
[01:03:29] campaign or ballot measure. The exception
[01:03:32] to this is if the commissioner itself
[01:03:34] wants to take a position on a ballot
[01:03:35] measure, in which case there are
[01:03:38] procedures provided for by the revised
[01:03:40] Code of Washington. In these cases, the
[01:03:43] item would appear on a commission agenda
[01:03:45] and the public would be able to speak for
[01:03:47] or against the commission action under

[01:03:49] general public comment as they normally
[01:03:51] would. Next slide key
[01:03:56] elements of the proposed amendment further
[01:03:58] include more specificity to the definition
[01:04:02] of abuse and harassing behavior.
[01:04:04] Derogatory remarks has been expanded to be
[01:04:07] remarks applicable to age, race, color,
[01:04:10] national origin, ancestry, religion,
[01:04:14] disability, pregnancy, sex, gender,
[01:04:16] sexual orientation, transgender status,
[01:04:19] marital status, or any other category
[01:04:22] protected by law. Next slide,
[01:04:25] please. The definition of disruption
[01:04:29] has been further clarified to include the
[01:04:31] use of obscene or profane language and
[01:04:34] gestures, assaults or other threatening
[01:04:37] behavior, and sexual misconduct or sexual
[01:04:40] harassment. Next slide, please.
[01:04:46] The amended rules would also provide a
[01:04:48] procedure for addressing repeated
[01:04:50] disruptions with progressive consequence.
[01:04:53] A first disruption would result in a
[01:04:55] warning. A second disruption within 90
[01:04:58] days of the first disruption results in a
[01:05:00] loss of speaking privileges at the
[01:05:02] meeting, and a third disruption within 180
[01:05:06] days of losing speaking privileges would
[01:05:08] result in a speaker being excluded from
[01:05:10] attendance at commission meetings for a
[01:05:12] period of 180 days. Next slide.
[01:05:19] A fourth or subsequent disruption after
[01:05:22] being excluded for 180 days results in
[01:05:25] being excluded for attendance at
[01:05:27] commission meetings for a period of one
[01:05:28] year. A speaker who has been excluded from
[01:05:32] commission meetings and is subject to this
[01:05:34] heightened standard can end the status by
[01:05:38] having no further disruptions for a period
[01:05:40] of three years. There are notice
[01:05:43] provisions to persons falling under this
[01:05:45] procedure and time associated with
[01:05:47] violations would be tracked by me through
[01:05:48] the clerk's office. Next slide,
[01:05:52] please.
[01:05:55] Other proposed substantive amendments to
[01:05:57] the package include ethics provisions
[01:05:59] codifying Commissioner's commitment to
[01:06:02] fostering a safe, healthy and respectful
[01:06:04] work environment and creating a
[01:06:07] requirement for training within 90 days of
[01:06:09] being sworn into each term of office. On
[01:06:12] ethics, these bylaws and the port
[01:06:14] statement of values.
[01:06:18] I'll note here that we will soon re embark
[01:06:21] on the review of the commission's code of
[01:06:23] ethics, which could potentially result in
[01:06:25] further amendments to these bylaws in
[01:06:27] 2024. Next slide, please.
[01:06:32] Slide eleven is a visual of what those
[01:06:34] amendments related to ethics look like in
[01:06:36] the package before you today.
[01:06:42] Next slide the
[01:06:45] package of amendments also aligns us

[01:06:47] further with the revised Code of
[01:06:49] Washington on the physical attendance of
[01:06:51] commission members during meetings,
[01:06:54] addresses, executive session procedures,
[01:06:58] provides a process for commissioner
[01:07:00] sponsorship of resolutions, orders and
[01:07:02] proclamations of the commission in cases
[01:07:05] where commissioners have championed items
[01:07:07] to the commission or would like to join
[01:07:09] another commissioner in supporting a
[01:07:10] specific item, that sponsorship provision
[01:07:13] would now be available and
[01:07:17] this provides for commission alternates as
[01:07:19] well for attendance at committee meetings.
[01:07:21] In cases where a committee member would
[01:07:23] not be able to attend on any given
[01:07:25] specific meeting day, then an alternate
[01:07:28] could be appointed to stand in for them.
[01:07:32] Next slide further
[01:07:38] proposed amendments include codification
[01:07:40] of the governance committee as a standing
[01:07:43] committee of the commission, and we'll
[01:07:45] hear a little bit about that further after
[01:07:47] this item. It is on your agenda as well
[01:07:50] today and the amendments provide a
[01:07:53] special rule for setting limitations on
[01:07:55] debate when needed to ensure the
[01:07:56] efficiency of meetings. So that provision
[01:08:00] allows the president or presiding officer
[01:08:02] to set time limits on speak of
[01:08:04] commissioners during conversations.
[01:08:07] Next slide please slides
[01:08:12] 14 and 15 address general updates and
[01:08:15] amendments to bring our document in line
[01:08:17] with our practices and these include
[01:08:19] external relations, coordination with
[01:08:21] commissioners regarding media inquiries,
[01:08:24] the signing practice of the commission as
[01:08:26] it relates to signing resolutions and
[01:08:28] proclamations. All commissioners sign
[01:08:31] these documents, but our current bylaws
[01:08:33] indicate that only the president signs
[01:08:34] these documents. All members have
[01:08:37] historically signed the documents, so we
[01:08:39] are just making that amendment to bring
[01:08:40] that in line with our current practice and
[01:08:44] then the clerk's authority to affix
[01:08:46] digital signatures for commissioners on
[01:08:48] resolutions and proclamations within six
[01:08:50] business days of passage of these actions
[01:08:53] if we do not secure commissioner
[01:08:54] signatures directly from them in a timely
[01:08:56] manner just to keep our records complete
[01:09:00] and business moving forward.
[01:09:04] There is also a provision there in that
[01:09:06] particular amendment that allows for
[01:09:09] sooner signing in cases of, say, the
[01:09:11] budget ordinance if finance needs to get
[01:09:13] that to King county in a quicker manner
[01:09:15] than six days. Next slide
[01:09:22] and then the amendments continue with
[01:09:24] reflecting the cancellation process for
[01:09:26] regular meetings falling on a holiday. So

[01:09:28] just bringing our bylaws in line with our
[01:09:31] actual process on how we do that,
[01:09:32] canceling regular meetings and
[01:09:34] rescheduling a special reflecting the
[01:09:37] practice that summaries are produced for
[01:09:39] committee meetings as opposed to formal
[01:09:41] minutes requiring formal approval and
[01:09:44] signature. Clarifying the ceremonial
[01:09:47] nature of proclamations and this
[01:09:49] emphasizes that they are used for
[01:09:51] honoring, memorializing or celebrating
[01:09:53] items, events and topics, and then other
[01:09:56] general cleanup. Next slide
[01:10:02] our next steps regarding this piece of
[01:10:05] legislation coming before you. The package
[01:10:07] of amendments was brought forward at the
[01:10:09] December 4 Governance committee meeting
[01:10:11] where the committee recommended general
[01:10:13] approval of the package. The legal
[01:10:15] department has fully reviewed the package
[01:10:17] of amendments. Resolution number 30 817
[01:10:21] to adopt these amendments will be before
[01:10:23] the commission for consideration of
[01:10:24] adoption on January 23 if it is introduced
[01:10:28] here today. And then I'm happy to answer
[01:10:31] any questions you may have. And my thanks
[01:10:34] again to everyone who worked to bring the
[01:10:36] amendments forward. And to the governance
[01:10:37] committee for their review and
[01:10:38] recommendation. And that concludes my
[01:10:41] presentation. Excellent. Thank you so
[01:10:43] much, clerk Hart, for all your terrific
[01:10:45] work on the amendments to our bylaws.
[01:10:48] It's been a labor of love. As someone who
[01:10:50] was on the governance committee. Are there
[01:10:52] any questions for staff at this time from
[01:10:54] commissioners? Yes,
[01:10:57] Commissioner Felleman. Yes,
[01:11:04] thank you. I just was hearing some
[01:11:06] background. I was hoping to make
[01:11:10] a small amendment to the item under
[01:11:14] maritime decarbonization, item h,
[01:11:18] regarding support of offshore wind
[01:11:20] industry development.
[01:11:25] I'm sorry. I think you want to talk about
[01:11:27] in the federal legislation discussion.
[01:11:30] I'm wishing the day away. I'm so sorry.
[01:11:33] Commissioner Felleman, you have a couple
[01:11:35] in front of you, right. So, yes, a couple
[01:11:38] of things in front of me. All right,
[01:11:40] thank you. Sorry. Okay. Any questions on
[01:11:44] this item?
[01:11:47] Great. Well, in that case, I'm sorry.
[01:11:50] Yep, there is one.
[01:11:54] I've got a couple of things going on my
[01:11:56] head, so I'm sorry. There is one amendment
[01:11:58] that I would like to make with regards to
[01:12:01] the role of the president.
[01:12:05] And I was just jumping ahead. So it's a
[01:12:08] small amendment that says substituting on
[01:12:12] item five e,
[01:12:17] under duties of the president. Number e,
[01:12:19] it says oversight of staff. Reporting to

