

START OF TRANSCRIPT

[00:00:27] This is Commission  
[00:00:31] Secretary Ryan Calkins convening the  
[00:00:33] regular meeting of February 13, 2024.  
[00:00:36] The time is 10:30 a.m. We're meeting in  
[00:00:39] person today at the Port of Seattle  
[00:00:40] Headquarters building, commission  
[00:00:42] chambers, and virtually via Microsoft  
[00:00:44] Teams. Present with me today are  
[00:00:46] Commissioner Cho and Felleman, who are  
[00:00:48] currently gathered in the executive  
[00:00:50] session room awaiting the opening of the  
[00:00:52] public meeting. Commissioner Hasagawa and  
[00:00:54] Mohammed are absent and excused from this  
[00:00:56] session. Commissioner Mohammed will be  
[00:00:59] joining for the regular meeting. We'll now  
[00:01:01] recess into the executive session to  
[00:01:03] discuss two items. The first is a  
[00:01:05] collective bargaining session per RCW 42  
[00:01:08] 31 44 and is expected to  
[00:01:11] last 40 minutes. And the second item is a  
[00:01:13] security discussion per RCW 42 31. Ten one  
[00:01:19] AI, and is expected to last 15 minutes in  
[00:01:22] discussion. We'll reconvene into public  
[00:01:25] session at twelve noon. Thank you. We are  
[00:01:28] in recess.  
[00:01:34] This is Commission President Hamdi  
[00:01:36] Mohammed reconvening the regular meeting  
[00:01:38] of February 13, 2024. The time is  
[00:01:41] now twelve five. We're meeting in person  
[00:01:44] today at the Port of Seattle Headquarter  
[00:01:46] building, Commissioner Chambers, and  
[00:01:48] virtually via Microsoft Teams. Clerk Hart,  
[00:01:51] please call the roll. Thank you. Madam  
[00:01:54] Commission President, beginning with  
[00:01:55] Commissioner Calkins here. Thank you.  
[00:01:58] Commissioner Cho, present. Thank you.  
[00:02:00] Commissioner Felleman. Present. Thank you.  
[00:02:02] And Commissioner Mohammed, present. Thank  
[00:02:04] you. We do have a quorum established here  
[00:02:06] today. Thank you. A few housekeeping items  
[00:02:09] before we begin. For everyone in the  
[00:02:11] meeting room, please turn your cell phones  
[00:02:13] to silent. For anyone participating on  
[00:02:16] Microsoft Teams, please mute your speakers  
[00:02:19] when not actively speaking or presenting.  
[00:02:23] Please keep your camera off unless you are  
[00:02:26] a member of the commission or the  
[00:02:28] executive director participating  
[00:02:30] virtually, or you are a member of staff in  
[00:02:33] a presentation mode and actively  
[00:02:35] addressing the commission. Members of the  
[00:02:37] public addressing the commission during  
[00:02:39] public comment may turn on their cameras  
[00:02:41] when their name is called to speak and  
[00:02:44] will turn them back off again at the  
[00:02:47] conclusion of their remarks. For anyone at  
[00:02:50] the dais here today, please turn off the  
[00:02:53] speakers on any computers and silence your  
[00:02:56] device. Please also remember to address  
[00:02:58] your request to be recognized, to speak  
[00:03:01] through the chair, and wait to speak until

[00:03:04] you have been recognized. You'll turn your  
[00:03:06] microphones on and off as needed.  
[00:03:09] All of the items noted here will ensure a  
[00:03:12] smooth meeting. Thank you. All votes today  
[00:03:16] will be taken by a road call roll call  
[00:03:18] method so it is clear for anyone  
[00:03:21] participating virtually how votes are  
[00:03:24] casted. Commissioners will say aye or nay  
[00:03:26] when their names are called.  
[00:03:30] We are meeting on the ancestral lands and  
[00:03:33] waters of the Coast Salish people with  
[00:03:35] whom we share a commitment to steward  
[00:03:38] these natural resources for generations to  
[00:03:41] come.  
[00:03:43] This meeting is being digitally recorded  
[00:03:46] and may be viewed or heard at any time on  
[00:03:49] the port's website and may be  
[00:03:50] rebroadcasted by King County Television.  
[00:03:53] Now please stand and join me for the  
[00:03:56] pledge of allegiance.  
[00:04:00] I pledge allegiance to the flag, United  
[00:04:04] States of America, and to the Republic for  
[00:04:07] which it stands, one nation under God,  
[00:04:10] indivisible, with liberty and justice  
[00:04:14] for all.  
[00:04:20] Thank you all. The first item of business  
[00:04:22] today is approval of the agenda. As a  
[00:04:25] reminder, if a commissioner wishes to  
[00:04:27] comment for or against an item on the  
[00:04:30] consent agenda, it is not necessary to  
[00:04:32] pull the item from the consent agenda.  
[00:04:35] Rather, a commissioner may offer  
[00:04:36] supporting or opposing comments later in  
[00:04:39] this meeting. Once we get the consent  
[00:04:41] agenda approved, please wait until the  
[00:04:43] motion to approve the consent agenda is on  
[00:04:46] the floor for these comments. However, it  
[00:04:48] is appropriate at this time if a  
[00:04:51] commissioner wants to ask questions of  
[00:04:52] staff or wishes to have a dialogue on a  
[00:04:55] consent agenda item to request the item to  
[00:04:57] be pulled for a separate discussion. Are  
[00:05:01] there any items to be pulled from the  
[00:05:03] consent agenda today, or any motions to  
[00:05:05] rearrange the order of the day? Madam  
[00:05:08] President, I would like to pull item eight  
[00:05:10] I. Item eight I for just a brief couple  
[00:05:14] of questions.  
[00:05:18] Okay, we will remove that item.  
[00:05:24] Clerk Hart, do we have to make a motion  
[00:05:26] for that? No, we do not. Okay.  
[00:05:30] Commissioner Felleman will pull item eight  
[00:05:32] I from the consent agenda. Thank you.  
[00:05:35] Commissioners, I would like to request.  
[00:05:37] So you're requesting item eight I to be  
[00:05:39] removed? And I have here.  
[00:05:41] Commissioner, the question is now on  
[00:05:44] approval of the agenda. Is there a motion  
[00:05:46] to approve the agenda, as amended? Madam  
[00:05:48] Commissioner, President, let's go back to  
[00:05:50] your request to remove ten b.  
[00:05:55] That's correct. Commissioners, I would  
[00:05:57] also like to remove item ten b, removed

[00:06:00] from the agenda and sent to the February  
[00:06:03] 27 regular meeting agenda so that I can  
[00:06:06] participate in today's listening session  
[00:06:09] and hopefully report back to the group.  
[00:06:11] So I'd like to remove item ten b.  
[00:06:14] I can make a formal motion if needed,  
[00:06:17] unless there is an objection to move this  
[00:06:19] item off of the business item today. Do I  
[00:06:22] hear any objections? Hearing? None. We'll  
[00:06:25] move that item to the next meeting.  
[00:06:27] February 27, 2024. Thank you, Madam  
[00:06:29] Commissioner President. Thank you,  
[00:06:31] clerk. Commissioners, the question is now  
[00:06:33] on approval of the agenda. Is there a  
[00:06:35] motion to approve the agenda, as amended?  
[00:06:37] So moved. Second.  
[00:06:42] Great. The motion has been made and  
[00:06:44] seconded. Is there any objections to  
[00:06:45] approval of the agenda, as amended?  
[00:06:49] Hearing? None. The agenda is approved, as  
[00:06:52] amended.  
[00:06:57] Moving on to special order of the day. We  
[00:06:59] have one special order scheduled for  
[00:07:01] today. Clerk Hart, please read the item  
[00:07:03] into the record, and Roxanne Murphy,  
[00:07:06] senior manager of tribal relations, will  
[00:07:09] introduce the item. Thank you,  
[00:07:12] Madam Commissioner President, this is  
[00:07:14] agenda item four, a proclamation in  
[00:07:16] recognition of the bolt decision, federal  
[00:07:18] landmark ruling affirming tribal  
[00:07:20] sovereignty rights of fishing in  
[00:07:22] Washington state. Good afternoon,  
[00:07:26] Commission President and members of the  
[00:07:28] Commission. We come to you today with  
[00:07:31] great respect for our tribal ancestors,  
[00:07:33] elders, and members, great respect for the  
[00:07:37] bolt decision, tribal treaties, and also  
[00:07:40] subsistence ways of life. My name  
[00:07:43] is Roxanne Murphy. I'm very happy and  
[00:07:45] humbled to be serving as the new senior  
[00:07:47] manager of tribal relations for the port  
[00:07:49] of Seattle. And today I'm joined via teams  
[00:07:53] and also in person with fellow members of  
[00:07:56] the Native American Committee for the Port  
[00:07:58] of Seattle. We're very excited that we're  
[00:08:01] going to be able to present the  
[00:08:02] proclamation and read it into the record  
[00:08:05] today. Our first speaker to present the  
[00:08:08] proclamation will be Chelsea, and everyone  
[00:08:11] will announce their name and then also  
[00:08:14] what tribe they come from. So, Chelsea,  
[00:08:16] please take us away.  
[00:08:23] Hello, I'm Chelsea Cannon Rodriguez,  
[00:08:26] enrolled member of the Kyla tribe of  
[00:08:28] Oklahoma. Whereas the abundance of fish  
[00:08:32] and wildlife have enabled the indigenous  
[00:08:35] tribes in the Pacific Northwest to thrive  
[00:08:38] on resources such as salmon and shellfish  
[00:08:41] since time immemorial, and whereas,  
[00:08:44] in 1854 to 1855, the United States  
[00:08:48] government signed treaties with tribes in  
[00:08:50] western Washington, reserving their right

[00:08:53] to fish in usual and accustomed fishing  
[00:08:56] areas in exchange for seeding 90% of their  
[00:08:59] land to make way for colonization by  
[00:09:02] settlers to the region, and whereas, the  
[00:09:05] state of Washington prevented the tribes  
[00:09:07] from exercising their treaty reserve  
[00:09:09] rights for many years, resulting in tribal  
[00:09:12] fishers facing many challenges, including  
[00:09:15] citations and arrests for fishing in their  
[00:09:18] usual and accustomed areas, next we'll  
[00:09:22] hear from Brian. Hello.  
[00:09:25] Brian Newman, member of the Heighthen  
[00:09:28] Cincinnati Tribes of southeast Alaska.  
[00:09:31] Whereas by the early 1960s, tribes only  
[00:09:34] harvested between two and 5% of the annual  
[00:09:37] salmon and steelhead catch in Washington  
[00:09:39] state, which resulted in tribal leaders  
[00:09:41] staging significant acts of disobedience  
[00:09:43] known as fish ins and fish wars.  
[00:09:46] And whereas, in the early 1970s, the  
[00:09:49] United States government successfully sued  
[00:09:51] the state of Washington in the seminal  
[00:09:53] case United States v. Washington, which  
[00:09:56] resulted in direction to the state to  
[00:09:59] regulate fishing in a manner that allowed  
[00:10:00] full exercise of the tribe's reserve  
[00:10:03] fishing rights. And next up  
[00:10:06] is Marie, Marie Bell Allen  
[00:10:10] from Clinkett Tribe of Alaska.  
[00:10:14] Whereas on February 12,  
[00:10:17] 1974, Judge George Bolt  
[00:10:21] of the United States District Court for  
[00:10:23] the Western District of Washington issued  
[00:10:25] aye. ruling in United States v.  
[00:10:28] Washington in favor of the United States  
[00:10:31] on behalf of the tribes and created a  
[00:10:34] significant legal precedent regarding the  
[00:10:38] enforceability of a treaty right.  
[00:10:41] And whereas, Judge Bolt's landmark ruling,  
[00:10:45] now known as the Bolt decision, was  
[00:10:47] reaffirmed by the United States Supreme  
[00:10:50] Court in 1979, holding that  
[00:10:53] the tribes reserve the right to take up  
[00:10:57] to 50% of the harvestable fishes  
[00:11:01] in the areas the treaties covered. And  
[00:11:05] next up is Tanisha.  
[00:11:08] Tanisha Simmons, Aleut of non Dalton  
[00:11:11] village and also African American.  
[00:11:14] Whereas the Port of Seattle recognizes the  
[00:11:17] economic and cultural importance of  
[00:11:19] fishing and a healthy marine environment,  
[00:11:21] and how the steadfast work of the tribes  
[00:11:23] to protect and provide fish and shellfish  
[00:11:26] benefits everyone. And whereas, the Port  
[00:11:29] of Seattle was founded in 1911 by a vote  
[00:11:32] of the people as a special purpose  
[00:11:34] government to promote economic  
[00:11:35] opportunities and quality of life in the  
[00:11:38] region by advocating trade, travel,  
[00:11:41] commerce, and job creation in an  
[00:11:44] equitable, accountable, and  
[00:11:45] environmentally responsible manner. And  
[00:11:49] whereas, the Port of Seattle conducts

[00:11:51] maritime operations within the Suquamish  
[00:11:54] and Muckleshoot tribal governments, usual  
[00:11:56] and accustomed fishing areas, and has been  
[00:11:59] working to avoid and minimize conflicts  
[00:12:01] between fishing and commercial operations  
[00:12:03] for many years.

[00:12:07] So, once again, I'm Roxanne Murphy. I'm a  
[00:12:09] member of the Nooksack Indian Tribe from  
[00:12:11] Washington state. Whereas, in recognition  
[00:12:14] of the importance of the tribe's treaty  
[00:12:16] rights, the port has recently hired a  
[00:12:19] tribal liaison to work with the Port and  
[00:12:21] commission to maintain government to  
[00:12:23] government relationships and to identify  
[00:12:25] opportunities for greater collaboration.  
[00:12:28] Now, therefore, be it resolved, the Port  
[00:12:31] of Seattle commissioner wishes to join the  
[00:12:33] tribes and many others in celebrating the  
[00:12:35] 50th anniversary of the bolt decision and  
[00:12:38] a firm commitment to sustaining our  
[00:12:40] partnership with tribes to assure that  
[00:12:42] there are fish and opportunities to fish  
[00:12:45] for future generations. So, in closing,  
[00:12:49] what we wanted to do was thank the  
[00:12:51] commissioner for this proclamation in a  
[00:12:54] language that we're all comfortable with.

[00:12:56] And I'll start Heishka Osiam, and we'll  
[00:12:59] turn it over to Chelsea. Aho. Thank you.  
[00:13:03] And Brian Pawa. And thank you,  
[00:13:08] Marie Paula. She and Tanisha,  
[00:13:13] thank you so much. So thank you for  
[00:13:16] allowing us to present, and I'll turn it  
[00:13:17] back over to the clerk and the commission.  
[00:13:21] Well, thank you to all the readers. We  
[00:13:24] appreciate your leadership here at the  
[00:13:25] port of Seattle, and for being a part of  
[00:13:28] this really important recognition. I will  
[00:13:31] turn it over to Commissioner Felleman.  
[00:13:32] Would you like to move to adopt today's  
[00:13:35] proclamation? And once you have a second,  
[00:13:38] we'll start with you for comments on this  
[00:13:40] item. Thank you.