[01:12:22] both the commission and the executive
[01:12:23] director. Dual reports. That's the
[01:12:26] heading. So instead of on
[01:12:29] behalf of, it would be in consultation
[01:12:33] with the commission and in concert with
[01:12:36] the executive director. The president
[01:12:39] shall provide oversight to the general
[01:12:41] counsel and public affairs director, who
[01:12:43] report duly to the commission and the
[01:12:46] executive director. The president shall
[01:12:48] serve as the commission's primary point of
[01:12:49] contact to these positions. The point
[01:12:52] being, it's not just on behalf of, but in
[01:12:55] consultation, which is consistent to the
[01:12:57] way we review the executive
[01:13:02] director and chief of staff and things
[01:13:05] like that. So in the spirit of
[01:13:07] consistency, it's in consultation with.
[01:13:10] Okay, great. So, minor amendment to the
[01:13:12] language. Do we have a motion? In a
[01:13:14] second. Mr. Commission President, may I
[01:13:16] ask that we prepare this amendment and
[01:13:18] bring it back at the next stage for
[01:13:20] consideration of adoption on the 23rd.
[01:13:22] Will that work? It was two word
[01:13:24] separation, though. But I would be happy
[01:13:26] to do that in case we have any other
[01:13:30] amendments come forward. Commissioner,
[01:13:31] fellow and I would like to include them
[01:13:33] all together. It would be my pleasure.
[01:13:35] Wonderful. Thank you. Excellent. Any other
[01:13:37] amendments, questions or thoughts
[01:13:39] regarding the motion hearing? None.
[01:13:42] Is there a motion? And second to introduce
[01:13:44] resolution 38, one seven, so moved.
[01:13:49] Second great. The motion was made and
[01:13:51] seconded. Clerk Hart, please call the vote
[01:13:56] for introduction of this resolution,
[01:13:58] beginning with Commissioner Calkins. Aye.
[01:14:01] Thank you, Commissioner Felleman. Aye.
[01:14:04] Thank you, Commissioner Felleman. And I
[01:14:06] will bring that amendment back.
[01:14:08] Commissioner Mohammed. Aye. Thank you.
[01:14:10] And Commissioner Cho. Aye. Thank you.
[01:14:13] Four ayes, zero nays for this item.
[01:14:17] Great. The motion passes.
[01:14:24] This will come back before us for
[01:14:27] consideration and adoption on the January
[01:14:30] 23, 2024 meeting.
[01:14:33] All right, moving on. Clerk Carr, please
[01:14:35] read the next item into the record.
[01:14:36] Executive Director Metruck will then
[01:14:38] introduce it. Thank you. This is agenda
[01:14:40] item ten b, introduction of resolution
[01:14:43] number 30 818, a resolution of the Port of
[01:14:45] Seattle Commission adopting the charter of
[01:14:47] the Governance Standing Committee
[01:14:50] Commissioners the Governance Committee of
[01:14:52] the Port of Seattle Commission has
[01:14:53] operated as an informal, ad hoc committee
[01:14:56] for the past three years. This resolution
[01:14:58] would create a standing committee to
[01:15:01] review input and make recommendations on

[01:15:04] matters such as bylaws, ethics and
[01:15:07] delegations of authority. And again, I'm
[01:15:09] going to turn it to Aaron Pritchard,
[01:15:11] chief of staff of the commission. I will
[01:15:14] go right over to Michelle. Thank you,
[01:15:18] Aaron. Thank you. Executive Director
[01:15:19] Metruck. Mr. Commission president members
[01:15:21] of the commission. Executive Director
[01:15:23] Metruck again, for the record, my name is
[01:15:25] Michelle Hart, Commission clerk. This next
[01:15:27] presentation addresses the adoption of the
[01:15:29] standing committee charter for the
[01:15:31] Governance committee. The purpose of this
[01:15:33] committee is to assist the commissioner in
[01:15:35] creating, updating and monitoring the
[01:15:38] commission's policies, procedures and
[01:15:40] directives, and any items of interest that
[01:15:43] are specifically related to the business
[01:15:45] government's operations of the commission.
[01:15:48] This committee reviews and makes
[01:15:50] recommendations, for example, regarding
[01:15:52] the commission's bylaws and rules of
[01:15:54] procedure. As you previously heard, the
[01:15:57] ethics code for commissioner and the
[01:15:59] delegation of responsibility and authority
[01:16:01] to the executive director. Next slide,
[01:16:03] please.
[01:16:08] The scope of the committee would also
[01:16:10] cover long term succession planning for
[01:16:12] the executive director's position,
[01:16:15] creation of a committee, annual work plan
[01:16:17] as needed, and periodic review of the
[01:16:20] Governance committee charter duties and
[01:16:22] responsibilities of the committee. Next
[01:16:26] slide.
[01:16:29] The committee has existed in an ad hoc
[01:16:31] capacity for a little over three years
[01:16:33] now. It has always been comprised of two
[01:16:36] commissioners, as is consistent with our
[01:16:38] format for other commissioner committees,
[01:16:41] the charter would maintain that
[01:16:43] composition, but for this committee, the
[01:16:45] members will always be the currently
[01:16:47] seated commission president in any given
[01:16:50] year, and the immediate past president
[01:16:53] meetings would be held on an as needed
[01:16:55] basis for the committee to conduct its
[01:16:57] work. And we do expect the committee will
[01:17:00] engage this year in reviewing proposed
[01:17:02] amendments to the commission's code of
[01:17:04] ethics, for example, and will need to meet
[01:17:07] as often as necessary to review that work.
[01:17:11] Next slide, please.
[01:17:14] The governance committee reviewed this
[01:17:16] charter at its December 4, 2023 meeting
[01:17:19] and recommended it be forwarded to the
[01:17:20] full commission for consideration of
[01:17:22] aviation. If resolution number 30 818 is
[01:17:26] introduced today, the action will be back
[01:17:28] before the commission for consideration of
[01:17:29] adoption at the January 23 meeting, and
[01:17:33] I'm happy to take any questions you may
[01:17:34] have at this time. Great. Any questions

[01:17:36] for staff at this time from commissioners
[01:17:40] hearing? None. Is there a motion and a
[01:17:42] second to introduce resolution 38 118?
[01:17:48] Moved. Second. Great. The motion was made
[01:17:51] and seconded. Clerk Hart, please call the
[01:17:53] roll for the vote. For the vote,
[01:17:55] beginning with Commissioner Calkins. Aye.
[01:17:58] Thank you. Commissioner Felleman. Aye.
[01:18:00] Thank you. Commissioner Mohamed. Aye.
[01:18:03] Thank you. And Commissioner Cho? Aye.
[01:18:05] Thank you. Four ayes, zero nays for this
[01:18:07] item. Excellent. The motion
[01:18:11] passes. This item will also reappear
[01:18:14] before us on January 23 for final
[01:18:17] consideration and adoption.
[01:18:22] All right, clerk Hart, please read the
[01:18:23] next item into the record. Thank you.
[01:18:27] This is agenda item ten c, order number
[01:18:29] 20240. One. An order electing the slate of
[01:18:32] officers for Port of Seattle Commissioner
[01:18:34] for calendar year 2024.
[01:18:41] Motion to amend agenda.
[01:18:45] I'm joking. Commissioners order number
[01:18:48] 24 one is for the election of commission
[01:18:52] officers for 2024. Before we do that,
[01:18:55] however, I'd like to take a moment of
[01:18:59] personal privilege to reflect a little bit
[01:19:02] on 23 and my time as
[01:19:05] commissioner president. At the beginning
[01:19:10] of the term, I set out a pretty bold
[01:19:13] vision for us, and that vision was to
[01:19:16] build the port of the future. I'm sure
[01:19:18] many of you recall me repeatedly saying
[01:19:21] that throughout the year, but also
[01:19:23] beginning that slogan when we had our
[01:19:25] state of the port in Q. One. To me, a port
[01:19:28] of the future is a port where we are
[01:19:31] premier gateway for shipping. A future
[01:19:34] where Seattle Tacoma International is a
[01:19:36] five star airport, a port of the future
[01:19:40] where we are the greenest port in North
[01:19:42] America. And I'm proud to say that in one
[01:19:45] year, we've made and done an incredible
[01:19:48] amount of work towards that vision. We
[01:19:51] opened terminal five, phase one of
[01:19:54] terminal five with onshore power. We
[01:19:56] received best airport in North America by
[01:19:58] Skytracks. For a second year in a row, we
[01:20:00] approved a 400 million dollar project for
[01:20:03] sea concourse expansion, with many other
[01:20:07] near term projects on the way, including
[01:20:09] the SEA Gateway project, SoCoEvo, and
[01:20:12] baggage optimization in sustainability.
[01:20:15] We established the Environmental Legacy
[01:20:17] Fund, a dedicated account to bank the
[01:20:20] resources we need for the future cleanups
[01:20:23] of legacy pollution from port activities.
[01:20:27] And we continue to lead, as executive
[01:20:30] director mentioned in aye. remarks, by
[01:20:32] taking part in two green corridors,
[01:20:35] including one that I am intimately
[01:20:37] involved and invested in, which is the one
[01:20:39] between South Korea and our region.

[01:20:43] Now, I knew going in, that none of our
[01:20:46] ambitions could be achieved or
[01:20:48] accomplished in one year or in one
[01:20:50] presidency. But as a commissioner,
[01:20:54] I've articulated several times that I'm
[01:20:56] always mindful of making sure that the
[01:20:59] work that I do here at this institution
[01:21:02] outlasts my tenure,
[01:21:04] because it's not lost upon me or it
[01:21:07] shouldn't be lost upon any of us here at
[01:21:08] the dais, that it is far more likely that
[01:21:12] those of you who are sitting across from
[01:21:13] us right now will be here longer than any
[01:21:17] of us appear. And I think
[01:21:20] that sometimes, as elected officials, we
[01:21:22] often forget that we are just temp hires.
[01:21:25] Right. Which is why at the beginning of
[01:21:28] the year, when we had our leadership
[01:21:31] retreat, my goal was to get
[01:21:35] buy in from our leadership. And I think
[01:21:36] many of the ELT who were at our retreat
[01:21:39] recall this, because I knew that the buy
[01:21:42] in from our ELT and Steve and others
[01:21:46] would inevitably lead to outlasting my
[01:21:49] term as president. And I personally
[01:21:51] thought the best way to do that was not
[01:21:53] for me to stand up here and preach from
[01:21:55] the pulpit about the port of the future,
[01:21:58] but to challenge you all to get out and
[01:22:00] reengage the post COVID world, as Steve
[01:22:02] alluded to earlier, to rekindle
[01:22:05] relationships that may have atrophied
[01:22:07] during the pandemic, but more importantly,
[01:22:09] to see what has changed and to learn what
[01:22:13] our colleagues across the globe are doing.
[01:22:16] Sometimes I feel like we live in a bubble
[01:22:17] here in the Pacific Northwest, and it's
[01:22:20] important to see what's possible and
[01:22:22] what's being done elsewhere. And
[01:22:25] ultimately, it's important to seek
[01:22:27] validation from those who are building the
[01:22:29] future outside the four corners of our
[01:22:32] state. I myself may have taken that
[01:22:35] challenge to the extreme. Last year, as
[01:22:37] many of you know, I spent a lot of hours
[01:22:38] on the road. In fact, I tallied the
[01:22:40] numbers. And since November of 22, I've
[01:22:43] traveled to ten countries and 16 cities,
[01:22:46] spent over 220 hours and 135,000 miles
[01:22:49] on a plane.
[01:22:54] And I did aye. diamond on Delta eventually.
[01:22:59] But I think my point here is that in all
[01:23:01] the travel that I've come to realize two
[01:23:03] main things. One is that our ambition to
[01:23:06] build the port of the future cannot be
[01:23:07] done alone. We need strong and willing
[01:23:10] partners and stakeholders to do it with
[01:23:12] us, both locally and globally. And then
[01:23:15] two, my realization that because of the
[01:23:19] sheer breadth, scope, and size of our
[01:23:21] ambition as a port, we are no longer just
[01:23:24] a local port. We are a leader on both
[01:23:27] national and global level. And I think the

[01:23:30] greatest testament to this fact is that as
[01:23:33] an institution we continue to be invited
[01:23:36] to some of the biggest convenience and
[01:23:37] tables where the toughest conversations
[01:23:39] are being had. Just a few examples of
[01:23:41] this. Executive director Metro continues
[01:23:43] to be invited to the World Port
[01:23:45] Authorities Roundtable, which is a very
[01:23:47] prestigious convening of port executives
[01:23:49] from around the world. We took part in COP
[01:23:51] 27 in Sharma Shuk, Egypt, where Sandy
[01:23:54] Kilroy, Commissioner Mohammed and I had
[01:23:56] significant speaking engagements. The
[01:23:59] World Ports conference. Our very own
[01:24:01] Stephanie Jones Devons was asked and spoke
[01:24:04] on a panel with global leaders.
[01:24:06] Commissioner Fallon was appointed to the
[01:24:08] US Travel and Tourism Advisory board by
[01:24:11] the secretary of commerce, Gina Raimondo.
[01:24:15] Commissioner Calkins has just become a
[01:24:17] leading voice and sought after voice on
[01:24:19] offshore wind, which we sincerely
[01:24:21] appreciate. Myself, I was appointed
[01:24:25] to two advisory roles on the federal
[01:24:26] level. One at the US Trade
[01:24:28] representative's office with Catherine Ty
[01:24:30] on trade policy, as well as with the
[01:24:33] Department of Transportation on Human
[01:24:34] Trafficking by Secretary Buttigieg. So I'm
[01:24:38] incredibly proud of the leadership that we
[01:24:40] are exhibiting as an organization, both
[01:24:42] domestically and abroad. And I'd be remiss
[01:24:45] if I didn't mention the incredible work
[01:24:48] that we did as a commissioner during the
[01:24:51] year. We passed so many major policy
[01:24:54] and institutional reforms this year. We
[01:24:57] passed 15 orders this year alone. And to
[01:25:00] me, some of the highlights include the
[01:25:02] equity policy directive, which cements
[01:25:05] the port's commitment to becoming an
[01:25:07] equitable, more diverse and inclusive
[01:25:09] agency and really institutionalizes the
[01:25:11] work of Bookda Gheisar and the office of
[01:25:13] Equity, diversity, inclusion. We passed
[01:25:16] reforms on, and this is huge, we passed
[01:25:18] reforms on our policy, on labor harmony
[01:25:20] agreements that will make it easier for
[01:25:23] small and minority owned businesses to bid
[01:25:25] and operate at the airport, but while at
[01:25:28] the same time preserving labor's
[01:25:31] right and ability to organize large
[01:25:33] employers. Who would have thought that was
[01:25:35] possible a year from today?
[01:25:38] Perhaps one of the biggest institutional
[01:25:40] changes that we made this year was the
[01:25:43] delegation of authority. And on this
[01:25:46] particular item, I just want to make a
[01:25:48] quick additional comment. I don't need to
[01:25:51] remind folks in this room, or those who
[01:25:54] are watching this, who know the history of
[01:25:55] the port, that there's some history
[01:25:58] there, the relationship between the
[01:26:00] commission office and the executive

[01:26:02] director. Many might say that raising the
[01:26:05] delegation of authority was long overdue.
[01:26:08] But I just want to emphasize at the core
[01:26:10] of it, the delegation of authority is less
[01:26:13] about power, which is what a lot of people
[01:26:15] see this as, right? Who has the authority
[01:26:17] to prove these high budget items?
[01:26:20] It's actually more about trust. And at the
[01:26:23] end of the day, one of our paramount
[01:26:25] duties as commissioners is to keep the
[01:26:26] port fiscally accountable. And I think
[01:26:30] that our willingness as a Commission to
[01:26:32] give executive director Steve Metruck and
[01:26:34] by way of transitive property, the
[01:26:36] executive leadership team a higher
[01:26:38] delegation threshold is a testament to the
[01:26:40] relationship and the trust that we've
[01:26:42] built between the leadership at this
[01:26:45] institution and the fork commission. So,
[01:26:47] Steve, I just really want to thank you for
[01:26:49] your work in building up that trust with
[01:26:52] us and giving us the confidence in your
[01:26:53] judgment and your leadership team. I
[01:26:57] distinctly recall my first day as
[01:27:00] an elected commissioner. We had the
[01:27:03] retreat. This was even before I was sworn
[01:27:05] in. And we had the commissioner's retreat,
[01:27:07] and we had a dinner, and you had brought
[01:27:09] this up during the dinner, and it was
[01:27:11] immediately shot down. It wasn't even like
[01:27:13] a point of conversation. But we've
[01:27:16] come a long way in three years, or almost
[01:27:19] four years now, so really appreciate that
[01:27:22] trust that you've built up between us and
[01:27:25] your team and yourself. We've really moved
[01:27:28] some big, big rocks, and I'm really proud
[01:27:31] to have done it in the last year. I think
[01:27:33] for me personally, the cherry on top of
[01:27:35] all this was renewing our sister port
[01:27:38] agreement with the port of Busan after 42
[01:27:41] years. And as many of you know, my parents
[01:27:45] are immigrants for South Korea. My father
[01:27:47] was born in Busan, and so for me, it was
[01:27:49] very special and another one of those full
[01:27:52] circle moments. So I really appreciate
[01:27:54] that. It was a truly special and historic
[01:27:57] year for us here at the Port of Seattle.
[01:28:00] I want to thank my colleagues for
[01:28:01] entrusting me with leading us this year.
[01:28:05] Earlier, in executive director Metruck's
[01:28:07] remarks, he stated that the port of
[01:28:09] Seattle had its best year operationally in
[01:28:12] our history. And although I just took
[01:28:15] credit for everything, I just have to say
[01:28:18] that it's really all the staff who make
[01:28:19] this happen, and that was all possible
[01:28:23] because of the hard work of our people.
[01:28:25] So I want to thank you, thank you, thank
[01:28:27] you for all that terrific work. I think
[01:28:29] thanks to all the work of the folks who
[01:28:32] work at the Port of Seattle. Whether
[01:28:33] you're directly employed by us or not, we
[01:28:36] are well on our way to building the port