[00:13:44] Madam President, I'd like to move item.  
[00:13:46] Agenda. Agenda. Item four a.

[00:13:49] On the agenda. Second. Great. The motion  
[00:13:52] has been made and seconded. Commissioner  
[00:13:54] Felleman, you have the floor I just would  
[00:13:56] like to thank the members of the employee  
[00:13:59] resource group for making this that much  
[00:14:01] more special a day. The fact that we come  
[00:14:03] in a day after the actual celebration of  
[00:14:05] the 50th anniversary, we couldn't have  
[00:14:08] planned it that well. And really very much  
[00:14:10] looking forward to having Roxanne as our  
[00:14:13] liaison going forward, moving our  
[00:14:15] relationship from more of a transactional  
[00:14:18] to a collaborative relationship with  
[00:14:20] tribes in our area. And I think this is  
[00:14:23] something for me, 35 years of  
[00:14:25] environmental consultant working with the  
[00:14:26] tribes. If you're going to do anything in  
[00:14:28] the water, you have to know who is here  
[00:14:30] first. And eight years on the commission,

[00:14:33] I continue to carry this sentiment. And so  
[00:14:36] knowing the stewardship the tribes had,  
[00:14:38] the treaty has made it possible for a lot  
[00:14:40] of the recovery that we've experienced and  
[00:14:43] for this. Heischka to you all.  
[00:14:48] Commissioner Calkins,  
[00:14:51] as we were building up to the 50th  
[00:14:54] anniversary, I had the opportunity to read  
[00:14:56] through some of the histories of the  
[00:14:58] actual actions that took place leading up  
[00:15:01] to the port case. And I think it's really  
[00:15:03] important for folks to remember the civil  
[00:15:07] disobedience that occurred and that it was  
[00:15:10] not popular amongst the general population  
[00:15:12] at the time, the fish ins and fish wars,  
[00:15:16] that there was a lot of resistance from  
[00:15:18] folks in the area because they felt like  
[00:15:20] it was impeding commerce or that  
[00:15:24] these things were illegal in the strictest  
[00:15:27] sense. And yet that effort, that  
[00:15:29] courageous work of those folks,  
[00:15:32] Bill Bank Jr. Of course, being the most  
[00:15:34] famous, resulted in a legal  
[00:15:38] structure that has preserved for future  
[00:15:40] generations something that is once lost,  
[00:15:43] would never be brought back again. And so  
[00:15:45] I think for all of us as students of  
[00:15:47] history, understanding that it takes that  
[00:15:50] kind of courage to do the right thing,  
[00:15:53] even when all the pressure is against you.  
[00:15:56] And so being able to recognize that today,  
[00:15:59] I think, is really important, and it's a  
[00:16:01] lesson for the somewhat sometimes  
[00:16:05] controversial, but really important things  
[00:16:08] that are the right things to do today. So  
[00:16:10] thank you for bringing this forward.  
[00:16:14] Thank you, commissioners. I echo those  
[00:16:17] same sentiment. It is so important for us  
[00:16:20] to honor history, to learn from history,  
[00:16:23] and to do better in the present. And I  
[00:16:25] think this is one of those moments that  
[00:16:26] underscore that for me, and honoring  
[00:16:29] treaty rights is something that we have  
[00:16:31] made a commitment to and building on our  
[00:16:35] tribal government to government  
[00:16:37] relationship. So I want to thank  
[00:16:39] commissioner Felleman for your leadership  
[00:16:41] on this and moving it forward and all the  
[00:16:42] staff who've helped work on this. And,  
[00:16:45] Ms. Murphy, we are lucky to have you at  
[00:16:48] the port of Seattle as well. And I'm  
[00:16:50] looking forward to your leadership in this  
[00:16:52] new role that you take on hearing. No  
[00:16:56] further discussion on this item. I will  
[00:16:57] call on Clerk Hart to call the roll for  
[00:17:00] the vote. Thank you. Beginning with  
[00:17:02] Commissioner Felleman. Aye.  
[00:17:05] Thank you, Commissioner Calkins. Aye.  
[00:17:07] Thank you, Commissioner Cho. Aye. Thank  
[00:17:10] you, Commissioner Mohammed. Aye. Thank you  
[00:17:13] for aye. Zero nays for this item. The  
[00:17:15] motion passes. Next on our agenda is  
[00:17:18] executive Director metrics report.

[00:17:21] Executive Director Metruck, you have the  
[00:17:22] floor.  
[00:17:27] Thank you. President Mohamed Good  
[00:17:29] afternoon commissioner. I'd like to begin  
[00:17:31] my remarks by wishing everyone a great  
[00:17:33] black History month. This year's Black  
[00:17:36] History Month theme is African Americans  
[00:17:38] and the arts. African American art is  
[00:17:40] infused with African Caribbean and the  
[00:17:42] black American lived experiences in the  
[00:17:45] fields of visual and performing arts,  
[00:17:46] literature, fashion, folklore, language,  
[00:17:49] film, music, architecture, culinary and  
[00:17:52] other forms of cultural expression. The  
[00:17:54] african american influence has been far  
[00:17:56] reaching. There are several opportunities  
[00:17:58] to engage and learn more about these  
[00:18:00] important contributions over the coming  
[00:18:02] weeks, and I look forward to the  
[00:18:04] proclamation and reception at our next  
[00:18:06] commission meeting later this month. I  
[00:18:09] would also like to wish everyone who  
[00:18:11] celebrates a happy Lunar New Year the  
[00:18:13] airport welcomed the Year of the Dragon by  
[00:18:15] combining a Lunar New Year celebration for  
[00:18:19] passengers with the grand opening of the  
[00:18:21] new embark whiskey  
[00:18:25] and grill on end concourse.  
[00:18:27] Congratulations on the successful opening.  
[00:18:30] The year of the dragon symbolizes power,  
[00:18:32] nobility, honor, luck and success. Here at  
[00:18:36] the Port of Seattle, we have many  
[00:18:37] successes to celebrate and many of those  
[00:18:39] were highlighted at last week's state of  
[00:18:41] the port breakfast last week,  
[00:18:45] where we had the opportunity to review  
[00:18:47] some of our milestones in 2023 and talked  
[00:18:50] about the work ahead of us. In 2024, we  
[00:18:52] were fortunate to have been joined by more  
[00:18:54] than 300 of our customers, stakeholders,  
[00:18:57] community partners and local elected  
[00:18:59] leaders at the Maiden Bauer center in  
[00:19:02] Bellevue. I heard a lot of positive  
[00:19:03] comments about the event and I'm sure you  
[00:19:05] did as well about it, commissioner. Each  
[00:19:08] of you, hearing each of you and your  
[00:19:10] personal reflections and how you view the  
[00:19:13] year ahead was a highlight of the event.  
[00:19:16] The event would not have been possible  
[00:19:18] without the tireless efforts of our  
[00:19:19] incredible staff, particularly the  
[00:19:21] external relations team who keep finding  
[00:19:23] creative ways to pack a lot of information  
[00:19:25] into a 160 minutes breakfast.  
[00:19:28] Clips from the event, speeches and videos  
[00:19:30] are already up on the port's YouTube  
[00:19:32] channel and I encourage everyone who  
[00:19:34] everyone to check it out and especially if  
[00:19:36] you weren't there. Also, last week was the  
[00:19:39] first commission and executive leadership  
[00:19:41] team retreat of the year. I want to thank  
[00:19:43] all the staff who prepare presentations  
[00:19:44] for your review to share our vision for

[00:19:47] 2024. Staff will work with the commission  
[00:19:50] office to align on outstanding  
[00:19:52] deliverables such as preparing additional  
[00:19:54] reports, work plans and incorporating your  
[00:19:56] feedback on strategic planning,  
[00:19:58] especially related to the century agenda.  
[00:20:01] Moving to operations I want to highlight a  
[00:20:03] few items. The day after our last  
[00:20:05] commission meeting, the port published its  
[00:20:07] official year of end numbers for Seattle  
[00:20:09] Tacoma International Airport. The data  
[00:20:12] from sea reflects the strong recovery in  
[00:20:14] international travel and the continuing  
[00:20:16] popularity of Mexico as a destination.  
[00:20:19] Total passengers at sea were nearly 51  
[00:20:22] million, up 11% from the previous year,  
[00:20:24] but still down 2% from the high watermark  
[00:20:27] in 2019, making it the second busiest  
[00:20:30] total ever. As travel continues to recover  
[00:20:32] from the pandemic, sea aye. month over  
[00:20:35] month passenger volume highs four times in  
[00:20:37] 2023. In February, September,  
[00:20:41] October and November, international  
[00:20:44] traffic was wet at 101% of 2019  
[00:20:47] levels, even without the return of most  
[00:20:50] China services lost during the pandemic.  
[00:20:53] European traffic in 2023 was 21%  
[00:20:57] above 2019, with volumes to Mexico up 91%.  
[00:21:02] Our 2024 forecasts predict a 3% rise in  
[00:21:05] passenger traffic, rising close to 52  
[00:21:08] million annual passengers, which would  
[00:21:10] exceed SEA's largest volume set in 2019.  
[00:21:14] Ensuring that every passenger has a  
[00:21:16] welcoming, safe and comfortable travel  
[00:21:17] experience is one of our goals. SEA is  
[00:21:20] honored to have received a level three  
[00:21:22] rating through the Airport Council  
[00:21:24] International ACI Accessibility  
[00:21:27] Accreditation Enhancement program.  
[00:21:29] Congratulations to the Sea Access team and  
[00:21:32] all their partners across the airport for  
[00:21:34] their work on accessibility at sea.  
[00:21:37] In other operational news, I want to share  
[00:21:39] two employee stories if you would indulge  
[00:21:42] me. Just I thought that you'd like to know  
[00:21:43] about and kind of indicative of the work  
[00:21:45] that goes on here at the port. On  
[00:21:47] Saturday, February 3, harbor marina  
[00:21:50] operations specialist Mike Sank prevented  
[00:21:53] a Suquamish tribal fishing vessel from  
[00:21:56] sinking at Bell Harbor Marina. Mike  
[00:21:58] noticed the vessel was taking on water and  
[00:22:00] immediately deployed a dewatering pump and  
[00:22:02] contacted aye. manager, customer service  
[00:22:04] manager Lonnie Gellings recreational  
[00:22:07] boating senior manager Carlina Smith,  
[00:22:10] port senior manager of tribal relations  
[00:22:12] our own Roxanne Murphy, who was just here,  
[00:22:15] and others took immediate steps to pump  
[00:22:17] out the water, identify and locate the  
[00:22:19] vessel owner, and ultimately save the  
[00:22:21] vessel from sinking at the dock. It's a  
[00:22:23] great example of the teamwork and the



[00:22:25] positive port and tribal relations that  
[00:22:27] prevented of how that worked together can  
[00:22:30] accomplish something and prevented damage  
[00:22:32] to a vessel and to the environment that  
[00:22:34] would have been impacted. As another  
[00:22:36] example of port employees going above and  
[00:22:38] beyond for the good of our organization,  
[00:22:40] the community, several port employees  
[00:22:42] currently serve as mentors to the  
[00:22:45] sophomores of the maritime high school.  
[00:22:47] Last month, Shauna C.  
[00:22:51] Winter, DJ Lewis, Juan Martel and Andy  
[00:22:54] Gregory took work one step further by  
[00:22:57] bringing 40 students to the marine  
[00:22:59] maintenance facility for field work  
[00:23:01] experience, visit employees from six  
[00:23:03] shops, set up demos and toured the  
[00:23:05] students through rotating stations  
[00:23:06] featuring millwork, carpentry, plumbing,  
[00:23:09] electricals, storeroom and teamsters.  
[00:23:12] Thank you to our mentors and their  
[00:23:14] coworkers who took in organizing this  
[00:23:17] fantastic event for the students at  
[00:23:19] Maritime High School. Finally, on January  
[00:23:22] 31 and February 1, the Cruise Lines  
[00:23:25] International association hosted its first  
[00:23:27] ever Pacific Northwest Symposium at the  
[00:23:29] Bell Harbor Conference center. The  
[00:23:31] symposium brought together CLIA's cruise  
[00:23:33] line members, executive partners,  
[00:23:35] business community partners and special  
[00:23:37] guests to discuss economic development,  
[00:23:39] cultural recognition, sustainability,  
[00:23:42] accessibility and other opportunities for  
[00:23:44] the cruise industry throughout the greater  
[00:23:46] Pacific Northwest region, including  
[00:23:48] Washington, Alaska and British Columbia.  
[00:23:51] The symposium had over 300 participants  
[00:23:53] showing great interest in our Pacific  
[00:23:55] Northwest cruise business. We appreciated  
[00:23:57] the opening remarks by Alaskan Governor  
[00:23:59] Mike Dunleavy and several of aye. cabinet  
[00:24:02] and staff who flew down just for this  
[00:24:03] event. Thanks to all the port staff who  
[00:24:06] worked overtime with CLIA to put this  
[00:24:07] event together. Moving to today's  
[00:24:11] commission meeting, I'd like to highlight  
[00:24:13] just a couple of items on our action  
[00:24:15] agenda. We have several items related to  
[00:24:17] asset preservation, renewal and  
[00:24:19] replacement. Item eight h on your consent  
[00:24:21] agenda will replace domestic water lines  
[00:24:24] that serve vessels at pier 90 and 91.  
[00:24:27] Item eight e is requesting authorization  
[00:24:29] for additional funding for the terminal  
[00:24:30] 91, berth, six and eight redevelopments,  
[00:24:33] which is critical to supporting maritime  
[00:24:35] operations. Also on our action agenda is a  
[00:24:38] request for the authorization of the next  
[00:24:40] cycle of our economic Development  
[00:24:41] Partnership grant program.  
[00:24:46] The last cycle was a two year program  
[00:24:48] authorized in 2022 and focused on economic