[01:28:39] of the future. And so, in conclusion,
[01:28:42] I just want to say it's been a tremendous
[01:28:43] honor to serve and lead us through a
[01:28:45] tremendous year, especially as the
[01:28:48] youngest and first person of color to
[01:28:51] serve as the president of this
[01:28:52] institution. But as one of my
[01:28:56] close mentors would always remind me,
[01:28:59] it's great to be the first, but you should
[01:29:01] never be the last. Which is why I'm
[01:29:04] actually even more ecstatic and sighted
[01:29:05] knowing that the next commissioner to lead
[01:29:07] us will ensure that I am not the last
[01:29:11] commissioner Mohamed, you have already
[01:29:13] been such a tremendous leader for us. The
[01:29:16] way that you have helped us navigate
[01:29:18] community, especially when it comes to
[01:29:20] tremendously sticky issues like curbside
[01:29:23] management and taxis, has been masterful.
[01:29:26] And I've tremendously grown a lot of
[01:29:29] respect for how you deal with things and
[01:29:32] learned a lot from you as well and how you
[01:29:34] engage with community. I'm extremely
[01:29:36] excited for your historic presidency as
[01:29:38] the first woman of color. I think I still
[01:29:40] get the title as youngest, though, so I'm
[01:29:42] sorry about that. But the first woman of
[01:29:45] color. But I just know that you're
[01:29:48] going to lead us into the next chapter,
[01:29:50] that you will continue the legacy of all
[01:29:52] the great work that the port has done.
[01:29:54] And I think whatever you have in store for
[01:29:57] us, whatever vision we have, you know,
[01:29:59] and I think I speak on behalf of my
[01:30:01] colleagues and that you have our full
[01:30:03] confidence and faith in executing the
[01:30:04] duties of the presidency, but also the
[01:30:07] full faith and confidence of the
[01:30:08] leadership here. And I just want to thank
[01:30:10] you for your leadership, for stepping up,
[01:30:13] for all you're going to do for us today,
[01:30:15] and also for the many years that we hope
[01:30:17] to keep you here at the Port of Seattle.
[01:30:19] Thank you. So with that, I just want to
[01:30:24] conclude, and clerk Hart,
[01:30:27] please read our slate of officers into the
[01:30:29] record. Can we get a round of applause for
[01:30:32] Commissioner Cho. Thank you.
[01:30:37] Thank you.
[01:30:41] I'll go ahead and read that slate of
[01:30:44] officers into the record. The port of
[01:30:46] Seattle commission hereby elects the
[01:30:48] following slate of officers for 2024. All
[01:30:51] terms expire December 31, 2024. Pursuant
[01:30:55] to the commission bylaws, President Hamdi
[01:30:57] Mohammed for the terms January 1, 2024 to
[01:31:01] December 31, 2024, Vice President
[01:31:05] Toshiko Hasegawa, January 1,
[01:31:07] 2024 to December 31, 2024,
[01:31:11] and Secretary Ryan Calkins, January 1,
[01:31:14] 2024 to December 31,
[01:31:16] 2024. The individuals listed above have
[01:31:19] agreed to perform the duties of their

[01:31:21] respective proposed offices in 2024, have
[01:31:25] acknowledged the principle that public
[01:31:26] service is a public trust, have executed
[01:31:30] annual transparency pledges, and recognize
[01:31:33] that all officers serve at the pleasure of
[01:31:35] the Port of Seattle commission. And that
[01:31:37] is the slate of officers. Excellent.
[01:31:40] Commissioners, the order before you
[01:31:41] designates our president, vice president
[01:31:43] and secretary of positions for 2024, is
[01:31:46] there a motion and a second to adopt order
[01:31:48] 2024? One so moved.
[01:31:51] Second. Thank you. The motion was made and
[01:31:54] seconded. Is there any discussion?
[01:31:59] Don't all jump in at once. All right,
[01:32:02] Commissioner Calkins, go ahead.
[01:32:04] Well, let me just say I think part of the
[01:32:08] magic of this commission is that we have a
[01:32:11] group that not only brings extraordinary
[01:32:13] talents in each position, except position
[01:32:16] one, but also
[01:32:21] a genuine respect for each other,
[01:32:22] collegiality, friendship. I think I like
[01:32:25] all of you, including Toshiko. We wish you
[01:32:29] were to.
[01:32:33] I want to say thank you to Sam for a
[01:32:36] really fantastic year of leadership and
[01:32:39] modeling to the rest of us, leadership
[01:32:42] skills that I certainly took notes from
[01:32:45] and am trying to emulate in my own
[01:32:46] leadership capacity. But really, the
[01:32:49] spotlight for today is with Commissioner
[01:32:53] Mohamed.
[01:32:58] I think my only regret is that I don't get
[01:33:01] to spend more time with you. You're an
[01:33:02] extraordinarily busy person, but I learned
[01:33:05] so much from you in every meeting and
[01:33:07] encounter and dinner at your house with
[01:33:09] our spouses. And I think
[01:33:16] one thing that comes up again and again
[01:33:18] and again is this sense of grace. And I
[01:33:20] mean that in your composure and also the
[01:33:25] compassion that you show to people. And,
[01:33:28] boy, I could not think of a better
[01:33:30] leadership attribute for our institution.
[01:33:33] And so I'm really excited for this year
[01:33:37] ahead. You're going to be phenomenal.
[01:33:39] You're going to elevate the port. You're
[01:33:41] going to stand on the shoulders of giants
[01:33:44] and take what Sam and our executive
[01:33:47] leadership team have done over the last
[01:33:48] year and take us even further. There will
[01:33:50] be moments of celebration, and there's
[01:33:52] going to be really tough moments, and I am
[01:33:54] 100% certain that you are going to take
[01:33:56] all of that and excel,
[01:34:00] really, truly. So, yeah, I have zero
[01:34:03] qualms about this slate of officers. I'm
[01:34:05] going to pretend that as secretary, I'm
[01:34:07] like a cabinet secretary, but I know it
[01:34:09] just means I get to sign a lot of papers
[01:34:11] this year, but I'll gladly do that and
[01:34:13] support whenever needed, as fill in as

[01:34:16] vice chair or chair, whatever. So, really
[01:34:19] looking forward to the coming year. Yes.
[01:34:22] Commissioner Felleman, I'd like to express
[01:34:25] my great support and appreciation for your
[01:34:28] work as president, commissioner Cho, and thank
[01:34:31] you for all those air miles. I hope you
[01:34:34] did your carbon footprint offsets,
[01:34:36] and I understand the port does all of
[01:34:39] them, actually, but very much a very
[01:34:42] productive year and couldn't help.
[01:34:45] And I do think that you've laid great
[01:34:47] groundwork for Commissioner Mohamed, who I
[01:34:50] am very excited about assuming the reins
[01:34:52] and had a chance to get to know her a
[01:34:55] little bit and look forward to knowing her
[01:34:57] more. I do want to say that the
[01:34:59] responsibilities, the time commitment will
[01:35:02] be significant, but I know that you're
[01:35:04] able to rise to the occasion, and I think
[01:35:06] one of your greatest attributes among many
[01:35:09] are that you can take on these hard
[01:35:10] things, you can go through some
[01:35:12] contentious stuff and then move forward.
[01:35:14] It's like this baggage does not weigh you
[01:35:17] down. You keep a light spirit and take on
[01:35:20] the next challenge, and this will be
[01:35:23] critical to your success into the future
[01:35:25] and look forward to supporting you to that
[01:35:27] end. Thank you, Commissioner Mohamed,
[01:35:31] thank you. And thank you both for your
[01:35:33] kind words. I just want to take some time
[01:35:37] to thank Commissioner Cho. President Cho,
[01:35:40] I'll probably continue to call you that.
[01:35:44] Commissioner Felleman, you joked, and so I
[01:35:46] can say a little joke directed at you.
[01:35:49] You said we're temporary commissioners,
[01:35:51] with the exception of Commissioner
[01:35:52] Felleman, who's a third term commissioner.
[01:35:56] But in all honesty, one of my favorite
[01:36:00] parts about being a port commissioner is
[01:36:03] the fact that I get to work alongside each
[01:36:05] and every one of you. You all are
[01:36:08] incredibly brilliant, passionate
[01:36:11] individuals, and you also challenge
[01:36:14] me, right? I think we challenge each other
[01:36:17] in healthy ways and continue to be
[01:36:20] friends in this work. And I think that is
[01:36:23] rare. I think it's rare in politics.
[01:36:27] We often vote together, as you all can
[01:36:29] see. But that doesn't mean that we don't
[01:36:31] have difficult conversations that happen
[01:36:34] one on one and so forth. And really, I
[01:36:37] just have appreciated the fact that I get
[01:36:39] to work alongside you all. This job is not
[01:36:42] easy. We all carry this work with an
[01:36:45] additional workload. We all have other
[01:36:48] full time jobs that we're taking on. And
[01:36:50] so it's know, an easy, simple task that
[01:36:53] we choose to do. And I think why
[01:36:57] probably Commissioner Cho and Felleman
[01:36:59] continue to run again is because there are
[01:37:01] good people at the dais and there are
[01:37:03] really good people at the Port of Seattle