[00:24:50] recovery and small business assistance.  
[00:24:52] The one year cycle we are requesting  
[00:24:54] authorization for today will incorporate  
[00:24:56] stronger metrics and equity  
[00:24:58] considerations. You will also see a  
[00:25:00] briefing on our international advocacy  
[00:25:02] priorities. As the port continues to be a  
[00:25:04] leader in many areas such as equity,  
[00:25:07] innovation and environmental stewardship,  
[00:25:09] it is important that we make our voice  
[00:25:10] heard on the world stage. This briefing  
[00:25:13] will highlight some of the opportunities  
[00:25:14] we have to do that in the coming year.  
[00:25:16] Commissioner, with that, that concludes my  
[00:25:19] remarks. Thank you. Thank you Executive  
[00:25:21] Director Metruck for that thorough update.  
[00:25:23] Any questions? Great. Thank you again.  
[00:25:27] We will now move to committee reports.  
[00:25:30] Erica Chung, Commission strategic advisor  
[00:25:33] will provide that report. You have the  
[00:25:34] floor. Good afternoon President Mohammed  
[00:25:37] and commissioners and executive director  
[00:25:38] of Metruck. I have two reports for you  
[00:25:40] today. The first is Highline forum.  
[00:25:43] Meeting of the year was held on January 24  
[00:25:46] with commissioner, fellow and chairing.  
[00:25:48] The main focus of the meeting was  
[00:25:49] reviewing of the top issues from each of  
[00:25:51] the nine forum members 2024 state  
[00:25:54] legislative agendas including Highline  
[00:25:57] College, Highline school districts,  
[00:25:59] cities of Tukwila, Sea-Tac, Normandy Park,  
[00:26:02] Federal Way, Des Moines, Burien and the  
[00:26:04] Port of Seattle. Common issues among the  
[00:26:07] forum members included funding options,  
[00:26:09] workforce development, support for funding  
[00:26:12] behavioral health services and facilities,  
[00:26:14] helping to facilitate the funding and  
[00:26:16] recruitment of public safety  
[00:26:17] professionals, legislation concerning  
[00:26:20] aviation impacts on near airport  
[00:26:22] communities, funding and guidance on  
[00:26:24] addressing the large influx of asylum  
[00:26:26] seekers and immigrants, bills to enhance  
[00:26:28] tourism and tourism promotion, and various  
[00:26:31] capital budget requests. Members also  
[00:26:33] received updates from Chipper Manning,  
[00:26:36] aviation, Port of Seattle Aviation Natural  
[00:26:38] Resource Program Manager on Aviation Land  
[00:26:41] Stewardship Plan and tree replacement  
[00:26:43] standards for Commissioner consideration  
[00:26:45] in March 2024 and Aviation managing  
[00:26:49] Director Lance Little on December 2023.  
[00:26:53] Start meeting focused on the start of the  
[00:26:55] process for a new part, 150 noise study.  
[00:26:59] Members also selected the forum's  
[00:27:00] community co chair for 2024, who is  
[00:27:04] Des Moines City Council member Matt  
[00:27:06] Mahoney. On January 26,  
[00:27:09] Commissioner Hasagawa and Calkins convened  
[00:27:11] the Equity and Workforce Development  
[00:27:12] committee meeting. There were two items  
[00:27:14] for briefing and discussion, a review of

[00:27:17] the proposed Equity and Workforce  
[00:27:18] Development Committee work plan for 2024  
[00:27:20] and a high level preview from Economic  
[00:27:24] Development Division, the Office of  
[00:27:26] Equity, Diversity, inclusion and the  
[00:27:28] workforce development team on what the  
[00:27:30] teams will be working on in 2024.  
[00:27:33] This concludes my report. Thank you.  
[00:27:36] Thank you, Mrs. Chung for that update.  
[00:27:39] Are there any questions for Erica Chung?  
[00:27:43] Thank you again. We will be moving  
[00:27:47] on to the public comment section of our  
[00:27:51] agenda, and I just want to say I know that  
[00:27:53] there are a number of our electricians who  
[00:27:55] are here and so thank you for the hard  
[00:27:57] work that you all do appreciate many  
[00:28:01] of you being here today. We are now at the  
[00:28:04] public comment section of the agenda. The  
[00:28:05] Port Commission welcomes public comment as  
[00:28:07] an important part of the public process.  
[00:28:09] Comments are received and considered by  
[00:28:12] the commission in its deliberations.  
[00:28:17] Before we take public comment, just a  
[00:28:19] reminder that the commission's rules for  
[00:28:22] public comment have recently changed.  
[00:28:24] This means that our public comment rules  
[00:28:26] recording has also changed. Let's review  
[00:28:29] our new rules in person and virtual public  
[00:28:32] comment. Claire Clark please play the  
[00:28:33] recording.  
[00:28:37] The Port of Seattle Commission welcomes  
[00:28:39] you to our meeting today. As noted,  
[00:28:41] public comment is an important part of the  
[00:28:43] public process, and the Port of Seattle  
[00:28:46] Commissioner thanks you for joining us for  
[00:28:48] the efficient operation of meetings and in  
[00:28:50] order to maintain decorum in the meeting  
[00:28:52] room, the commission has adopted rules of  
[00:28:54] procedure governing public comment and  
[00:28:56] audience attendance. Before proceeding,  
[00:28:59] we will overview those rules for your  
[00:29:01] general information. Each speaker will  
[00:29:03] have two minutes to speak unless otherwise  
[00:29:05] revised by the presiding officer for the  
[00:29:07] purposes of meeting efficiency, and the  
[00:29:09] speaker shall keep their remarks within  
[00:29:11] the allotted period of time, provided a  
[00:29:13] timer will appear on the screen and a  
[00:29:15] buzzer will sound at the end of the  
[00:29:16] speaker's comment period. The commissioner  
[00:29:19] limits comments specifically to items on  
[00:29:21] its agenda and items related to the  
[00:29:23] conduct of port business. If comments are  
[00:29:25] not related to these topics, the presiding  
[00:29:27] officer will stop the speaker and ask that  
[00:29:29] comments be kept to those topics. This  
[00:29:31] rule applies to both introductory and  
[00:29:33] concluding remarks. All remarks should be  
[00:29:36] addressed to the commission as body and  
[00:29:38] not to individual commissioners outside of  
[00:29:40] the context of action taken in their  
[00:29:42] official port capacity. Disruptions of  
[00:29:44] commission public meetings are prohibited

[00:29:47] disruptions include, but are not limited  
[00:29:49] to, the following speaking when not  
[00:29:51] recognized to speak by the presiding  
[00:29:53] officer holding or placing banners and  
[00:29:55] signs in the meeting room in a way that  
[00:29:56] endangers others or obstructs the flow of  
[00:29:58] people or view of others at the meeting  
[00:30:01] intentionally disrupting, disturbing or  
[00:30:03] otherwise impeding attendance or  
[00:30:04] participation at a meeting refusing to  
[00:30:07] follow the direction of the presiding  
[00:30:08] officer or security personnel speaking  
[00:30:12] on matters other than items on the agenda  
[00:30:13] or topics related to the conduct of the  
[00:30:15] port business attempting to use the  
[00:30:17] comment time for purposeful delay,  
[00:30:18] including remaining silent or engaging in  
[00:30:20] other activity without conveying a  
[00:30:22] discernible message using the comment  
[00:30:24] period for the purpose of assisting in a  
[00:30:25] campaign for election of any person to any  
[00:30:27] office or for the promotion of or  
[00:30:30] opposition to any ballot proposition,  
[00:30:32] except when addressing action being  
[00:30:34] considered or taken by the commission on a  
[00:30:35] ballot proposition appearing on its agenda  
[00:30:38] directing public comments to the audience  
[00:30:40] engaging in abusive or harassing behavior,  
[00:30:43] including, but not limited to, derogatory  
[00:30:45] remarks based on age, race, color,  
[00:30:48] national origin, ancestry, religion,  
[00:30:50] disability, pregnancy, sex, gender,  
[00:30:53] sexual orientation, transgender status,  
[00:30:56] marital status, or any other category  
[00:30:58] protected by law, the use of obscene or  
[00:31:00] profane language and gestures, assaults or  
[00:31:03] other threatening behavior, and sexual  
[00:31:05] misconduct or sexual harassment. For  
[00:31:07] safety purposes, individuals are asked not  
[00:31:09] to physically approach commissioners or  
[00:31:11] staff at the meeting table during the  
[00:31:13] meeting. Individuals may provide written  
[00:31:15] public comment before or after the meeting  
[00:31:17] and, in addition, speakers may offer  
[00:31:19] written material to the commission clerk  
[00:31:20] for distribution during their testimony to  
[00:31:22] the commissioner. If a meeting is  
[00:31:24] disrupted by an individual in attendance  
[00:31:26] in the meeting room or by an individual  
[00:31:28] providing public comment in person or  
[00:31:30] virtually, the following procedures are  
[00:31:32] adopted. A first disruption will result in  
[00:31:34] the presiding officer warning the  
[00:31:36] individual that the disruptive conduct is  
[00:31:38] out of order and that a further disruption  
[00:31:40] will result in the speaker's loss of  
[00:31:41] speaking privileges. A second disruption  
[00:31:44] at the same meeting or within 90 days  
[00:31:46] after the first disruption will result in  
[00:31:48] a loss of speaker's privileges. The  
[00:31:50] presiding officer will end the  
[00:31:51] individual's comment period and will  
[00:31:53] announce that any further disruption by

[00:31:54] the individual within the next 180 days  
[00:31:57] will be grounds for exclusion from  
[00:31:59] commission meetings. If additional  
[00:32:00] disruptions occur within 180 days from the  
[00:32:03] loss of speaking privileges, the  
[00:32:04] individual shall lose attendance  
[00:32:06] privileges for commission meetings for 180  
[00:32:08] days thereafter. This applies to  
[00:32:10] individuals who are in person or attending  
[00:32:12] virtually. If, during the three years  
[00:32:14] following a 180 day period of exclusion  
[00:32:17] from commission meetings, an individual  
[00:32:18] engages in another disruption, the  
[00:32:20] individual shall lose attendance  
[00:32:22] privileges for the commission meeting for  
[00:32:24] a one year period thereafter. Written  
[00:32:27] materials provided to the clerk will be  
[00:32:29] included in today's meeting record. The  
[00:32:31] clerk has a list of those prepared to  
[00:32:32] speak. We are taking comments from anyone  
[00:32:35] who has signed up to speak virtually, as  
[00:32:37] well as from anyone who has joined us in  
[00:32:39] the chambers when your name is called, if  
[00:32:42] you are joining virtually, please unmute  
[00:32:44] yourself. Then please repeat your name for  
[00:32:47] the record and state your topic related to  
[00:32:49] an item on the agenda or related to the  
[00:32:51] conduct of port business. If you are on  
[00:32:53] the team's meeting and at the same time  
[00:32:56] streaming the meeting on the website,  
[00:32:58] please mute the website stream to avoid  
[00:33:00] feedback. When you have concluded your  
[00:33:03] remarks, you may again turn off your  
[00:33:05] camera and mute your speaker. If you are  
[00:33:08] speaking from the room, please come to the  
[00:33:10] testimony table, repeat your name for the  
[00:33:12] record and state your topic related to an  
[00:33:14] item on the agenda or related to the  
[00:33:16] conduct of port business. Our public  
[00:33:19] comment period will now commence. Thank  
[00:33:22] you again for joining us today.  
[00:33:26] Clerk Hart, that WSDOT your Voice.  
[00:33:30] That was not my voice. No.  
[00:33:33] Clerk Hart, please call the first speaker.  
[00:33:35] Yes, let me go ahead and get our timer up  
[00:33:38] here and share what sound, because I  
[00:33:40] neglected to do that. Thank you.  
[00:33:44] Thank you. We do have about nine speakers  
[00:33:47] signed up today. I'll start with our  
[00:33:49] virtual list, beginning with the mayor  
[00:33:51] from the city of Des Moines, Tracy Buxton.  
[00:33:59] Good afternoon. Thank you. Good afternoon,  
[00:34:01] commissioners. My name is Tracy Buxton.  
[00:34:03] I'm the mayor of Des Moines. I'm here to  
[00:34:05] support the intent of order 20240 four.  
[00:34:09] So I'm not sure, but I believe that the  
[00:34:12] pulled item ten d would have addressed  
[00:34:14] this order. May I have permission to speak  
[00:34:17] to the item as it will soon come forward  
[00:34:19] in an amended form? Yes, you may.  
[00:34:22] Okay. Thank you. So I wanted to say  
[00:34:26] I appreciate Commissioner Mohammed's  
[00:34:28] response to the community in bringing this

[00:34:30] mitigation order to the forefront. The  
[00:34:32] intent of the order works in tandem with  
[00:34:35] bills that are actively being brought  
[00:34:37] forward in our legislature, and also with  
[00:34:39] the advocacy that we are feeling from our  
[00:34:41] legislative coalitions in the 30th and  
[00:34:44] 33rd districts. And it's particularly  
[00:34:46] responsive, though, to the needs of our  
[00:34:48] diverse airport communities, which is  
[00:34:51] really. Which goes to the heart of what I  
[00:34:54] do. I understand that the intent  
[00:34:58] of the order is that \$5 million be  
[00:35:00] allocated directly to remediation and that  
[00:35:03] assessment, design and planning would be  
[00:35:06] in addition to this. With that in mind and  
[00:35:09] with further clarity being planned for  
[00:35:11] order 20240. Four. I'm very much  
[00:35:14] in support of remediation for our flight  
[00:35:17] affected residents. Thank you for bringing  
[00:35:20] this forward, Commissioner Mohammed.  
[00:35:24] Thank you, Mayor Clerk Hart. Next speaker.  
[00:35:29] Thank you. We'll go to the room beginning  
[00:35:31] with Alex Zimmerman.  
[00:35:35] Alex, please go ahead and restate your  
[00:35:37] name for the record and your topic on the  
[00:35:39] agenda or related to the conduct of port  
[00:35:41] business. Please, when you're ready.  
[00:35:43] Yeah, I will.  
[00:35:47] Sorry, a little bit complicated for  
[00:35:50] disabled old men.  
[00:35:57] Yeah. My name Alex Zimmerman.  
[00:36:00] Open. Go ahead and state your topic and  
[00:36:02] then I'll start it. Alex, I don't want to  
[00:36:03] cut out of your time, so go ahead and  
[00:36:05] state your topic first. Yes. Alex  
[00:36:08] Zimmerman, your topic. Oh, my topic. I  
[00:36:11] want to speak about public testimony  
[00:36:13] procedure. But it's today brand new.  
[00:36:15] Thank you. Alex, your timer is on. Ok. My  
[00:36:18] name is Alex Zimmerman. I'm president of  
[00:36:20] Stand up America. This very interesting  
[00:36:25] public testimony. This reminds me  
[00:36:28] something. What is I see before in human  
[00:36:32] history. You know what has been. Whereas  
[00:36:34] you find this limitation in rules of  
[00:36:36] limitation. For example, Adolf Hitler and  
[00:36:39] Nazi in Germany under Wehmer's public  
[00:36:41] constitution did. Exactly what is you  
[00:36:44] doing? Where is you find these rules? The  
[00:36:47] Port Nazi Gestapo rules. You know what is  
[00:36:49] mean? We have a US  
[00:36:53] supreme court. We have a dozen another  
[00:36:56] court for last 50 years. What is  
[00:36:59] explained? What is mean? Freedom of  
[00:37:01] speech? Where is you find this limitation?  
[00:37:04] Who are you? Are you staying above because  
[00:37:07] you belong to Nazi Gestapo junta,  
[00:37:11] democratic junta. This is exactly what has  
[00:37:13] happened. Exactly what is you doing this?  
[00:37:16] You bring these rules to thousand and  
[00:37:18] thousand people. Seattle have similar rule  
[00:37:22] ten years ago. And whose you see  
[00:37:26] Seattle Nazi rules use