[01:37:06] who truly care and are passionate about
[01:37:09] the work that they do. And the
[01:37:12] pay for commissioners is not high.
[01:37:15] But regardless of that, I think we would
[01:37:18] probably do this work for free as well. I
[01:37:21] had to get off of a lot of community
[01:37:23] boards when I was joining the commission,
[01:37:25] and so I feel very lucky to be able to
[01:37:28] bring my passion to this work. And,
[01:37:30] Commissioner Cho, I admire you.
[01:37:33] You have led us so well. You've mentioned
[01:37:37] all of the excellent work that we've done
[01:37:39] in 2023, and it was a challenging time.
[01:37:42] We've dealt with inflation. We dealt with
[01:37:44] global conflicts, and you leaned into each
[01:37:48] and every one of those conversations, and
[01:37:50] I served alongside you on the aviation
[01:37:53] committee as well. And when I did join the
[01:37:56] port, one of the first things I was told
[01:37:57] was that ground transportation would be
[01:37:59] one of the most difficult things that I
[01:38:01] would have to take on. And for me, and if,
[01:38:04] you know, anything about my life.
[01:38:05] Difficulty is not something I choose to
[01:38:08] move away from, and I've grown to lean
[01:38:10] into difficulties, and I felt very lucky
[01:38:12] to be able to do that alongside you,
[01:38:14] being a new commissioner, coming on and
[01:38:17] dealing with community issues, issues of
[01:38:20] business, people's money, livelihoods.
[01:38:22] And I felt like I learned a lot from you
[01:38:24] through that experience, your voice, your
[01:38:26] ability to have a business lens and
[01:38:30] be able to bring a community lens and find
[01:38:32] a good balance around that. It was great.
[01:38:35] And I continue to learn from you, and I
[01:38:38] continue to look forward to learning from
[01:38:40] each and every one of you. And I'm really
[01:38:42] excited to step into this new role and be
[01:38:44] able to support the priorities each and
[01:38:47] every one of you have in the port of
[01:38:48] Seattle. And so just really looking
[01:38:50] forward to 2024 being as great as 2023.
[01:38:54] We'll see. Thank you for the time. Even
[01:38:56] better, even. It's going to be even
[01:38:57] better.
[01:39:03] All right. Hearing no further discussion,
[01:39:05] clerk Hart, please call the roll for the
[01:39:07] vote. Commissioners, please say aye or nay
[01:39:09] when your name is called. Thank you.
[01:39:12] Beginning with Commissioner Calkins. Aye.
[01:39:14] Thank you. Commissioner Felleman. Aye.
[01:39:17] Thank you. Commissioner Mohammed. Aye.
[01:39:19] Thank you. And Commissioner Cho. Aye.
[01:39:22] Thank you. Four ayes, zero nays for the
[01:39:24] slate of officers. Excellent. The motion
[01:39:26] passes. Our slate of officers for 2024 is
[01:39:29] now adopted. Congratulations,
[01:39:31] commissioners Mohammed, Hasegawa and
[01:39:33] Calkins, on your appointment. I forgot to
[01:39:36] do something earlier. Before I pass the
[01:39:38] gavel, I intend to give my colleagues a
[01:39:41] challenge coin. For those of you who don't

[01:39:43] know, I actually had a challenge coin made
[01:39:45] at the beginning of the year when I became
[01:39:46] president. And so I just want to make sure
[01:39:48] that you all got this while we're at the
[01:39:50] dais here. The largest one I've ever seen,
[01:39:52] actually. Yeah. That was unintentional,
[01:39:55] actually, but I'll take credit for it.
[01:39:57] But again, thank you so much for a
[01:39:58] terrific year, and I hope you all keep it
[01:40:01] as a keepsake. I will now pass the gavel
[01:40:04] to Commissioner Mohamed, who will preside
[01:40:07] over the remainder of the meeting and
[01:40:09] every other meeting for 2024.
[01:40:11] Commissioner Mohamed, the gavel is yours.
[01:40:25] How you do. A peaceful transition of
[01:40:27] power.
[01:40:30] Was that my country?
[01:40:34] Oh, yeah, sure.
[01:40:41] Like this, over aye. head.
[01:40:47] Peaceful transition. Thank you. Thank you.
[01:40:51] Hi.
[01:40:55] This is your cup, sir.
[01:41:06] Great. Well,
[01:41:09] before I move on to our additional
[01:41:12] business items, I also would like to give
[01:41:15] Commissioner Cho something, aye. own
[01:41:18] personal gavel, an honorary gavel that I'd
[01:41:21] like to present to you. This is for you.
[01:41:23] Commissioner Cho, thank you for your
[01:41:24] leadership.
[01:41:28] And it comes. Maybe I
[01:41:34] are there any additional comments to begin
[01:41:36] the year?
[01:41:41] Thank you, commissioners moving to item
[01:41:44] eleven, presentation and staff reports.
[01:41:46] Clerk Hart, please read the next item into
[01:41:49] the record. Executive Metruck will then
[01:41:51] introduce the item. Thank you,
[01:41:53] commissioner. This is agenda item eleven
[01:41:55] a, the 2024 federal legislative agenda
[01:41:58] briefing.
[01:42:01] President Mohammed, congratulations. Vice
[01:42:04] President Hasegawa, Secretary Calkins,
[01:42:07] congratulations to you all.
[01:42:08] Commissioners, this is your first
[01:42:11] opportunity to provide comments on our
[01:42:14] proposed 2024 federal priorities. While
[01:42:17] our divided Congress will increase the
[01:42:19] challenges of passing major legislation in
[01:42:21] Washington, the port still has significant
[01:42:23] potential for progress on our key goals
[01:42:26] through grants, through partnerships with
[01:42:28] federal agencies, and through
[01:42:29] administrative rule-makings. We are also
[01:42:32] pleased to have strong relationships with
[01:42:34] our congressional delegation who have
[01:42:35] shown their deep commitment to working
[01:42:37] with the port on our priorities. I look
[01:42:39] forward to working closely with you to
[01:42:41] advance our federal agenda throughout the
[01:42:43] year ahead. So with this, we're going to
[01:42:46] have the former acting chief of staff,
[01:42:48] but now in aye. role that he's much more

[01:42:51] comfortable with Eric Shenfield, the
[01:42:53] senior manager of federal and
[01:42:56] international government relations, to go
[01:42:58] over the agenda. I think that's Eric's
[01:42:59] title. Forever, everything. And then
[01:43:03] former chief. Well,
[01:43:06] good point of order. I think you need to
[01:43:08] ask the chair before you get.
[01:43:11] It's for you, Michelle. It's going to take
[01:43:14] some time. All right. Well,
[01:43:18] good afternoon, commissioners. Executive
[01:43:19] Director Metruck again, my name is Eric
[01:43:21] Schinfeld, just the federal government
[01:43:23] relations senior manager for the port.
[01:43:25] Nothing else now or in the future. I am
[01:43:29] really quite honored. This will be the
[01:43:31] presentation that will be forever known as
[01:43:33] the first briefing for commission
[01:43:35] president Mohammed. So it's a lot of
[01:43:37] pressure here. I hope I really give you a
[01:43:39] good memory to start off your term here as
[01:43:41] president. Next slide, please. So we are
[01:43:44] here to talk about the draft 2024 federal
[01:43:47] legislative agenda. This is something we
[01:43:49] do every year to get your input and then
[01:43:51] eventually approval to make sure that
[01:43:53] we're pursuing the right priorities in
[01:43:55] Washington, DC. We start every year by
[01:43:57] looking at our accomplishments and the
[01:43:59] current state of political affairs. We go
[01:44:01] through our policy priorities. As you can
[01:44:02] see there, those are the four main
[01:44:04] categories that we group our priorities
[01:44:06] into. And then, of course, we seek your
[01:44:08] feedback and we will be back at your next
[01:44:10] meeting to ask for final approval once we
[01:44:13] get that input. Next slide, please. So
[01:44:16] like I said, we always start with looking
[01:44:19] back at the successes of the past year.
[01:44:21] And that is not only because of my deep
[01:44:24] seated need for external validation, but
[01:44:26] also really to just show, as executive
[01:44:29] director Metruck said, that we have this
[01:44:31] incredible partnership with the federal
[01:44:33] delegation, with the administration. We
[01:44:36] have so many shared priorities and shared
[01:44:38] goals. And all of these successes are
[01:44:40] thanks to our members of Congress who help
[01:44:42] make these happen for us. As you'll see,
[01:44:45] many of our successes over the past year
[01:44:47] in 2023 were with regard to the FAA
[01:44:50] reauthorization bill. That was a key
[01:44:53] priority for us to make sure that we were
[01:44:54] getting some of our top priorities into
[01:44:56] that bill, because obviously, as the owner
[01:44:59] and operator of Seattle Tacoma
[01:45:00] International Airport, that is so
[01:45:02] essential to what we do and how we do it,
[01:45:04] first and foremost is that we got together
[01:45:07] with the six cities around the airport
[01:45:09] through our start committee and identified
[01:45:11] seven priorities related to aircraft noise
[01:45:13] and emissions that we wanted to push. And