[00:37:29] only against Alex Zimmerman. I have 16  
[00:37:32] trespasses for 1400 day for a year. I  
[00:37:35] cannot go and speak. Guys, you don't  
[00:37:37] understand why you're doing this. With  
[00:37:39] these rules you stay in above constitution  
[00:37:43] about us supreme court, about dozen  
[00:37:46] court decision. You cut freedom of speech  
[00:37:49] by definition. Who are you? You look to me  
[00:37:52] like exactly identical. What is Nazi in  
[00:37:55] Germany? What is Aden Wehrmer constitution  
[00:37:58] did everything Hitler put in concentration  
[00:38:02] camp. A million and million people only  
[00:38:04] because they have different opinion,  
[00:38:06] different religion. That is exactly who  
[00:38:09] you are. A Nazi Gestapo,  
[00:38:12] fascist, a junta. Stand up, America.  
[00:38:17] Thank you. Very much. Clerk Hart.  
[00:38:20] Next speaker. Thank you, madam  
[00:38:23] Commissioner president. Our next speaker  
[00:38:25] is joining us virtually. Her name is  
[00:38:26] Jeannie Ash from the city of Bothel.  
[00:38:32] Good afternoon, madam. Sorry, Jeannie. If  
[00:38:34] you could go ahead and restate your name  
[00:38:36] for the record and your agenda item or  
[00:38:38] topic related to the conduct of port  
[00:38:39] business, please. Yes, I will. Good  
[00:38:42] afternoon, Madam President,  
[00:38:44] commissioners. My name is Jeannie Ash and  
[00:38:46] I am the economic development manager for  
[00:38:48] the City of Basel and I'm here to thank  
[00:38:50] you for your ongoing support of the  
[00:38:52] Economic Development Partnership grant  
[00:38:54] program. The city of Bothel has benefited  
[00:38:57] from this program over the past several  
[00:38:59] years and we have used grant funds in a  
[00:39:01] variety of ways. We have used them to  
[00:39:04] augment our budget for a sub area plan in  
[00:39:08] our life science and manufacturing sector.  
[00:39:12] We have used it to conduct a market  
[00:39:15] analysis and feasibility study for a hotel  
[00:39:17] on a piece of surplus property and we have  
[00:39:20] also used it to provide technical  
[00:39:21] assistance for women and minorities who  
[00:39:24] participate in our retail incubator  
[00:39:26] program. But I truly believe that it's  
[00:39:28] been the past two years in post COVID when  
[00:39:32] these grant funds have had the most  
[00:39:33] impact. When we've been able to market our  
[00:39:36] underrepresented businesses with these  
[00:39:39] funds, almost 100 micro  
[00:39:43] businesses, most of them, many of them  
[00:39:45] women and minorities, have been able to  
[00:39:48] showcase their goods and services to an  
[00:39:51] audience of more than 1000 people in a  
[00:39:54] course of one afternoon. We want to  
[00:39:57] continue to build on these programs and  
[00:39:59] these projects and build on these  
[00:40:02] successes. Basel is a small community with  
[00:40:06] limited staff capacity and we use these  
[00:40:09] grant funds to collaborate with other  
[00:40:12] service providers to deliver these  
[00:40:14] services. So thank you once again for your  
[00:40:16] support. And I also want to thank Dave

[00:40:18] McFadden for aye. leadership.  
[00:40:24] Thank you Jeannie. Clerk Hart, next  
[00:40:27] speaker thank you. Our next speaker  
[00:40:30] from the room is Matthew Fink. Matthew,  
[00:40:32] please can restate your name for the  
[00:40:34] record and your topic or agenda item  
[00:40:36] related to the conduct of portion.  
[00:40:40] Matthew Fink, pay equity is your mic on?  
[00:40:44] Matthew, can you hear me? I think so.  
[00:40:51] As stewards of pay equity and practices in  
[00:40:53] our community, the Port of Seattle has  
[00:40:54] long championed transparency and fairness  
[00:40:57] and compensation. Just as the Port of  
[00:40:59] Seattle definition of pay equity and  
[00:41:02] philosophy dictates, creating pay equity  
[00:41:06] entails consistently applied policies and  
[00:41:10] practices without bias and discrimination.  
[00:41:13] This philosophy must be extended to all  
[00:41:15] employees, including those represented by  
[00:41:18] various unions at the port. Represented  
[00:41:21] workers are  
[00:41:24] integral to the port's operations and  
[00:41:26] deserve equal treatment in matters of pay  
[00:41:29] equity. Just as the port proactively  
[00:41:36] applies pay equity methodology to  
[00:41:38] non-represented employees, the same  
[00:41:41] commitment must be extended to your  
[00:41:44] represented workforce. Any disparities and  
[00:41:48] compensation must be properly addressed  
[00:41:52] regardless of whether the employee is  
[00:41:54] represented or not. All workers deserve  
[00:41:56] fair compensation that reflect the value  
[00:41:58] of their contributions and expertise. The  
[00:42:01] port's dedication to pay equity means  
[00:42:03] whether an employee again is represented  
[00:42:06] or not shall have no bearing on the  
[00:42:09] fairness of their compensation by  
[00:42:11] maintaining simple bias free processes and  
[00:42:14] regularly review their compensation.  
[00:42:16] Comparing apples to apples with a pay  
[00:42:19] equity lens, the port should uphold the  
[00:42:22] commitment to fairness for all. Any notion  
[00:42:26] of discounting their labor would be  
[00:42:29] undermining the principles of fairness and  
[00:42:31] pay equity that the port upholds in the  
[00:42:34] community. In conclusion, the Port of  
[00:42:36] Seattle's pay equity philosophy mandates  
[00:42:38] equal treatment for all employees  
[00:42:40] regardless of representation status. By  
[00:42:44] extending your principles of transparency,  
[00:42:47] fairness and accountability to your  
[00:42:49] represented workforce, the Port of Seattle  
[00:42:51] should uphold the commitment to  
[00:42:54] eliminating disparities, fostering an  
[00:42:56] inclusive and equitable workplace for all  
[00:42:58] represented and non represented employees.  
[00:43:01] Thank you. Thank you sir.  
[00:43:05] Clerk Hart, please call the next speaker.  
[00:43:08] Thank you. Our next speaker, joining  
[00:43:10] virtually is Denise Utley.  
[00:43:14] Denise, please go ahead and restate your  
[00:43:16] name for the record and your agenda item  
[00:43:18] or topic related to the conduct of port



[00:43:20] business. Hi, my name is Denise  
[00:43:23] Sutley. I'm a Sea-Tac resident and I am here  
[00:43:26] to comment on your order titled sound  
[00:43:28] Installation and repair and replacement  
[00:43:31] program. Sorry, may I ask am I able to  
[00:43:34] share my screen and show a photo?  
[00:43:38] If not, it's okay without us having  
[00:43:42] the ability to review that first. I would  
[00:43:44] leave that up to you. No worry. Okay. I  
[00:43:48] just don't have the option on my screen  
[00:43:50] turned on so I'll just proceed. That's  
[00:43:52] okay. Okay. I think that is a limitation  
[00:43:54] Denise, of our own system on this end is  
[00:43:57] what I'm hearing. Thank you. Okay, thank  
[00:43:59] you again. My name is Denise Atlene,  
[00:44:02] Sea-Tac. My port package was installed in  
[00:44:05] February of 2000. At that time the port  
[00:44:09] paid \$44,000 for my install. The port  
[00:44:13] contracted window manufacturer at that  
[00:44:15] time for myself and for hundreds of us was  
[00:44:18] a company called Alpine Windows. Five  
[00:44:21] months after my installation in July,  
[00:44:25] alpine windows declared bankruptcy and our  
[00:44:28] warranty on our expensive windows was gone  
[00:44:32] again. My home was \$44,000 for just one  
[00:44:35] home and no warranty on those windows.  
[00:44:38] My windows began failing within three  
[00:44:40] years. This included fogged glass,  
[00:44:44] mold, leaking water damage, and water  
[00:44:47] damage to my wood framing and drywall.  
[00:44:50] Contrary to past previous comments, this  
[00:44:53] is not considered to be normal wear and  
[00:44:55] tear. In 2007,  
[00:44:59] several of us and our windows were even  
[00:45:02] featured on King five evening news in a  
[00:45:04] segment titled Port under Fire. And again  
[00:45:07] on King five's upfront with Robert Mack.  
[00:45:11] In summary, the port had contracted the  
[00:45:14] manufacturers of the windows. The port had  
[00:45:17] picked the listed contractors that we were  
[00:45:19] allowed to use, and the port paid for  
[00:45:21] myself \$44,000 to have this work done.  
[00:45:25] But unfortunately, at that time, the port  
[00:45:27] didn't stand behind any of that. So I have  
[00:45:31] now had to pay out of pocket to have  
[00:45:33] several of my port windows replaced, and I  
[00:45:35] have many more to go that I can't even see  
[00:45:37] out of. It doesn't seem right that we're  
[00:45:41] paying for that to replace this damage  
[00:45:44] that was caused by this program. We do  
[00:45:46] understand that the program has evolved  
[00:45:48] greatly and that oversight and quality has  
[00:45:50] also improved greatly. Your support of  
[00:45:52] this order will help all of us that  
[00:45:54] weren't so lucky with our packages to  
[00:45:56] replace the damage to our homes and  
[00:45:59] experience the satisfaction of today's  
[00:46:01] rate port improvements. Thank you guys so  
[00:46:04] much.  
[00:46:07] Thank you, Denise, for your comments.  
[00:46:09] Clerk Hart, please call the next speaker.  
[00:46:12] Thank you. Our next speaker joining us  
[00:46:14] from the room is Nicole Grant. Nicole,

[00:46:17] please restate your name for the record  
[00:46:19] and your agenda item or topic related to  
[00:46:21] the conduct of port business, please.  
[00:46:23] Thank you. Good afternoon. My name is  
[00:46:25] Nicole Grant. I use she and her pronouns,  
[00:46:27] and I am here to speak on the relationship  
[00:46:30] between the international Brotherhood of  
[00:46:32] Electrical Workers, Local 46 and the Port  
[00:46:34] of Seattle.  
[00:46:38] Well, would the members of IBW 46  
[00:46:42] please stand?  
[00:46:47] I am grateful to all of you for taking  
[00:46:50] time out of your busy days, including  
[00:46:53] using your PTO to be here together to give  
[00:46:56] a message to the port.  
[00:46:59] I can tell you from personal experience  
[00:47:02] that these are the best electricians in  
[00:47:05] King County. I look around this room, I  
[00:47:09] see people that I went through a five year  
[00:47:11] apprenticeship with. I see people that I  
[00:47:14] worked with at the Port of Seattle for  
[00:47:17] years and years who know everything  
[00:47:20] about these systems, who are essentially  
[00:47:25] their know this workforce is  
[00:47:29] invaluable. I think  
[00:47:33] there comes a moment in even good  
[00:47:36] relationships when people feel taken for  
[00:47:40] granted, and that's  
[00:47:44] how this situation feels with our  
[00:47:46] collective bargaining agreement with the  
[00:47:48] Port of Seattle. It's been 15 months,  
[00:47:52] and I'll leave it to the people at the  
[00:47:55] negotiating table to cover the details and  
[00:47:58] to know that information. But I know our  
[00:48:01] demand to be fair, to be something  
[00:48:04] that everybody else in the trades at the  
[00:48:07] port has, and to be completely within the  
[00:48:09] port of Seattle's budget.  
[00:48:14] I think that there is an  
[00:48:17] opportunity to reestablish strong  
[00:48:21] relations going forward, but I want to be  
[00:48:24] clear that this is not going to go away.  
[00:48:27] We secured a sanction from the Seattle  
[00:48:30] building trades today for our  
[00:48:33] informational banner, and we're going  
[00:48:36] to keep it up until we get a fair  
[00:48:38] contract.  
[00:48:42] Thank you, Nicole, for your comments.  
[00:48:50] Clerk Hart, please call the next speaker.  
[00:48:52] Thank you. I had a runaway buzzer there  
[00:48:54] for a moment. Our next speaker joining us  
[00:48:57] virtually is Elizabeth Burton. Elizabeth,  
[00:49:00] please restate your name for the record  
[00:49:01] and your topic related to the conduct of  
[00:49:03] port business or an agenda item?  
[00:49:07] Hello, I'm Elizabeth Burton. My topic is  
[00:49:10] item eight I, the tourism marketing  
[00:49:12] support program. Item eight I asks  
[00:49:16] for \$600,000 of taxpayer money for  
[00:49:19] the express purpose of increasing air  
[00:49:22] traffic through SeaTac airport.  
[00:49:25] This program will make businesses  
[00:49:27] throughout Washington state even more

[00:49:29] dependent on air travel than they already  
[00:49:31] are at a time the world is poised to blow  
[00:49:33] past 1.5 degrees of warming. The port is  
[00:49:37] studiously ignoring the climate impacts of  
[00:49:39] these additional flights while  
[00:49:41] simultaneously claiming that this program  
[00:49:43] promotes responsible and sustainable  
[00:49:45] tourism. In addition to offending common  
[00:49:48] sense, this oversight violates guiding  
[00:49:51] principle number six of your responsible  
[00:49:53] travel handbook. Account for all tourism  
[00:49:56] costs. Another quote from your handbook it  
[00:49:59] is not possible to make sound decisions  
[00:50:02] without data. Yet the analysis of  
[00:50:05] the pros and cons of this program is so  
[00:50:07] lacking in data that it's useless.  
[00:50:10] Alternative two, fully funding the program  
[00:50:13] has no cons listed at all, only pros. A  
[00:50:16] serious analysis would include and  
[00:50:19] quantify the following cons. The  
[00:50:21] greenhouse gases emitted by the additional  
[00:50:23] flights and the suffering and early deaths  
[00:50:26] residents of near airport communities will  
[00:50:28] experience from the pollution and noise  
[00:50:30] generated by these flights. Not only is  
[00:50:32] this data necessary for any responsible  
[00:50:35] evaluation of the program, but King county  
[00:50:37] taxpayers deserve this level of  
[00:50:40] transparency about how this use of their  
[00:50:44] money will harm them, their children,  
[00:50:46] their communities, and the wider world.  
[00:50:49] Your automatic approval of programs that  
[00:50:51] increase flights with no consideration or  
[00:50:53] acknowledgment of the resulting harms is a  
[00:50:56] profound failure of leadership. Item eight  
[00:50:58] I has been taken out of the consent  
[00:51:00] agenda. I urge you to postpone voting on  
[00:51:03] it until you have an analysis of the pros  
[00:51:05] and cons that includes the climate and  
[00:51:07] public health impacts of the additional  
[00:51:09] flights that will generate. Thank you.  
[00:51:14] Thank you. Elizabeth clerk hart, please  
[00:51:16] call the next speaker. Thank you. Our next  
[00:51:19] speaker joining from the room is Katie  
[00:51:21] Garrow. Katie, please go ahead and  
[00:51:24] restate your name for the record and your  
[00:51:25] agenda item or topic related to the  
[00:51:27] conduct of port business, please. Thank  
[00:51:29] you. Katie Garrow. I'm here to talk about  
[00:51:31] the IBW 46 contract. My pronouns are she  
[00:51:35] and her. Good afternoon, commission, and  
[00:51:37] good afternoon, brothers and sisters.  
[00:51:40] On behalf of the hundreds of thousands of  
[00:51:43] union members in King county, who MLK  
[00:51:45] labor represents, including research  
[00:51:47] scientists, machinists, dock workers,  
[00:51:50] teachers, bus drivers, flight attendants  
[00:51:53] and many other trades in our economy.  
[00:51:56] I want to express our unified and full  
[00:51:59] throated support for the IBW 46 members  
[00:52:02] here in this room last week at the state  
[00:52:05] of the port, and even here during Admiral  
[00:52:09] metrics report, we heard about the