[01:45:15] I'm really pleased to say that we were
[01:45:17] able to get five of those seven priorities
[01:45:19] into either the House and or Senate
[01:45:21] versions of the FAA reauthorization bill.
[01:45:23] It's a huge accomplishment. And again,
[01:45:25] not only in thanks to our congressional
[01:45:26] delegation, but also because of the second
[01:45:29] bullet there, the first ever DC fly
[01:45:32] in, where the port went with members of
[01:45:35] those communities around the airport,
[01:45:37] stood shoulder to shoulder, spoke with one
[01:45:40] voice about what our priorities were. And
[01:45:42] it really made an incredible impact on
[01:45:44] everyone we met with in DC. And that's why
[01:45:46] we were able to be so successful. And just
[01:45:48] to highlight what some of those successes
[01:45:50] are, those five out of the seven,
[01:45:51] including looking at ultrafine
[01:45:53] particulates, including looking at,
[01:45:55] quote, unquote, failed packages, failed
[01:45:57] noise packages, and how we can get
[01:45:59] additional federal funding for them,
[01:46:01] potential changes to the 65 DNL noise
[01:46:03] contour, et cetera. We also were able to,
[01:46:07] the third bullet there, get language in
[01:46:09] both the House and the Senate versions
[01:46:10] that will give you as the commissioner the
[01:46:13] flexibility to decide whether to sell or
[01:46:16] preserve certain park parcels near the
[01:46:18] airport, regardless of whether they were
[01:46:20] purchased with federal funds. Obviously,
[01:46:22] that's a decision that will be made down
[01:46:24] the line, but giving you that option,
[01:46:26] giving you that flexibility, was one of
[01:46:28] our top priorities. And as soon as that
[01:46:29] FAA bill passes, being in both the House
[01:46:32] and the Senate version gives us great
[01:46:33] optimism that that will remain in the
[01:46:35] bills. And then two other things I want to
[01:46:37] highlight really briefly here. One is, at
[01:46:39] the end of last year, the US maritime
[01:46:41] administration was reauthorized. A key
[01:46:43] provision in that reauthorization of MARAD
[01:46:46] was expanding the Marad port
[01:46:49] Infrastructure development program, which
[01:46:51] is one of their main grant programs, to
[01:46:53] put on equal footing with cargo, cruise
[01:46:56] shore power and, quote, unquote, seafood
[01:46:58] cargo infrastructure. In the past, the
[01:47:01] northwest Seaport alliance has hogged all
[01:47:03] of the money from FIDP just because cargo
[01:47:06] is really important. But we also believe
[01:47:08] here at the home port, that shore power
[01:47:10] for cruise is really important, that our
[01:47:12] seafood business is really important. And
[01:47:14] so this change allows us to pursue federal
[01:47:16] grant funds through PIDP for Pier 66 and
[01:47:19] terminal 91 in ways that will really be
[01:47:21] really beneficial. And then finally,
[01:47:23] thanks to Senator Murray, there is
[01:47:25] language in the transportation
[01:47:26] appropriations bill for next year, or
[01:47:28] rather this current year, that would

[01:47:30] provide funding for doing a study to
[01:47:33] really understand the scope and the size
[01:47:34] of this issue around failed noise
[01:47:36] insulation. So really excited about that
[01:47:39] once the federal funding package does
[01:47:41] pass. So next slide, please. So things
[01:47:45] in DC are tough. They are quite tough.
[01:47:48] Not only do Democrats and Republicans not
[01:47:50] agree, even Republicans within the House
[01:47:53] of Representatives don't agree with each
[01:47:55] other. And we're seeing that right now
[01:47:57] where Speaker Johnson negotiated a funding
[01:47:59] agreement and then immediately a large
[01:48:01] portion of aye. party rejected that
[01:48:03] agreement. So where are we? We'll have to
[01:48:05] see. We could have a federal government
[01:48:07] shutdown, partial shutdown, as early as
[01:48:09] next Friday. Hopefully that won't come to
[01:48:11] pass. But things are really tough. So we
[01:48:13] are, as executive director Metruck said,
[01:48:15] really looking more towards agency
[01:48:17] rule-making, grant funding, but we haven't
[01:48:19] given up yet. Hope springs eternal we are
[01:48:22] looking at the appropriations process.
[01:48:24] There is still a half decent chance that
[01:48:27] the appropriations process will come to
[01:48:29] fruition, in which case we'll get things,
[01:48:31] like I mentioned, the funding for failed
[01:48:33] installation packages, among many other
[01:48:35] important things. The FAA reauthorization
[01:48:37] bill, unfortunately has been stalled since
[01:48:39] last summer. Hope springs eternal that
[01:48:41] they will eventually be able to come to
[01:48:42] some compromise on pilot training hours
[01:48:46] and pilot training simulator hours, which
[01:48:48] is one small issue that's holding up
[01:48:51] pretty much the entire bill,
[01:48:52] unfortunately. We'll talk about the farm
[01:48:54] bill, the potential for that bill to pass
[01:48:56] this year, and the impact on sustainable
[01:48:58] aviation fuels. And then finally the bill
[01:49:00] that's being negotiated right now, which
[01:49:02] is mostly around aid for Israel,
[01:49:05] Taiwan, Gaza,
[01:49:09] and our partners in Ukraine, but also has
[01:49:11] funding for the southern border, which
[01:49:13] would include CBP staffing. And if there
[01:49:15] is money for additional CBP staffing,
[01:49:17] that will have benefits to our airport and
[01:49:19] seaport gateways as well, reduce some of
[01:49:22] the strain that we're having on our CBP
[01:49:24] staffing there. And then, like I said,
[01:49:26] areas that we'll pursue on the executive
[01:49:28] side, grant funding, trade, workforce
[01:49:29] development, et cetera. Next slide,
[01:49:31] please. So we have about
[01:49:34] 50 policy priorities in 2024, but if you
[01:49:38] said to me, hey, Eric, if you had to just
[01:49:39] pick ten, what would those be? I would say
[01:49:42] commissioners you're in luck. I have a
[01:49:44] slide for that. And these are our top
[01:49:46] priorities here, our top ten priorities.
[01:49:48] You'll notice there a lot of them are

[01:49:50] about pursuing federal funding, a top
[01:49:52] priority for us, especially ever since the
[01:49:54] infrastructure bill passed and the
[01:49:55] Inflation Reduction act passed federal
[01:49:57] staffing of our facilities. So important,
[01:49:59] particularly to reduce wait times at the
[01:50:02] airport. And then that partnership
[01:50:04] opportunity on things like sustainable
[01:50:05] aviation fuels, green corridor, PFAS
[01:50:08] firefighting foams and aircraft noise and
[01:50:10] emissions. We really need to take
[01:50:12] advantage of those partnerships as long as
[01:50:14] we can with the Biden administration.
[01:50:16] Next slide. There are so many priorities
[01:50:18] that we have, and so I'm not going to walk
[01:50:20] through all of our existing priorities.
[01:50:22] I'm going to focus today, really on what
[01:50:24] are the new ones or the ones that we're
[01:50:26] sort of tweaking and updating for 2024,
[01:50:28] and thereby the key four categories that I
[01:50:32] mentioned earlier in terms of
[01:50:33] infrastructure. I mentioned that PIDP
[01:50:36] expansion will look at is there funding
[01:50:38] for our seafood cargo facilities, the CBP
[01:50:41] staffing I mentioned, but also really
[01:50:42] working with our federal partners on both
[01:50:45] the West Waterway and the East Waterway to
[01:50:47] see if we can continue to make progress on
[01:50:49] both of those really important projects.
[01:50:51] Next slide, please, on decarbonization,
[01:50:55] which, of course, is one of our top
[01:50:56] priorities. We were really, really pleased
[01:50:57] at the end of last year to see that the US
[01:50:59] Department of Treasury finally put out its
[01:51:02] rule-making for the use of this sustainable
[01:51:04] aviation fuel blenders tax credit that
[01:51:07] allows some of these private sector
[01:51:08] partners that we have to start making
[01:51:10] investments in adding new SAF capacity.
[01:51:13] And it was a really great thing. We were
[01:51:14] pushing very hard to make sure that not
[01:51:17] only the CorSia model for calculating the
[01:51:20] carbon benefit of some of these SAF
[01:51:22] technologies, but also the greet model,
[01:51:25] which is a different model that I cannot
[01:51:28] possibly explain to you the difference.
[01:51:29] But I know it's really great that we got
[01:51:31] greet, and so that's fantastic for all of
[01:51:34] us. Greet still needs a little bit of
[01:51:36] additional rule-making, so we'll be
[01:51:37] continuing to work with our partners to
[01:51:39] make sure that by the spring, the exact
[01:51:41] definition of how you calculate that
[01:51:43] carbon reduction. And again, that's really
[01:51:45] important, because the way the SAF
[01:51:46] blenders tax credit works is it's a dollar
[01:51:49] 25 per gallon, up to a dollar 75 per
[01:51:52] gallon, with one additional cent for every
[01:51:55] percent of carbon reduction over 50%. So
[01:51:58] how you calculate that amount of carbon
[01:51:59] reduction matters, which is why greet is a
[01:52:02] really important model to be able to use.
[01:52:04] And then finally, I did want to talk about

[01:52:06] the farm bill. We don't talk about the
[01:52:08] farm bill very much in terms of SAF, but
[01:52:10] the US Department of Agriculture actually
[01:52:12] has significant programs for feedstock,
[01:52:15] R D for loans and loan guarantees for
[01:52:18] biorefineries. And then there's a new
[01:52:21] proposal for a farm to fly program.
[01:52:23] Again, really looking at helping to build
[01:52:26] the capacity for feedstocks for
[01:52:28] sustainable aviation fuels. Eric, can I
[01:52:30] stop you? I'm going to pause and see if
[01:52:31] commissioners have questions. And I know
[01:52:33] Commissioner Calkins has one. Sorry, I
[01:52:35] just had one quick question. When you're
[01:52:37] talking about agriculture,
[01:52:40] does forestry and Forbes products fall in
[01:52:43] there? And therefore, would that feed? It
[01:52:45] does, yes. Okay. That's a pretty
[01:52:47] significant one for us. For surety.
[01:52:48] Absolutely. And again, to be very clear,
[01:52:51] very important to remind everybody
[01:52:52] listening that our definition of
[01:52:54] sustainable aviation fuels mostly excludes
[01:52:57] food stocks. We're really focused on those
[01:52:59] non food stocks. And so while right
[01:53:02] now we're sort of in all of the above
[01:53:04] nationally in terms of how we get to
[01:53:06] staff, our focus is, of course, on those
[01:53:09] things like municipal solid waste and
[01:53:10] farce residuals. But it's good to have
[01:53:12] youth department of Agriculture spreading
[01:53:14] the wealth as much as possible and giving
[01:53:15] us as many options nationally and
[01:53:17] internationally to get to SAF feedstock
[01:53:20] capacity that we need to get to. Next.
[01:53:23] Sorry, commissioner. Yeah, Commissioner
[01:53:25] Felleman, just in support of that. U. S.
[01:53:27] Department of Forestry is in AG, so that
[01:53:30] works good. And also, I mean, I know that
[01:53:32] there's like stuff like camelina are cover
[01:53:35] crops that are nitrogen fixing crops. So
[01:53:37] I'm just making sure that we might be able
[01:53:39] to look at crops as a way to include
[01:53:43] their oil seeds. That will be beneficial.
[01:53:46] But thank you for all the work you've been
[01:53:48] doing on that. Yeah, absolutely. Thank
[01:53:49] you, commissioner. So next slide, we want
[01:53:52] to talk about some additional
[01:53:54] sustainability priorities that are not
[01:53:56] around decarbonization per se. One is
[01:54:00] a priority that Commissioner Calkins has
[01:54:02] been leading on. On how do we make sure
[01:54:04] that we actually have the domestic
[01:54:05] shipbuilding capacity to carry some of
[01:54:08] these alternative maritime fuels,
[01:54:10] transport, large things like offshore wind
[01:54:12] turbines. So we have added that this year,
[01:54:14] or rather proposing to add that this year.
[01:54:16] And we appreciate that suggestion.
[01:54:19] Continuing to work on speeding up
[01:54:20] permitting, particularly for things like
[01:54:22] environmental mitigation, banking. And
[01:54:24] then this point I want to just call out