[00:52:11] successful and profitable year that the  
[00:52:13] Port of Seattle had in 2023. And that is  
[00:52:16] great news and we celebrate it. What we  
[00:52:19] ask for as working people who make the  
[00:52:22] Port of Seattle run is that that  
[00:52:24] prosperity be shared with us in such  
[00:52:27] a wealthy place, at such a healthy  
[00:52:30] organization, there is no morally  
[00:52:32] defensible reason not to pay IBW 46  
[00:52:36] members who work here at the port in line  
[00:52:38] with what they make in the external  
[00:52:39] market. Finally, I want to say that a  
[00:52:42] fight about money is never really about  
[00:52:45] money. A fight about money in a contract  
[00:52:48] negotiation is about dads who can afford  
[00:52:51] to give their kids braces. It's about  
[00:52:53] families taking a long awaited vacation.  
[00:52:56] It's about adult children who are working  
[00:52:59] and being able to afford a caretaker  
[00:53:03] for a parent to make sure they take their  
[00:53:04] meds on time. And finally, it's about  
[00:53:07] signaling respect, like Nicole talked  
[00:53:09] about, that you respect the contributions  
[00:53:11] of the people who make this organization  
[00:53:13] run and that you respect the contributions  
[00:53:15] of people who work for a living. The last  
[00:53:18] thing I want to raise is that I think IBW  
[00:53:20] 46 is positioned to be a stellar partner  
[00:53:23] of the port of Seattle because of your  
[00:53:25] values about climate change and  
[00:53:26] environmental stewardship. The IBW is well  
[00:53:29] known nationally and within the labor  
[00:53:31] community for their advocacy to reduce  
[00:53:34] carbon emissions and to electrify so many  
[00:53:37] of our resources.  
[00:53:41] Thank you. Thank you,  
[00:53:44] Katie.  
[00:53:48] Clerk Hart, please call the next speaker.  
[00:53:50] Thank you. Our last speaker signed up  
[00:53:52] today, virtually, is JC Harris.  
[00:53:56] JC, please restate your name and your  
[00:53:58] topic related to the conduct of port  
[00:53:59] business or the agenda item. Thank you.  
[00:54:02] My name is JC Harris and I am speaking on  
[00:54:05] behalf of the now pulled ten B.  
[00:54:09] I wanted to report a bit about what  
[00:54:13] I heard in Olympia because I  
[00:54:17] believe that what you're proposing is in  
[00:54:20] alignment with the state proposals.  
[00:54:25] And I heard quite a bit of,  
[00:54:28] well, we'd really love to. And there  
[00:54:32] were several ideas for alternate funding.  
[00:54:36] And if you try to talk about tweaking  
[00:54:39] things to make it a better bill,  
[00:54:41] immediately things get taken off the  
[00:54:44] table. For me,  
[00:54:50] this has to be something that becomes  
[00:54:53] a better proposal. And I would just  
[00:54:57] suggest that this is really about the home  
[00:55:02] more than the homeowners. As maybe,  
[00:55:06] grading as that may sound, the idea is to  
[00:55:09] protect the homes through the generations.  
[00:55:13] That's why people sign the perpetual

[00:55:17] navigation easement. It's not about any  
[00:55:20] individual owner, and so I  
[00:55:23] hope you'll be open to tweaking your  
[00:55:26] proposal to make it more efficient.  
[00:55:30] I'll just tell you that this is about  
[00:55:32] middle housing. The equity will take care  
[00:55:36] of itself. And I  
[00:55:40] want people to understand we've been at  
[00:55:43] this a while and it is a justice issue and  
[00:55:47] it's not a recent issue. We have tried  
[00:55:50] to avoid blame, but this goes back to the  
[00:55:53] 90s. It's the reason that I've sent you  
[00:55:58] information about how long standing  
[00:56:02] these issues have been.  
[00:56:05] We don't want to get into blame because  
[00:56:07] conflict doesn't get anywhere. But let's  
[00:56:11] be candid here. I testified with your  
[00:56:15] lobbyist in 2019 on HB  
[00:56:18] 20 315 to make it possible  
[00:56:21] for you to do the updates. It's been  
[00:56:24] almost five years, so I  
[00:56:28] think people quite rightly feel  
[00:56:31] that the clock has been ticking, and I'll  
[00:56:35] just close by telling you that every month  
[00:56:37] you wait, it literally takes homes  
[00:56:41] off the table. Please act now.  
[00:56:44] Thank you JC, Clerk Hart, was that the  
[00:56:52] final speaker? Okay,  
[00:56:55] well, that concludes our sign up for  
[00:56:57] today. Is there anyone else present on  
[00:57:01] team's call or present in the room today  
[00:57:03] who didn't sign up but who wishes to  
[00:57:05] address the commissioner hearing?  
[00:57:12] None at this time. I'll ask the clerk to  
[00:57:15] please give a synopsis of any written  
[00:57:18] comments received. Thank you,  
[00:57:21] Madam Commission President. Members of the  
[00:57:23] Commission Executive Director Metruck  
[00:57:24] we've received nine written comments for  
[00:57:26] today's meeting. I'll try to move through  
[00:57:28] these quickly. They've been previously  
[00:57:30] emailed to the members of the commission  
[00:57:32] and will become a part of this meeting's  
[00:57:33] record. The first comes from James  
[00:57:36] Henderson, economic development manager  
[00:57:38] for the City of North Bend, who writes to  
[00:57:40] support item ten A on the agenda, the Port  
[00:57:43] of Seattle's economic Development  
[00:57:45] Partnership grant program, noting that the  
[00:57:47] program is a valuable resource to rural  
[00:57:49] communities and allows them to implement  
[00:57:51] innovative and collaborative initiatives  
[00:57:53] to support their small businesses,  
[00:57:55] increase needed tax revenue, and foster  
[00:57:57] collaboration among economic development  
[00:57:59] partners such as the Snow Valley Chamber  
[00:58:01] of Commerce. Our next comment comes from  
[00:58:04] Sharon Parker, retired noise officer and  
[00:58:06] sound installation program manager at King  
[00:58:09] County International Airport at Boeing  
[00:58:11] Field and secretary of the Quiet Skies  
[00:58:13] Coalition, formerly of Burien and the City  
[00:58:15] of Burien's airport committee for four

[00:58:17] years. He writes to state that the  
[00:58:19] timeline associated with item ten B, the  
[00:58:22] sound installation order, is unrealistic,  
[00:58:24] asks if FAA guidelines regarding  
[00:58:27] eligibility will be followed, asks if  
[00:58:29] homeowners understand what's contained in  
[00:58:31] the equity index database and speaks  
[00:58:34] regarding the WSDOT and PSRC expert  
[00:58:37] arbitration panel review of noise and  
[00:58:39] demand System management report issued  
[00:58:41] March 12, 1996, and its related findings.  
[00:58:45] Our next comment comes from Janet Quinn,  
[00:58:48] city of Kenmore, who writes in support of  
[00:58:50] agenda item ten A, the Port of Seattle's  
[00:58:52] economic Development Partnership grant  
[00:58:54] program, noting how critical port funds  
[00:58:56] have been to their work as a small city  
[00:58:58] without an economic development staff,  
[00:59:00] and speaks to the assistance the grant  
[00:59:02] provides. Derek Speck, economic  
[00:59:05] development administrator for the city of  
[00:59:06] Tukwilla, also writes in support of agenda  
[00:59:08] item ten A, noting that the grants have  
[00:59:11] been very helpful to the city as they have  
[00:59:13] been used. They've used the grants for  
[00:59:15] tourism promotion, small business  
[00:59:17] assistance, and attracting aerospace  
[00:59:19] businesses. Kimberly Elertson,  
[00:59:24] executive director for the Woodinville  
[00:59:26] Chamber of Commerce Rights and Supportive  
[00:59:28] Agenda Item Ten A, noting that the  
[00:59:30] Economic Development Partnership grant  
[00:59:32] program has played a crucial role in  
[00:59:34] bolstering Woodinville's local business  
[00:59:35] economy and enhancing tourism in northeast  
[00:59:38] King County. Michelle Evans, council  
[00:59:41] member for the City of Woodinville, also  
[00:59:43] writes in support of Agenda Item ten A,  
[00:59:46] stating that the program has been  
[00:59:47] instrumental in helping Woodinville  
[00:59:49] rebound after the COVID-19 pandemic and  
[00:59:52] has allowed the city to partner with the  
[00:59:53] local chamber to promote local businesses  
[00:59:55] in the community and to support tourism.  
[00:59:59] Jen Davis Hayes from the City of Issaquah  
[01:00:02] also writes in support of agenda Item ten  
[01:00:04] A, reauthorization of the port's economic  
[01:00:06] development partnership grant program,  
[01:00:08] stating the program has been integral to  
[01:00:10] Issaquah's ability to start and grow a shop  
[01:00:13] local program. Issaquah loyal support  
[01:00:17] entrepreneurial businesses assistance  
[01:00:19] through a regional partnership start at  
[01:00:21] 425, support regional economic  
[01:00:24] partnerships with their chamber and more.  
[01:00:26] Nicole Weeby, City of Snoqualmie writes in  
[01:00:29] support of agenda Item ten A, stating that  
[01:00:31] the proposed one year timeline would be  
[01:00:34] appreciated, the funding increase is  
[01:00:36] appreciated and the emphasis on marketing  
[01:00:38] is a perfect fit for the needs of the  
[01:00:40] community, allowing the flexibility to  
[01:00:42] leverage, collaborate and or supplement

[01:00:45] the city's budget for tourism and economic  
[01:00:47] development. And then Elizabeth Burton  
[01:00:50] submitted written comments in support of  
[01:00:52] her spoken comments earlier here in this  
[01:00:54] meeting, and I do believe we had another  
[01:00:56] written comment come in after the deadline  
[01:00:58] that has also been distributed to you and  
[01:01:00] will be included in the meeting's record,  
[01:01:02] and that concludes the written comments  
[01:01:03] received today. Thank you, Clerk Hart,  
[01:01:07] for that synopsis. Hearing no further  
[01:01:10] public testimony, we'll move on to the  
[01:01:12] consent agenda. At this time, items on the  
[01:01:16] consent agenda are considered routine and  
[01:01:18] will be adopted by one motion. Items  
[01:01:21] removed from the consent agenda will be  
[01:01:23] considered separately immediately after  
[01:01:26] adoption of the remaining consent agenda  
[01:01:28] items. At this time, the chair will  
[01:01:31] entertain a motion to approve the consent  
[01:01:34] agenda. Items covering items eight a,  
[01:01:37] eight b, eight c, eight B-A-E-A-S  
[01:01:42] eight G-A-H and eight j.  
[01:01:46] So move second.  
[01:01:51] The motion has been made and seconded.  
[01:01:53] Commissioner, please say aye or nay when  
[01:01:55] your name is called for approval of the  
[01:01:58] consent agenda, beginning with  
[01:01:59] Commissioner Calkins. Aye. Thank you.  
[01:02:02] Commissioner Cho. Aye. Thank you.  
[01:02:04] Commissioner Felleman. Aye. Thank you.  
[01:02:06] And Commissioner Mohammed. Aye. Thank you.  
[01:02:08] Four ayes, zero nays for this item. The  
[01:02:10] motion has passed. So going back to  
[01:02:14] item eight I, that was removed from the  
[01:02:17] agenda. Removed from the consent agenda.  
[01:02:20] At this time, I'll ask the clerk to  
[01:02:22] introduce the item or read the item into  
[01:02:24] the record, and Executive Metruck will  
[01:02:26] introduce it. Thank you. This is agenda  
[01:02:28] Item eight I, commission authorization of  
[01:02:31] the 2024 2025 Tourism Marketing  
[01:02:34] Grant program and authorization for the  
[01:02:37] Executive director to approve execution  
[01:02:39] for all related contract agreements for  
[01:02:42] the 2024 25 selected tourism marketing  
[01:02:45] support program recipients in an amount  
[01:02:47] not to exceed \$600,000.  
[01:02:51] Commissioners, you received details about  
[01:02:53] this program during the tourism  
[01:02:54] development briefing at our last meeting.  
[01:02:58] Today we're asking you to authorize our  
[01:02:59] port tourism marketing grant program.  
[01:03:01] This initiative, which provides matching  
[01:03:03] funds to tourism partners across the  
[01:03:05] state, helps market travel opportunities  
[01:03:07] that use sea in our maritime gateways.  
[01:03:10] Nicolianti, the director of tourism  
[01:03:13] development is here to answer questions  
[01:03:15] regarding this.  
[01:03:18] Thank you, Executive director, Metruck.  
[01:03:20] We'll start with Commissioner Felleman.  
[01:03:24] Thank you, Nick. And it's a great

[01:03:28] presentation that we're not going to make  
[01:03:31] you go through. It's very self  
[01:03:32] explanatory, and I just want to express my  
[01:03:36] appreciation for the commitment to  
[01:03:38] expanding not just the amount of money,  
[01:03:40] you're doubling the budget of the program.  
[01:03:43] You're doubling the amount of money that  
[01:03:45] any one project can receive from 10,000  
[01:03:46] thousand, \$20, as well as expanding the  
[01:03:50] scope of projects that are eligible or  
[01:03:53] emphasizing projects that were previously  
[01:03:56] not a focus. So all of these things I see  
[01:03:59] as very positive, and so getting into  
[01:04:03] things like accessible and cultural and  
[01:04:06] DEI and ecotourism related things are  
[01:04:10] just this natural evolution of the port's  
[01:04:12] interest in tourism. And we salute that.  
[01:04:17] My question really has to do with the sort  
[01:04:19] of like, the evaluation, scoring, and  
[01:04:22] coordination with other entities that are  
[01:04:24] also doing tourism programs.  
[01:04:28] I see how you've evolved the scoring to  
[01:04:31] just get it down to, like, four major  
[01:04:34] bullets. The overall impact, the shoulder  
[01:04:36] season, impact DEI and environmental. And  
[01:04:39] obviously within there. There's a lot of  
[01:04:42] subtexts to have. Right. I was just  
[01:04:45] wondering, do we have a panel at the port  
[01:04:48] that reviews this? Do you take external?  
[01:04:51] A. Last year, for example, we had a four  
[01:04:54] person panel, all port employees, that  
[01:04:57] include myself, Gail Mueller, our tourism  
[01:05:01] project specialist, causeway Ishuada  
[01:05:05] from the airport, and Stephanie Riley from  
[01:05:07] maritime marketing. And that panel can  
[01:05:09] change each year. But it's always been  
[01:05:11] internal experts within the  
[01:05:15] port that evaluate each of the proposals.  
[01:05:19] And then after each judge  
[01:05:23] evaluates proposals on their own, we have  
[01:05:25] a meeting of all the judges together to go  
[01:05:27] through them one by one to compare notes.  
[01:05:29] And obviously, a lot of the proposals are  
[01:05:32] neck and neck as it gets down there. So  
[01:05:34] they make those determinations. There are  
[01:05:37] no external. I'm just thinking, as we're  
[01:05:41] expanding into these areas that are  
[01:05:43] relatively new, the man who gave that  
[01:05:46] presentation at the CLIA conference, the  
[01:05:49] accessibility speaker, was just  
[01:05:52] extraordinary. And I know we've done a lot  
[01:05:54] of work with accessibility issues at the  
[01:05:56] port, but that was like this huge realm of  
[01:05:59] expertise, specifically that was specific  
[01:06:01] primarily to cruise. But then he's talking  
[01:06:03] about the seamlessness between the airport  
[01:06:05] and the cruise. I just think there's a  
[01:06:08] talent pool out there that I didn't know  
[01:06:09] whether as advisors or something like  
[01:06:11] that, you might consider to. Obviously,  
[01:06:13] it's the port's money. Ultimately, it  
[01:06:15] should be the port's decision or it's the  
[01:06:17] public's money. The port is making these



[01:06:20] decisions. But I'm just suggesting that  
[01:06:22] potentially that would be helpful. And  
[01:06:25] then Washington state tourism, and there  
[01:06:26] are others, I believe, that also have  
[01:06:28] grant programs and that. To make sure that  
[01:06:31] we're not double dipping or somebody's  
[01:06:34] double dipping. Right. And I am aware of  
[01:06:36] the other grant programs, especially the  
[01:06:38] state, and ours is very much focused  
[01:06:41] on tourism marketing for our local  
[01:06:44] partners. And I am open. I inherited this  
[01:06:47] program last year when I joined, I had  
[01:06:49] some of the same questions. Can we bring  
[01:06:51] in external judges? And I'm open  
[01:06:54] to having that conversation with CPO, see  
[01:06:58] what the rules are within the Portuguese.  
[01:07:00] But that's up for consideration.  
[01:07:04] All right, well, thank you. I really did  
[01:07:06] not have anything but appreciation to  
[01:07:09] express for it. I guess  
[01:07:12] with our diversity and contracting, we  
[01:07:14] have like goals, right. We want to have x  
[01:07:16] amountage of this, that, or the other  
[01:07:18] thing. I see the way we have it here is  
[01:07:20] like we're allocating points, waiting for  
[01:07:24] these different components. So previously  
[01:07:27] we did have a goal of 50% of the awarded  
[01:07:31] grants to reach, to be DEI focused,  
[01:07:34] environmentally focused. And the way we're  
[01:07:37] doing it this year is we'll really be able  
[01:07:39] to have more of an ecotourism score  
[01:07:42] at the end of this, a score that we can  
[01:07:44] work to improve year after year. Based on  
[01:07:47] the evaluations of all the programs,  
[01:07:49] we'll be able to have that number for DEI  
[01:07:51] programs for what had the best impact on  
[01:07:54] shoulder seasons and what had the best  
[01:07:57] impact on ecotourism and give us so sort  
[01:07:59] of the evaluation within each category.  
[01:08:01] Right. We will be able to have numbers  
[01:08:03] like that that we can work to improve each  
[01:08:05] year rather than trying. We run into some  
[01:08:08] of these programs, check multiple boxes.  
[01:08:11] Right. At a different level. Some have a  
[01:08:13] very strong impact on DEI, but maybe not  
[01:08:15] so much environmental. This will give us a  
[01:08:17] score that we can work to improve in the  
[01:08:19] future and a base point moving forward.  
[01:08:21] All right, last, but last. So I do know  
[01:08:25] that originally we were talking about  
[01:08:27] environmental type tourism. Getting people  
[01:08:29] outdoors was a good thing and that we  
[01:08:32] would support organizations that provided  
[01:08:34] outdoor experiences. Obviously, we need to  
[01:08:37] do, in addition to that, this stewardship  
[01:08:39] of those resources. We're encouraging  
[01:08:41] people to put sort of more pressure on.  
[01:08:43] And I know the handbook that you've  
[01:08:44] created has very much guidelines like  
[01:08:47] that, and you will be using that in the  
[01:08:49] evaluation process. I guess I would love  
[01:08:51] to make sure that we hear about how these  
[01:08:54] environmentally targeted or culturally

[01:08:56] targeted programs are stewarding as well,  
[01:09:00] that I will leave you to be great  
[01:09:02] productive. And it starts, like, in April.  
[01:09:04] Right. Your grant applications open up in  
[01:09:06] April. If we're authorized today, we'll  
[01:09:08] launch tomorrow. But decisions are made  
[01:09:11] like, decisions will be made. The deadline  
[01:09:14] will be the end of March. End of March.  
[01:09:16] All right. So get busy applications. All  
[01:09:17] right. Thank you. We'll consider that  
[01:09:19] improvement. Are there any additional  
[01:09:23] questions from the commissioners? All  
[01:09:25] right. Hearing. No further questions for  
[01:09:26] this item. Is there a motion and a second  
[01:09:29] to approve item eight? AI,  
[01:09:32] so moved. Second. Great. The motion has  
[01:09:36] been made and seconded. Clerk Hart,  
[01:09:37] please call the roll for the vote.  
[01:09:42] Thank you. Beginning with commissioner  
[01:09:44] Calkins. Aye. Thank you. Commissioner Cho.  
[01:09:47] Aye. Thank you. Commissioner Felleman.  
[01:09:50] Aye. Thank you. Commissioner Mohamed.  
[01:09:52] Aye. Thank you. Four ayes, zero nays for  
[01:09:54] this item. The motion passes.  
[01:09:58] Congrats. Moving on in the  
[01:10:02] agenda, we have three new business items  
[01:10:05] today. Clerk Hart, please read the first  
[01:10:07] item into the record. Executive Director  
[01:10:10] Metruck will then introduce the item.  
[01:10:12] Thank you. This is agenda item ten. A  
[01:10:14] authorization for the executive director  
[01:10:16] to execute contract agreements and to  
[01:10:19] implement the 2024 Economic Development  
[01:10:21] Partnership program with King county  
[01:10:23] cities in an amount not to exceed  
[01:10:25] \$900,000, including authorization for the  
[01:10:28] executive director to execute contracts  
[01:10:31] using unutilized program funding to  
[01:10:33] advance regional initiatives to further  
[01:10:35] equitable and small business recovery.  
[01:10:38] Commissioner. Our Economic Development  
[01:10:40] Partnership program is an important part  
[01:10:42] of our economic development strategy.  
[01:10:46] In 2021, city partners provided  
[01:10:49] outreach and assistance to over 1000  
[01:10:50] businesses across the region. The 2022  
[01:10:53] 2023 cycle of this program focused on  
[01:10:56] relief and economic recovery efforts.  
[01:10:59] This request is to authorize a one year  
[01:11:01] program with a greater emphasis on equity.  
[01:11:03] So presenters this afternoon are Dave  
[01:11:05] McFadden, managing director, economic  
[01:11:07] development, and Annie Tran, economic  
[01:11:09] development manager. So, Dave. I'll turn  
[01:11:11] it to Dave for introductory. Good  
[01:11:13] afternoon, commissioners and executive  
[01:11:16] director, Metruck. Let's go ahead and get  
[01:11:17] the slide deck going. We're pleased to be  
[01:11:20] here today and we're asking you to  
[01:11:23] authorize our city economic development  
[01:11:25] partnership program for  
[01:11:28] one year going forward. Hang on a second  
[01:11:31] for me. Yeah, wait for the deck. Excuse

[01:11:33] me, don't I have it?  
[01:11:40] Yes,  
[01:11:43] that's okay. Aubree's computer went down.  
[01:11:46] Give me a moment.  
[01:11:53] Here we go. Okay, next slide, please.  
[01:11:58] So, yeah, we're requesting authorization  
[01:12:01] to implement this program for another year  
[01:12:04] in a tune of not funding, not to exceed  
[01:12:07] \$900,000. Let's go to the next slide. We  
[01:12:11] created this program in 2016 to really  
[01:12:14] extend our visibility, reach and impact  
[01:12:17] across the region and build deeper  
[01:12:20] partnerships with the cities. The program  
[01:12:24] works under the from following parameters.  
[01:12:26] We provide matching grants,  
[01:12:30] 5000 at a minimum to 60,000 as a maximum  
[01:12:33] based on a per capita population formula.  
[01:12:36] The cities do match this funding 50%,  
[01:12:40] so they do have skin in the game. And the  
[01:12:42] only other thing I want to mention is we  
[01:12:44] really did a big pivot during COVID We put  
[01:12:46] more emphasis on small business relief and  
[01:12:49] rebuilding our local tourism industry as  
[01:12:52] priorities. So with that, I'd love to turn  
[01:12:54] it over to our economic development  
[01:12:56] manager, Annie Tran, who will highlight  
[01:12:59] some of the impacts of the program over  
[01:13:01] the last couple of years. Introduce a few  
[01:13:03] of our guests from cities to talk about  
[01:13:05] their results. Thank you so much, Dave.  
[01:13:08] Commissioners, we're so pleased. Next  
[01:13:11] slide, please. We're so pleased to share  
[01:13:14] with you that 27 cities participated in  
[01:13:17] the last grant cycle between 2022 and  
[01:13:18] 2023. And as you can see here, most of  
[01:13:22] the funding went to support small business  
[01:13:25] assistance by local employee placemaking  
[01:13:27] projects as well as tourism and the  
[01:13:31] port. Port's share distributed \$1.4  
[01:13:34] million to support these efforts, and it  
[01:13:37] really helped us build and solidify  
[01:13:39] partnerships with cities across King  
[01:13:42] county and increase the visibility of the  
[01:13:44] port's impact and commitment to economic  
[01:13:47] development across our region. So, as you  
[01:13:50] can see here, the cities also invested  
[01:13:53] more than 50% that was required and  
[01:13:56] amounted to a total investment of \$3.1  
[01:13:58] million, which we're really proud of.  
[01:14:00] Next slide. As for some of the  
[01:14:05] cumulative business impacts, as you can  
[01:14:07] see, it's been incredible in terms of how  
[01:14:10] many businesses they were able to survey,  
[01:14:12] understand how they're currently faring in  
[01:14:14] these current economic conditions, and  
[01:14:16] then really reach out and provide one on  
[01:14:18] one business assistance and the resources  
[01:14:20] they need. And so with that, a major  
[01:14:23] component was also dispersing the much  
[01:14:24] needed capital to small businesses during  
[01:14:26] this time in the form of business grants,  
[01:14:29] funding or loans. On the next slide,  
[01:14:32] you'll see that these small business

[01:14:36] programs or initiatives that they provided  
[01:14:39] stemmed from a variety of different types.  
[01:14:41] And so it may have looked like forming  
[01:14:43] relationships with their small business  
[01:14:45] development centers in their community,  
[01:14:47] providing tools for technical assistance,  
[01:14:49] and as mentioned, providing the much  
[01:14:51] needed capital. And then some of the fun,  
[01:14:53] unique projects also included food  
[01:14:56] incubation, supporting food trucks in Kent  
[01:14:59] and Des Moines. On the next slide, you'll  
[01:15:02] also see that the tourism impacts as part  
[01:15:05] of this program were astronomical.  
[01:15:08] More than 150,000 attendees to events.  
[01:15:11] It secured more than 6700 hotel room  
[01:15:14] nights and 4000 trips made. And so we're  
[01:15:18] really proud of these amazing efforts made  
[01:15:20] and done by our cities and part of this  
[01:15:22] partnership. And on the next slide,  
[01:15:24] you'll see that.  
[01:15:27] On the next slide. Yeah. Okay.  
[01:15:31] Some of the tourism and marketing  
[01:15:33] campaigns examples come from two days in  
[01:15:37] Woodinville to trail maps, really  
[01:15:39] highlighting the local assets that we have  
[01:15:41] in the area. And then also some of the  
[01:15:44] major highlights were Enumclaw, where  
[01:15:46] they were able to increase their ticket  
[01:15:48] sales by \$200,000 as part of these  
[01:15:51] marketing and tourism campaigns. And then  
[01:15:54] later, you'll hear more from Nate from the  
[01:15:56] city of Shoreline, who we have here today  
[01:15:58] to present some information about the  
[01:16:00] unique music and arts and Juneteenth  
[01:16:02] events that they hosted with this funding.  
[01:16:05] Next slide.  
[01:16:08] So bilocal and place making initiatives  
[01:16:11] were also extremely important during this  
[01:16:13] time, and it was a backbone to supporting  
[01:16:15] a lot of the downtowns and main streets  
[01:16:17] across the region. As you can see here,  
[01:16:19] it also drew more than 100,000 attendees  
[01:16:22] to events. The cities hosted a number of  
[01:16:25] events and really supported their local  
[01:16:27] merchants during this time, and it  
[01:16:31] was critical to activating downtowns next  
[01:16:34] slide. So what did some of these  
[01:16:37] activities look like? It ranged from  
[01:16:39] supporting the farmers markets to various  
[01:16:41] bilocal campaigns in Burien or Issaquah.  
[01:16:44] And then later, Corbin Hart from the city  
[01:16:48] of Bellevue will talk a little bit about  
[01:16:49] the placemaking projects they did around  
[01:16:51] the Bell Red Arts district. And I will  
[01:16:54] actually ask Corbin to join us up here.  
[01:17:00] Thank you Annie, and thank you  
[01:17:02] commissioners for the chance to speak  
[01:17:04] today on this program. The Port Ports  
[01:17:07] Economic Development Partnership program  
[01:17:08] is a truly unique asset for the region,  
[01:17:11] having worked in economic development in  
[01:17:13] other regions, the regional collaboration  
[01:17:16] this program enables is really unique to

[01:17:19] this area, as is the dedicated funding for  
[01:17:22] business support which is often lacking in  
[01:17:24] the region. We use funding in the 22 23  
[01:17:28] time frame on three projects, all of which  
[01:17:31] specifically highlighted the port as a  
[01:17:32] funding partner. This included a bi local  
[01:17:35] campaign to drive up foot traffic in our  
[01:17:38] downtown to support small businesses in  
[01:17:40] the wake of the COVID-19 pandemic. As a  
[01:17:43] result of this program and others, foot  
[01:17:45] traffic in our old main district increased  
[01:17:48] over 200%, surpassing pre pandemic highs.  
[01:17:52] Startup four two five, as mentioned  
[01:17:54] earlier by some other speakers, is a five  
[01:17:57] city regional collaboration focused on  
[01:17:59] entrepreneurship education for  
[01:18:01] underrepresented founders for small  
[01:18:03] businesses and startups. The port grant  
[01:18:07] broadly allows cities to pilot programs  
[01:18:11] and projects they wouldn't have had  
[01:18:12] funding otherwise to do, and this is a  
[01:18:15] prime example. Since the relaunch of the  
[01:18:17] program in mid 2023, the program has  
[01:18:20] served over 250 entrepreneurs and added  
[01:18:22] 693 subscribers. Without this grant, the  
[01:18:26] program would likely not exist, as would  
[01:18:28] the collaboration between the five cities  
[01:18:30] on the east side. Finally, we hope to  
[01:18:33] launch a 16 week accelerator program in Q  
[01:18:36] three of this year with a specific focus  
[01:18:38] on diverse founders through Cert four,  
[01:18:40] two, five and last but not least, as Annie  
[01:18:43] mentioned, we also used port funding to  
[01:18:45] launch the BellRed Arts District Community  
[01:18:47] Alliance, a nonprofit focused on  
[01:18:50] supporting creatives and businesses within  
[01:18:52] our arts district. They're going into a  
[01:18:55] really strong community partner and have  
[01:18:57] actually received a grant from Sound  
[01:18:59] Transit to run an opening celebration for  
[01:19:02] the two line here in a couple of months.  
[01:19:04] So we're really excited for that  
[01:19:06] organization to be up and running and  
[01:19:07] doing the work that would not have been  
[01:19:09] possible without the port's economic  
[01:19:11] development partnership.  
[01:19:20] Thank you so much Corbin. And next up on  
[01:19:22] the next slide, we'll have tawny join us  
[01:19:24] from Maple Valley.  
[01:19:29] Good afternoon port commissioners and  
[01:19:31] happy Lunar New Year. My name is Tawny  
[01:19:34] Delzel. I am the public works and  
[01:19:37] community development director with the  
[01:19:38] City of Maple Valley. I want to just thank  
[01:19:41] you for this opportunity to share the work  
[01:19:43] that we've been doing to promote economic  
[01:19:45] development in our city. Maple Valley is  
[01:19:49] located in south King county. It's  
[01:19:51] bordered by three state highways, SR 6169  
[01:19:56] by 16 and Highway 18. We are a  
[01:20:00] small city known for high quality schools,  
[01:20:06] beautiful natural resources such as lake  
[01:20:09] wilderness, and in fact, we're proud to