[01:54:26] really briefly here, one of our next big
[01:54:28] proposed environmental mitigation projects
[01:54:30] is terminal 25 south. One of the things we
[01:54:33] have to do is some in water work and one
[01:54:36] way to speed up the permitting and reduce
[01:54:38] the permitting barriers to that project is
[01:54:40] actually to deauthorize a very small
[01:54:42] portion of the federal Waterway right off
[01:54:45] terminal 25 south, which means it will no
[01:54:47] longer be part of the federal aviation
[01:54:49] channel. The benefit of that is that we
[01:54:51] are able to do that in water work, rather
[01:54:54] than the US Army Corps of Engineers doing
[01:54:56] that work. We don't have to dredge to
[01:54:59] navigable depths. And the reason that's
[01:55:01] okay is because there are not currently
[01:55:04] navigable depths right there off t 25. So
[01:55:07] we think, actually, the Army Corps is
[01:55:09] fully supportive of this. We've done full
[01:55:11] outreach to everyone from labor to tribes
[01:55:14] to industry to make sure that everyone's
[01:55:16] aware of this and comfortable with this.
[01:55:17] And so we are excited about moving this
[01:55:20] within this year's Water Resources
[01:55:22] Development act bill. And we've been
[01:55:24] working with our congressional delegation
[01:55:25] on that. So just trying to facilitate this
[01:55:28] project as it continues to develop. I know
[01:55:29] the details of this project are still in
[01:55:31] the works, but what we can do right now to
[01:55:33] facilitate it is really important to us.
[01:55:35] So I wanted to call that out. And then
[01:55:38] finally, last slide on our new priorities
[01:55:40] for the year are around, of course, all
[01:55:43] those things that I talked about for the
[01:55:45] aircraft noise and emissions policy.
[01:55:47] We're really excited to get them into the
[01:55:49] bills, into the FAA reauthorization bill,
[01:55:51] into the transportation appropriations
[01:55:53] bill. We actually have to get those passed
[01:55:55] this year. It's really, really important
[01:55:57] that we keep up the work to do that. And
[01:56:00] we're going to keep hoping that despite
[01:56:02] all of the dysfunction in Congress, we can
[01:56:04] still get a couple of these must pass
[01:56:06] bills done, and we'll continue to work
[01:56:07] very, very hard with all of our partners
[01:56:09] to make that happen. So, final, last slide
[01:56:12] here, of course, is where we are. We're
[01:56:14] here today. Sorry. Next slide, please, to
[01:56:17] take your feedback. We are going to
[01:56:18] incorporate that feedback and come back
[01:56:20] next time for final adoption, and then,
[01:56:23] of course, start sharing that out. And the
[01:56:25] last thing I want to say is, really the
[01:56:27] way that we are successful is not just you
[01:56:30] giving us direction, but you being our
[01:56:32] partners. You are our best spokespeople as
[01:56:34] elected officials to go talk to our
[01:56:36] members of Congress. And so whether it's
[01:56:39] them coming here for things like August
[01:56:40] recess, whether it's y'all coming with me
[01:56:43] or others to Washington, D. C. To

[01:56:45] participate in direct meetings or part of
[01:56:48] these sort of broader ins, you know, we
[01:56:51] were so lucky to have Commissioner Mohamed
[01:56:52] come on that start DC fly in, and her
[01:56:55] ability to talk directly with our members
[01:56:57] of Congress really helped us make the
[01:56:59] points that we needed to make. So these
[01:57:01] are just some of the dates. Obviously,
[01:57:03] there's many other opportunities to bring
[01:57:04] you to DC in addition to the work that
[01:57:06] Commissioner chill and Commissioner
[01:57:07] Felleman already do on those federal
[01:57:11] task forces and federal advisory boards
[01:57:13] where we take advantage of your time when
[01:57:15] you're already there, to go meet with
[01:57:16] members of Congress. So that will be an
[01:57:19] ongoing opportunity and ongoing
[01:57:20] conversation to keep you involved in these
[01:57:22] priorities once you hopefully approve them
[01:57:24] at the next meeting. And with that, I'm
[01:57:26] happy to take any questions. Great. Thank
[01:57:28] you for the presentation. I'll open it up
[01:57:30] for any additional comments or questions
[01:57:33] for my colleagues.
[01:57:36] Commissioner Felleman, as I
[01:57:39] have my paper sprawled out before me, we
[01:57:42] just like to have one friendly amendment
[01:57:45] to the item h. I believe it was in
[01:57:52] the. Here we go.
[01:57:56] No, I'm sorry. I was
[01:58:00] just teeing it up here and I lost myself
[01:58:03] in my paperwork. I have a copy if you want
[01:58:06] to. Commissioner? Yeah, no, it's right
[01:58:08] here. It's just drowning
[01:58:11] in paper is sort of like my.
[01:58:14] Okay, sorry.
[01:58:18] I can read the item. Here we are. That's
[01:58:21] the problem. So item h under
[01:58:28] trade, economic development and workforce.
[01:58:31] So that would be four h.
[01:58:43] That's not. I've been right. I'm sorry.
[01:58:47] It would be under maritime
[01:58:48] decarbonization, which would be eight h.
[01:58:53] No, just h, please.
[01:58:56] Maritime decarbonization, number eight
[01:58:58] letter h. Support of offshore wind
[01:59:01] development. A couple of friendly
[01:59:03] amendments. So we
[01:59:07] would insert the word industry between
[01:59:11] support offshore wind development, wind
[01:59:14] industry development. And that's the
[01:59:16] heading. So to support legislation to
[01:59:19] advance the offshore wind industry and
[01:59:21] then inserting, such as including
[01:59:25] the rest, is creating opportunities for
[01:59:28] the Pacific Northwest to become a leader
[01:59:30] in manufacturing assembly deployment,
[01:59:33] inserting workforce maintenance,
[01:59:38] deleting and inserting supply
[01:59:41] chain, and then adding and scientific
[01:59:45] research to continue to include the
[01:59:49] assertion while excluding advocacy around
[01:59:52] citing decisions and then keeping the last

[01:59:55] sentence as is partner with local
[01:59:57] stakeholders to pursue federal funding
[02:00:00] contained within the IIJA for offshore
[02:00:03] wind industry development. I've put these
[02:00:06] in writing. There's one tweak with regards
[02:00:08] to inserting scientific research, but
[02:00:11] other than that, I don't know if
[02:00:14] it's been distributed, but it's in the
[02:00:18] same spirit. It's just a slight
[02:00:20] refinement. Commissioner Felleman, I
[02:00:23] believe clerk Hart has some comments.
[02:00:25] Yes. Through the commission president to
[02:00:28] Commissioner Felleman. I would ask that
[02:00:30] you work with Eric, then to get the
[02:00:32] language into the version coming forward
[02:00:34] for action. Since this is a briefing, we
[02:00:37] don't have a main motion before us to make
[02:00:38] an amendment, but I'll take your language
[02:00:41] there. If I can collect it from you after
[02:00:43] this meeting and share it with Eric.
[02:00:45] Yeah. And just to say, commissioner, that
[02:00:48] this will be, when we come back to you in
[02:00:50] two weeks from now, we will include this.
[02:00:52] And of course, it was our intention all
[02:00:54] along to specifically focus on the supply
[02:00:56] chain piece of this and some of those
[02:00:58] other pieces and not be involved in the
[02:01:00] sighting part of that. So thank you for
[02:01:02] the clarification. Thank you.
[02:01:05] Are there any additional comments or
[02:01:07] questions?
[02:01:11] I have a couple. And Eric, you're right.
[02:01:13] I will forever remember this presentation
[02:01:15] because it is a special moment for me.
[02:01:18] Me too.
[02:01:21] I will present maybe some amendments to
[02:01:23] you at a later time. The one that I
[02:01:27] think about is around workforce
[02:01:30] development. And I know you have a section
[02:01:32] on welcoming immigration policies.
[02:01:36] Just considering the increase of migrants
[02:01:39] into the country today and knowing that
[02:01:42] there is an influx here locally, our
[02:01:45] airport is one that comes up in a lot of
[02:01:47] discussions. One of the things that I
[02:01:50] think we should look at is advocating for
[02:01:54] advancing work authorization, employment
[02:01:56] authorization cards, EADs. There are a lot
[02:01:59] of people here today who are eligible to
[02:02:01] work, could come to SeaTac airport to work.
[02:02:05] They remind me of my parents, sometimes
[02:02:07] eager to go after the American dream and
[02:02:10] be able to be employed at our airport,
[02:02:12] but they are limited because it is so
[02:02:14] challenging to get those work
[02:02:15] authorizations expedited. So I think there
[02:02:17] is a clear connection between the labor
[02:02:20] shortages that we face at our airport and
[02:02:23] those who are prepared to work today.
[02:02:26] So I would like us to have just a deeper
[02:02:29] conversation around that. And then the
[02:02:31] other thing is the FAA reauthorization
[02:02:33] bill. It was great to be able to join you

[02:02:37] all in DC and to engage with the start
[02:02:40] committee members and the other elected
[02:02:42] officials. I do wonder, though, are there
[02:02:44] other stakeholders similar to start that
[02:02:47] inform your legislative agenda, items that
[02:02:51] you bring before us? So, yeah,
[02:02:54] we certainly reach out to all of our
[02:02:56] partners, industry, community members,
[02:02:59] other jurisdictions to ask what they're
[02:03:01] doing, particularly local jurisdictions
[02:03:03] like Seattle, King county and the airport
[02:03:06] cities themselves. So we try and be
[02:03:08] comprehensive. And one of the things in
[02:03:09] particular we focus that on is grants. We
[02:03:12] want to make sure that we are supporting
[02:03:14] and writing letters of support for other
[02:03:16] jurisdictions that are applying for
[02:03:18] federal funds that have a nexus to the
[02:03:19] airport. We just did one for the city of
[02:03:22] Sea-Tac, for example, where they're
[02:03:24] developing out their pedestrian and
[02:03:26] transit infrastructure that can support
[02:03:29] access to the airport. So these are the
[02:03:31] types of things we want to make sure that
[02:03:32] we are working hand in glove with our
[02:03:34] partners on. And we have tried to reach
[02:03:36] out to as many other folks as possible.
[02:03:38] But if there are people who have interest
[02:03:40] in this and want to make sure that we're
[02:03:42] supporting their priorities, we're always
[02:03:43] happy to do that. That's great to hear. I
[02:03:46] know with the FAA reauthorization bill,
[02:03:48] we do have a lot of stakeholders who have
[02:03:50] interest in it, and I think it's going to
[02:03:52] be a slow process, but providing maybe
[02:03:54] some timelines on what people can expect
[02:03:57] and how they can advocate to their
[02:04:00] members of Congress as well would be
[02:04:01] helpful. That concludes my
[02:04:05] questions for you, Eric, and sounds like
[02:04:07] the commissioner as give. Okay,
[02:04:09] Commissioner Calkins. Eric, can you give
[02:04:13] us maybe a couple of minutes
[02:04:16] on trade policy discussions with
[02:04:21] particular emphasis on Asia and China in
[02:04:24] particular? During the six years I've been
[02:04:28] here, we've seen a significant impact as a
[02:04:31] result of increased tensions between China
[02:04:33] and the US under both administrations.
[02:04:36] It's significantly impacting our
[02:04:39] agricultural and other exporters,
[02:04:40] including advanced manufacturing.
[02:04:42] Obviously, it's slowed significantly
[02:04:44] amount of inbound trade that we do with
[02:04:47] China. There's all sorts of
[02:04:50] reasonable people can disagree about how
[02:04:53] we should approach this. But just from a
[02:04:55] kind of a landscape perspective, what do
[02:04:57] you anticipate in the next year? Is there
[02:04:59] anything we should be advocating for with
[02:05:01] our delegation or more broadly in
[02:05:03] coalitions of ports to ensure that
[02:05:07] our exporters in particular have access to

[02:05:10] global markets and particularly east Asian
[02:05:12] markets? Yeah, thank you for that
[02:05:14] question, commissioner. I want to be
[02:05:17] as objective as possible. This is not a
[02:05:19] partisan statement in any way to say that
[02:05:22] opening up new markets and reducing
[02:05:25] barriers to trade has been one of
[02:05:27] President Biden's lowest priorities.
[02:05:29] And again, no judgment.
[02:05:32] There have been many important things
[02:05:33] happening, like COVID and inflation and
[02:05:36] war, et cetera, but this has not been an
[02:05:38] area where the administration has leaned
[02:05:40] into. I think it is also fair to say that
[02:05:43] not only has President Biden continued
[02:05:45] almost all of President Trump's trade
[02:05:48] policies, in many ways, he has leaned into
[02:05:50] them significantly, particularly related
[02:05:52] to China, with specific industrial
[02:05:55] policies that favor domestic industries
[02:05:59] versus China, whether it be microchips or
[02:06:01] electric vehicles or whatever else.
[02:06:04] There have been some very friendly
[02:06:07] conversations recently between President
[02:06:09] Biden and President Xi, particularly at
[02:06:12] the APEC summit down in San Francisco.
[02:06:14] But none of that has actually changed the
[02:06:16] fundamental direction that we're in right
[02:06:18] now related to trade policy. The
[02:06:21] president's main focus on trade policy has
[02:06:23] been to build a coalition around India,
[02:06:28] Japan, and Australia, which sort of feels
[02:06:31] like, what if we had some sort of trans
[02:06:33] Pacific Partnership trade agreement? That
[02:06:36] would actually be a really good way to do
[02:06:38] that. But instead, he calls it something
[02:06:40] different. He calls it IPEF,
[02:06:43] which is some sort of analogy acronym,
[02:06:47] rather, not analogy or both. So I don't
[02:06:50] have very much optimism, long story short,
[02:06:52] about any changes in trade policy, about
[02:06:55] any opportunities know, even Asia
[02:06:59] aside, find opportunities to lower trade
[02:07:01] barriers and open new markets, other than
[02:07:04] the good work that we're doing in
[02:07:07] spite of some of those trade barriers and
[02:07:09] of know, not only is trade policy itself
[02:07:12] stuck, but some of the key global factors
[02:07:15] related to trade, whether it be some of
[02:07:17] the global conflicts that are impacting
[02:07:18] trade in the Red Sea right now, as we're
[02:07:21] seeing them in the Black Sea as well.
[02:07:24] So it's just a tough time for trade.
[02:07:26] Important to your point, though, continue
[02:07:29] to talk about the importance of trade, to
[02:07:32] talk about the importance of lowering some
[02:07:35] of those barriers. And we have a
[02:07:36] delegation that is receptive to that
[02:07:38] message. But right now, there's no real
[02:07:41] opportunities to make a major shift at the
[02:07:43] moment.
[02:07:47] Any additional questions or comments?
[02:07:51] Thank you, Eric, for the presentation.

[02:07:54] Well, that concludes our business meeting
[02:07:56] agenda for the day. Are there any closing
[02:07:59] comments at this time or motions related
[02:08:01] to committee referrals from commissioner?
[02:08:10] I will add a closing comment. I wish
[02:08:13] Commissioner Hasegawa was here. I did have
[02:08:16] a really great conversation with her
[02:08:17] yesterday. She's doing really well. And I
[02:08:20] just wanted to say I'm really excited to
[02:08:22] be able to partner with her as well in
[02:08:24] this new position.
[02:08:28] We both ran for office at the same time
[02:08:31] and have been partners. We see each other
[02:08:34] as sisters at this dais in many ways.
[02:08:38] And so I look forward to her returning and
[02:08:40] for us to be able to work closely with her
[02:08:43] as well. And I just wanted to add that as
[02:08:44] closing comments. And we have an event
[02:08:47] later on today, this afternoon. I thought
[02:08:50] initially it would be an event where we
[02:08:52] would have maybe 2030 people there, but it
[02:08:54] has turned into something a lot bigger
[02:08:56] than I thought, times maybe 50.
[02:09:01] But I'm really excited. I'm looking
[02:09:03] forward to being able to see a lot of
[02:09:05] community members. When I joined the port,
[02:09:07] it was COVID-19 was happening.
[02:09:10] And I remember clerk Hart and I
[02:09:14] were standing right here, both face masks.
[02:09:16] We didn't know each other really well.
[02:09:17] And I could tell she just kind of wanted
[02:09:19] to move away from me, and I wanted to move
[02:09:21] away from her. It was a really difficult
[02:09:24] time when I came to the port. It was at
[02:09:26] the heart of the pandemic. And so I think
[02:09:30] this moment will be a full circle this
[02:09:31] evening to be able to celebrate with the
[02:09:35] port staff as well as community members
[02:09:37] who will be in attendance. And I just
[02:09:39] again, as closing comments, want to thank
[02:09:41] you all for entrusting me in this new
[02:09:43] role. I'm excited for it. That said,
[02:09:45] executive director Metruck, are there any
[02:09:47] closing comments for today? No. Thanks for
[02:09:50] your time today, commissioners. Great
[02:09:53] hearing. No further comments and
[02:09:56] having no further business. If there is no
[02:09:58] objection, we adjourn at 02:13
[02:10:02] p.m.

END OF TRANSCRIPT