[01:20:12] say that we have hosted over 80 weddings  
[01:20:19] at the park in 2023.  
[01:20:24] As a bedroom community, we value small  
[01:20:27] businesses and it allows us to  
[01:20:30] shop, eat and do business within our  
[01:20:33] community. However, we have a very  
[01:20:37] limited economic development staff. We do  
[01:20:39] not have a dedicated economic development  
[01:20:43] manager. I wear many hats,  
[01:20:47] and one of those is to contribute toward  
[01:20:50] economic development. But what I really  
[01:20:52] rely on is our communities  
[01:20:55] Economic Development commission, made up  
[01:20:57] of eleven volunteer residents who  
[01:21:02] are so hardworking and they've  
[01:21:05] been able to use the monies awarded  
[01:21:08] through the Economic Development  
[01:21:09] Partnership grant to do three major  
[01:21:12] items in 2022 and 2023.  
[01:21:15] And they include conducting  
[01:21:19] a business survey, a business leakage  
[01:21:21] study, and then using that information to  
[01:21:24] inform our business marketing video.  
[01:21:28] Our video can be located at [gomapalvalley.com](http://gomapalvalley.com)  
[01:21:32] and we have many resources on that  
[01:21:36] website available to small businesses and  
[01:21:39] developers, and we also use  
[01:21:43] that to recognize our community  
[01:21:46] partners, such as the Port of Seattle to  
[01:21:50] support our work.  
[01:21:53] So we actually intend to build on the  
[01:21:57] data that we've collected and the  
[01:21:59] marketing video in the next year to host a  
[01:22:03] business summit for local businesses  
[01:22:07] and investors to further  
[01:22:11] develop our economic development program  
[01:22:13] in Lupo Valley. And lastly, we just wanted  
[01:22:16] to thank David and Annie  
[01:22:20] and the port for your continued support  
[01:22:24] for small city.  
[01:22:28] Thank you so much, Tawny. And we'll have  
[01:22:30] Nate from Shoreline come up.  
[01:22:35] Thank you, Annie. Good afternoon,  
[01:22:36] commissioners. It's great to be here to  
[01:22:38] talk about this program and just how  
[01:22:41] instrumental it's been in our economic  
[01:22:43] development efforts in the city of  
[01:22:44] shoreline. I'm going to talk about two  
[01:22:48] things and just how this has been really  
[01:22:50] important to us. One is diversity,  
[01:22:52] equity, inclusion and belonging. And  
[01:22:55] number two, creative economy. Growing up  
[01:22:58] here in the port district, I have  
[01:23:01] seen firsthand just how important  
[01:23:05] those two things are being a welcoming  
[01:23:07] place for all and the strength of our  
[01:23:09] creative economy. Those two things have  
[01:23:10] really enabled, I think, our regional  
[01:23:12] economy to outperform peer cities around  
[01:23:15] the country, and the city of  
[01:23:18] Shoreline is a part of that. It's home to  
[01:23:20] what many would be surprised to find as a  
[01:23:22] diverse, vibrant and growing creative

[01:23:24] community with recording studios where  
[01:23:27] decades of platinum recordings were made,  
[01:23:31] and women and black, indigenous, and  
[01:23:34] people of a global majority. Artisans and  
[01:23:36] artists in all mediums, including  
[01:23:37] filmmaking, ceramics, glass and more, are  
[01:23:41] thriving. What you see here are some of  
[01:23:44] the highlights of some of the projects  
[01:23:45] we're able to do in the last couple of  
[01:23:46] years. But we've been really an active  
[01:23:49] participant in this program since it began  
[01:23:51] in 2018, and we really appreciate, as some  
[01:23:53] others have said, Dave and Annie the  
[01:23:56] expertise, the knowledge, the hardworking  
[01:23:59] folks you have here, being available to  
[01:24:01] not just your organization, but all of us  
[01:24:03] around the region. It's a team sport, and  
[01:24:06] many of us are an office of one. And so  
[01:24:09] just by getting together and getting to  
[01:24:10] see the great work that our peers are  
[01:24:12] doing and get ideas of what we can do and  
[01:24:14] how we can help our community, especially  
[01:24:17] through the depths of the pandemic and the  
[01:24:19] economic crisis that that caused for our  
[01:24:21] small businesses. It's been great to be a  
[01:24:23] part of a team,  
[01:24:28] and we are very grateful to the port. We  
[01:24:29] make sure to say so in our verbal remarks  
[01:24:31] at these events and including the logo  
[01:24:35] of the port in our materials.  
[01:24:39] And it's just really enabled us to act on  
[01:24:42] a sweeping resolution adopted by our  
[01:24:44] council a few years ago, a commitment to  
[01:24:46] become an. So,  
[01:24:50] just like being a great haven for  
[01:24:52] creatives, the Seattle area's strength has  
[01:24:54] always been about being a welcoming place,  
[01:24:56] and we've seen this. So our first ever  
[01:24:59] Juneteenth black owned business,  
[01:25:01] marketplace and music and food event.  
[01:25:05] It introduced black owned businesses to  
[01:25:08] hundreds of guests. It introduced those  
[01:25:10] folks to the performances and food and  
[01:25:12] culture. And it was just a turnout  
[01:25:16] beyond our wildest dreams. And it was a  
[01:25:17] rainy event, and that didn't stop people  
[01:25:20] from coming. Annie was there. Thank you  
[01:25:21] for showing your support. And our mayor  
[01:25:24] and council are just so grateful for the  
[01:25:26] support to make this happen and are very  
[01:25:27] excited to do it again this year. In fact,  
[01:25:29] just yesterday we had our kickoff meeting  
[01:25:30] with Black Coffee Northwest, who's our  
[01:25:32] organizing partner for that event. And  
[01:25:35] then our Pride festival is another great  
[01:25:36] example of that, having that at our  
[01:25:38] shoreline farmers market again, also a  
[01:25:41] rainy day, unfortunately, but it  
[01:25:44] introduced the community of Seattle's  
[01:25:45] first ever, first all queer marching band  
[01:25:48] and brought market vendors a 17% bigger  
[01:25:51] crowd than any other rainy day that they  
[01:25:53] had at the farmers market this year. So,

[01:25:55] just, again, an example of how really  
[01:25:57] being a welcoming place for all is just  
[01:25:59] good for business. And 96% of those  
[01:26:01] surveyed, those attendees surveyed  
[01:26:05] said it exceeded their expectations. So,  
[01:26:07] again, just on behalf of the City of  
[01:26:09] Shoreline, I want to thank the commission  
[01:26:10] for enabling this program, encourage you  
[01:26:12] to consider continuing to do so, and  
[01:26:15] lending us your fantastic staff and  
[01:26:17] support to help us grow our creative  
[01:26:19] economy and launch new initiatives that  
[01:26:21] reflect our community commitment to  
[01:26:23] diversity, equity, inclusion and  
[01:26:25] belonging. Thank you.  
[01:26:28] Thank you so much, Nate. And next, we'll  
[01:26:30] have Jesse Kotarski from the city of  
[01:26:32] Renton.  
[01:26:36] Thank you for this opportunity to express  
[01:26:38] gratitude on behalf of the city of Renton  
[01:26:40] for the tremendous support we've received  
[01:26:42] from the Port of Seattle through the  
[01:26:43] partnership program. This support has been  
[01:26:45] instrumental in driving initiatives and  
[01:26:47] creating tangible, lasting changes in  
[01:26:49] Renton that continue to foster growth  
[01:26:51] within our community year after year. The  
[01:26:54] recent support from the program has made a  
[01:26:56] big difference in nurturing our small  
[01:26:57] business community and boosting the growth  
[01:26:59] of our entrepreneurial ecosystem. Similar  
[01:27:01] to the focus that Nate just mentioned in  
[01:27:03] shoreline, it has had a significant impact  
[01:27:05] on developing our creative economy. The  
[01:27:08] support from the port has been crucial in  
[01:27:09] filling the gap that previously existed in  
[01:27:11] funding and attention for our creative  
[01:27:13] economy at the city level. In the most  
[01:27:15] recent program cycle, the funding allowed  
[01:27:18] us to host a dynamic film competition,  
[01:27:20] which served as a catalyst for creativity  
[01:27:22] and community connections. As a result,  
[01:27:24] we've seen a significant increase in film  
[01:27:27] production in Renton, with small business  
[01:27:29] owners receiving the necessary assistance  
[01:27:31] and support to navigate the filmmaking  
[01:27:33] process and access the resources they  
[01:27:35] need. The competition, which was open to  
[01:27:38] all and free to participate in, served as  
[01:27:40] an invaluable platform for small business  
[01:27:42] owners and artists to gain recognition and  
[01:27:44] support their craft. It significantly  
[01:27:47] contributed to eliminating barriers to  
[01:27:48] entry within the industry and played a  
[01:27:50] pivotal role in establishing Renton as a  
[01:27:52] film friendly city. Building on the  
[01:27:55] success of the film competition, the  
[01:27:57] program played a crucial role in creating  
[01:27:59] Renton's first arts and culture hub. The  
[01:28:01] space serves as an incubator for artists  
[01:28:03] and arts organizations, providing  
[01:28:05] networking opportunities, skill training,  
[01:28:08] mentoring, support, access to affordable



[01:28:10] and free gallery and workspace, and a  
[01:28:12] communal area for the exchange of ideas.  
[01:28:15] The impact of these initiatives has been  
[01:28:17] profound, fostering not only economic  
[01:28:19] development, but also a thriving  
[01:28:20] entrepreneurial spirit in Renton. Last  
[01:28:23] year's main street workshop and pitch  
[01:28:24] competition was a resounding success,  
[01:28:27] showcasing the ingenuity and drive of our  
[01:28:29] small business owners, with over 67  
[01:28:31] participants, 19 pitching their business  
[01:28:33] ideas to a live audience, and four winners  
[01:28:36] selected that evening by a panel of judges  
[01:28:38] and audience participation. We're thrilled  
[01:28:41] to collaborate again this year with our  
[01:28:43] partners at the Renton Downtown  
[01:28:44] Partnership to host another pitch  
[01:28:46] competition. It stands as a testament to  
[01:28:48] how the funds from the port serve as a  
[01:28:50] catalyst, sparking ongoing change,  
[01:28:52] nurturing connections, and propelling  
[01:28:54] growth across the region. We are grateful  
[01:28:57] not only for the financial backing, but  
[01:28:59] also for the physical support and  
[01:29:00] encouragement from the port. Dave and  
[01:29:02] Annie have consistently facilitated  
[01:29:04] connections across the region, and we want  
[01:29:06] to thank Commissioner Mohamed for her  
[01:29:07] participation in the live pitch program  
[01:29:09] last year, which was a huge lift. The  
[01:29:12] port's support, coupled with the  
[01:29:13] association with its logo, has added  
[01:29:15] credibility to our programs. The  
[01:29:17] association often sparks discussions about  
[01:29:19] the port's involvement in the events and  
[01:29:21] the program, attracting crowds and  
[01:29:22] participants interested in regional  
[01:29:24] initiatives. These connections exemplify a  
[01:29:27] true partnership with the port and we are  
[01:29:29] immensely grateful for the support.  
[01:29:33] Thank you so much, Jesse, and thank you so  
[01:29:35] much to our city presenters. We really  
[01:29:37] appreciate your time and being able to  
[01:29:40] help storytell the true partnerships and  
[01:29:42] the solid partnerships we've been able to  
[01:29:44] develop with them through this grant  
[01:29:46] program. So, onto the next in this slide  
[01:29:50] in terms of understanding the return on  
[01:29:53] investment with this economic development  
[01:29:55] partnership grant. As you've seen,  
[01:29:57] building great relationships, and I know  
[01:29:59] metrics are extremely important and they  
[01:30:03] have been improving and furthering  
[01:30:05] positive relationships and also producing  
[01:30:09] tangible small business development  
[01:30:11] towards them and place making outcomes.  
[01:30:13] As you've seen through the storytelling of  
[01:30:15] our city partners. We have also heard  
[01:30:20] the grants provided key resources to  
[01:30:22] cities during tough times, especially  
[01:30:24] during the pandemic. And I know most  
[01:30:28] importantly, it's brought us all together.  
[01:30:29] And so we're just really proud of the

[01:30:31] great work that we've been able to do  
[01:30:32] collectively and moving the needle on  
[01:30:35] regional economic development over the  
[01:30:38] years. So on the next slide,  
[01:30:41] you'll see while the metrics have  
[01:30:44] improved, we really do want to continue  
[01:30:47] tracking these and making sure we have a  
[01:30:50] standardized format for being able to  
[01:30:53] track these well. And we  
[01:30:56] also know that smaller cities still need  
[01:30:59] the support. As you've heard from many of  
[01:31:01] our city partners today, it's often either  
[01:31:03] a staff of one or no economic development  
[01:31:08] staff established, but community  
[01:31:09] development folks or public works folks  
[01:31:11] are stepping in to really move the needle.  
[01:31:14] And so as part of this, we want to better  
[01:31:16] resource them by developing a shared  
[01:31:19] resource site where we can share the  
[01:31:20] archived seven years of reports that have  
[01:31:23] been submitted to us through this grant  
[01:31:25] and be able to have a space to be able to  
[01:31:28] glean the resources, list of consultants  
[01:31:31] and other helpful tools that we've been  
[01:31:34] able to develop through this grant  
[01:31:37] program. And so I do want to acknowledge  
[01:31:39] that this idea came from conversations  
[01:31:42] with me and Nate, and it was a grand  
[01:31:46] idea to be able to create a shared  
[01:31:47] resource where everyone can really learn  
[01:31:50] from each other and continue that  
[01:31:51] partnership. On the next slide, you'll see  
[01:31:54] some ideas that we have for moving the  
[01:31:58] program forward in terms of equity  
[01:32:01] considerations. We really want to consider  
[01:32:03] a stronger, equitable economic development  
[01:32:05] lens and being able to have a stronger  
[01:32:08] emphasis on measuring these outcomes  
[01:32:10] versus some of the processes. We've seen a  
[01:32:13] lot of economic development plans  
[01:32:14] submitted in the past years, but we really  
[01:32:16] want to have tighter parameters around  
[01:32:18] these planning projects and focus on  
[01:32:20] measured outcomes. And most importantly,  
[01:32:24] as part of that, collecting standardized  
[01:32:27] metrics to make it easier to aggregate  
[01:32:29] this data, to be able to show the great  
[01:32:32] work, especially for collecting impacts  
[01:32:38] on WMBE and minority owned businesses and  
[01:32:41] BIPOC businesses across our region. In  
[01:32:43] terms of us making sure we're meeting our  
[01:32:46] targets. And as part of this,  
[01:32:50] we want to make sure that we're enhancing  
[01:32:54] the connection between the cities and  
[01:32:56] their businesses to port opportunities  
[01:32:58] that may be available through our  
[01:32:59] diversity and contracting programs that we  
[01:33:02] have, and so being able to build a bridge  
[01:33:04] across that. But all in all, we do want to  
[01:33:07] emphasize that these events and  
[01:33:09] initiatives are welcoming and inclusive  
[01:33:10] for all. Next slide, please. So,  
[01:33:14] as a recap, today, we are here to request

[01:33:16] reauthorization of one year to provide  
[01:33:20] funding for this program. And we also  
[01:33:24] recognize that a lot of the smaller cities  
[01:33:26] are doing a lot with less. And so we are  
[01:33:29] also recommending that we increase the  
[01:33:32] funding from \$5,000 for some of the  
[01:33:34] smaller cities. And we want to thank you,  
[01:33:37] commissioners, so much for your support  
[01:33:39] over the years, and we welcome any  
[01:33:41] questions that you might have at this  
[01:33:42] time. Thank you. Thank you, Director  
[01:33:45] McFadden and Annie for the presentation,  
[01:33:48] and thank you to all of our guest  
[01:33:49] speakers. Commissioner, we're going to  
[01:33:52] try to separate our meeting procedures  
[01:33:54] moving forward in 2024, making it a clear  
[01:33:57] distinction between staff report, segment  
[01:33:59] of our discussion and commissioner  
[01:34:02] questions for staff vice versa.  
[01:34:05] Commission discussion and dialogue with  
[01:34:06] each other. The latter shouldn't take  
[01:34:08] place until our main motion is on the  
[01:34:11] floor. So let's see if we can actually put  
[01:34:14] this into practice today. So are  
[01:34:17] there any questions for staff at this  
[01:34:19] time?  
[01:34:23] Nays? Yes. Your questions.  
[01:34:27] Commissioner Felleman, I'd just like to  
[01:34:29] commend all those examples and a quick  
[01:34:32] shout out to Maple Valley for your perfect  
[01:34:35] fit or natural fit. I'm a pushover for  
[01:34:38] that marketing business. But you  
[01:34:41] repeatedly talked about the metrics,  
[01:34:43] wanting to get a little bit more  
[01:34:45] quantitative in your evaluation, and I  
[01:34:48] really don't see the quantification. It  
[01:34:50] seems to me that you could have a prompted  
[01:34:54] questionnaire sort of thing, sort of like  
[01:34:57] a job interview. Everybody gets asked the  
[01:34:59] same question and you report out at the  
[01:35:01] end of the day, at the end of the grant  
[01:35:03] that you could score somewhat objectively.  
[01:35:06] So you express desire to have a  
[01:35:10] better Metruck. I'm just wondering, is  
[01:35:12] there some sort of scorecard or something  
[01:35:14] that you use to evaluate success?  
[01:35:19] Great question. I think we're looking,  
[01:35:23] as Annie mentioned, more outcome  
[01:35:26] reporting, maybe less process. We surveyed  
[01:35:29] 1200 businesses. That's great. But how  
[01:35:32] many did we help? How many got the  
[01:35:35] assistance. And what did that look like?  
[01:35:39] We were capturing some of the funding, as  
[01:35:41] you can see, but it takes a little longer  
[01:35:44] term and a little more patience to capture  
[01:35:47] job creation or other things that result  
[01:35:49] from that assistance. That's what we're  
[01:35:51] really trying to dial in. By standardizing  
[01:35:54] the metrics that we provide in the  
[01:35:56] application, we're going to at least get  
[01:35:58] everybody onto the same reporting page.  
[01:36:00] And I think that's a major refinement  
[01:36:03] going forward.

[01:36:05] Great. And by separating it,  
[01:36:08] the staff questions and the commission  
[01:36:11] discussions or debate is actually in  
[01:36:13] alignment with parliamentary rules. So  
[01:36:15] thank you, Clerk Hart, for that advice.  
[01:36:18] Are there any additional questions for  
[01:36:19] staff at this time? Great hearing.  
[01:36:23] No further questions or comments for  
[01:36:26] staff. I will now ask, is there a motion  
[01:36:29] and a second to approve item ten a? So  
[01:36:31] moved. Second.  
[01:36:35] Great. The motion has been made and moved.  
[01:36:37] Clerk Hart, please call the roll for the  
[01:36:39] vote. Thank you. Beginning with  
[01:36:42] Commissioner Calkins. Aye. Thank you.  
[01:36:45] Commissioner Cho. Aye. Thank you.  
[01:36:48] Commissioner Felleman. Aye. Thank you,  
[01:36:50] Commissioner Mohammed. Aye. Thank you.  
[01:36:52] Four ayes. Zero nays for this item. Thank  
[01:36:54] you. Clerk Hart, please read the next item  
[01:36:57] into the record, and then executive  
[01:36:59] director Metruck will introduce the item.  
[01:37:01] Thank you. Just a reminder that agenda  
[01:37:04] item ten b has been moved to our next  
[01:37:06] meeting. So I'll read ten c into the  
[01:37:08] record. This is authorization to execute  
[01:37:12] an interlocal agreement with the Puget  
[01:37:14] Sound partnership, enabling the port to  
[01:37:16] receive state funding to support the  
[01:37:18] purchase of equipment to monitor juvenile  
[01:37:20] salmonoid utilization of Duwamish River  
[01:37:23] People's park and shoreline habitat in the  
[01:37:25] amount of \$115,000.  
[01:37:30] Commissioner, this item is being brought  
[01:37:32] before you because it is an interlocal  
[01:37:34] agreement. We're pleased to report that  
[01:37:36] our efforts to restore habitat in the  
[01:37:37] Duwamish river watershed have shown signs  
[01:37:40] of success evident by the return of  
[01:37:42] juvenile salmon to the waterway and  
[01:37:44] spotted at our sites. This action will  
[01:37:46] help our efforts through tracking and  
[01:37:47] monitoring of juvenile chinook salmon of  
[01:37:52] our shoreline habitat. And presenters this  
[01:37:54] afternoon are Cheryl Jay, director of  
[01:37:57] maritime environment and sustainability,  
[01:37:59] Jen Stevens, the environmental programs  
[01:38:02] manager. And I see Kathleen Hurley is  
[01:38:05] mentioned as well, senior environmental  
[01:38:08] program manager. So I'm going to turn over  
[01:38:10] to Sarah to kick us off. Thank you,  
[01:38:12] Executive Metruck. And hello,  
[01:38:14] commissioners. Pleasure to be here today  
[01:38:16] to talk to you about this exciting  
[01:38:18] opportunity that the port has. And it's  
[01:38:22] also so timely and resonating for me  
[01:38:25] that we're here today during the week that  
[01:38:28] we're recognizing the bolt decision and  
[01:38:31] the right to fish, to collect fish, and to  
[01:38:34] have the activity. And this is relative  
[01:38:38] to the work we're going to talk about  
[01:38:40] today, because it relates to salmon  
[01:38:42] recovery, the port has a long and

[01:38:45] increasing series of activities and  
[01:38:48] interests in salmon recovery. A lot of  
[01:38:50] work in the Duwamish. We're really excited  
[01:38:52] about Duwamish River Peoples park. And  
[01:38:54] you'll hear, Jen will tell you a bit about  
[01:38:55] how the equipment we receive from this,  
[01:38:58] if we get this grant or, excuse me, this  
[01:39:00] exchange with the partnership will help  
[01:39:02] monitor at that park.  
[01:39:05] So let's see. I wanted to just also  
[01:39:10] note that we're very appreciative to the  
[01:39:12] partnership for being selected as a  
[01:39:14] recipient, and Jen will tell you more  
[01:39:16] about that. And we're excited to  
[01:39:18] contribute kind of at a watershed scale to  
[01:39:21] information collecting in partnership  
[01:39:24] with others, the tribes, and King county  
[01:39:27] and other managers that this program will  
[01:39:30] help implement. So without further ado,  
[01:39:32] I'm going to pass it over to Jen  
[01:39:34] Stebbings, who will tell you about the  
[01:39:36] grant and the project. Great. Good  
[01:39:40] afternoon, commissioners. As Sarah  
[01:39:43] mentioned, this presentation is to execute  
[01:39:46] an interlocal agreement with the Puget  
[01:39:48] Sound Partnership to purchase a passive  
[01:39:52] integrated transponder array to  
[01:39:56] help with fish monitoring at the Duwamish  
[01:39:58] River People's park and shoreline habitat.  
[01:40:01] Next slide, please.  
[01:40:04] Great. This is just a quick refresher on  
[01:40:08] where the Duwamish sits in the larger  
[01:40:11] watershed and why it matters.  
[01:40:14] The Duwamish sits at the very bottom of  
[01:40:16] the green Duwamish watershed and  
[01:40:19] the watershed itself. The salmon recovery  
[01:40:22] lead entity has identified priority  
[01:40:25] projects for chinook salmon in this  
[01:40:27] watershed through its salmon recovery  
[01:40:30] strategy. So the strategy includes  
[01:40:32] protecting, restoring, and enhancing  
[01:40:34] habitat in the Duwamish estuary  
[01:40:36] subwatershed, where the port sits.  
[01:40:40] As you can see, the port has several  
[01:40:41] habitat restoration projects in the  
[01:40:43] Duwamish estuary, and the star on the map  
[01:40:47] there is the Duwamish River People's park  
[01:40:49] and shoreline habitat.  
[01:41:00] The Duwamish River Peoples park and  
[01:41:02] Shoreline habitat has been identified as a  
[01:41:05] tier one or a top priority project for the  
[01:41:08] watershed by the green Duwamish salmon  
[01:41:11] recovery lead entity. The year one  
[01:41:15] monitoring of a ten year performance  
[01:41:17] standard monitoring program was completed  
[01:41:19] in 2023, and the exciting news  
[01:41:23] is that juvenile Chinook salmon were  
[01:41:25] identified utilizing the marsh basin at  
[01:41:28] Duama Sherville People's park during that  
[01:41:30] fish sampling effort. So now that we know  
[01:41:33] that juvenile chinook are using the site,  
[01:41:36] but we want to know how the chinook are  
[01:41:39] using the site. So the passive integrated

[01:41:43] transponder, or pit antennas will help  
[01:41:45] inform how outmigrating juvenile salmon  
[01:41:48] are using the Duwamish River People's park  
[01:41:51] in shoreline habitat. And the photo  
[01:41:54] on the bottom there is an example of what  
[01:41:57] our pit array could look like once it's  
[01:42:00] installed at the mouth of the marsh basin.  
[01:42:04] Next slide, please.  
[01:42:07] Thank you. So we request  
[01:42:11] to authorize the executive director to  
[01:42:13] execute an interlocal agreement with the  
[01:42:15] Puget Sound Partnership for funding of  
[01:42:17] \$115,000 to purchase this pit  
[01:42:20] array. As I mentioned before, the array  
[01:42:23] will monitor how juvenile salmon are using  
[01:42:27] the Duwamish River People's park and  
[01:42:28] shoreline habitat. These monitoring data  
[01:42:31] will be provided to agency and tribal  
[01:42:33] partners and contribute to the overall  
[01:42:35] salmon recovery planning in the green  
[01:42:37] Duwamish river watershed. With this  
[01:42:41] Puget Sound partnership funding, there is  
[01:42:43] no cost to the port for the purchase of  
[01:42:45] the pit array. So that's a good news,  
[01:42:48] partner. Next slide, please.  
[01:42:56] So this is just a quick overview. We are  
[01:42:58] on a rather short timeline because we are  
[01:43:01] hoping to be able to have this array  
[01:43:04] installed in time for this year's juvenile  
[01:43:07] chinook out migration. And this is  
[01:43:10] particularly important because King county  
[01:43:14] is performing a complementary project  
[01:43:17] further upstream where they will be  
[01:43:19] tagging thousands of other salmon.  
[01:43:22] So any salmon that are tagged upstream  
[01:43:25] could potentially be captured by  
[01:43:28] this pit array in the Duwamish River  
[01:43:30] People's park and shoreline habitat,  
[01:43:31] which is pretty exciting. So the scope and  
[01:43:34] schedule of this know, with your approval,  
[01:43:37] we will execute this ILA with Puget Sound  
[01:43:39] partnership and then select a vendor and  
[01:43:42] purchase the equipment, get that equipment  
[01:43:45] installed as soon as possible, and then  
[01:43:48] implement the fish monitoring as scheduled  
[01:43:52] for our regularly programmed performance  
[01:43:55] standard monitoring at the site. So with  
[01:43:59] that, Jen, if I could just add, we're  
[01:44:02] really excited and hope to implement this  
[01:44:05] this year and take advantage of some  
[01:44:06] opportunities of those additionally, more  
[01:44:09] than usual tagged fish, as Jen mentioned.  
[01:44:11] But this equipment will be an enduring  
[01:44:13] asset that we can continue to use and  
[01:44:15] support the region and tracking salmon  
[01:44:18] recovery in the watershed. Yeah. Thank  
[01:44:21] you. That's important distinction. Thank  
[01:44:22] you. Thank you for the presentation.  
[01:44:27] Are there any questions for staff at this  
[01:44:29] time before I ask for a motion?  
[01:44:32] Commissioner Felleman, thank you very much.  
[01:44:35] And this complements my state of the port  
[01:44:38] address very nicely. The video, and one of

[01:44:40] the things that was really great about the  
[01:44:42] bit in the video is that we had wild  
[01:44:44] chinook smolt in the catch,  
[01:44:47] but my understanding about pit tagging is  
[01:44:50] it usually returns to a hatchery. So are  
[01:44:53] we pit tagging wildfish?  
[01:44:56] Yes, we will be pit tagging natural origin  
[01:44:58] fish. So King county is catching  
[01:45:02] the wildfish, pit tagging them, and then  
[01:45:05] letting them go downstream? Correct. They  
[01:45:07] have a smolt trap placed upstream in which  
[01:45:10] they will take the natural origin chinook.  
[01:45:13] And tag them. Thank you.  
[01:45:17] Are there any additional questions?  
[01:45:21] Thank you for the presentation again. Now  
[01:45:23] I will ask for a motion and a second to  
[01:45:27] approve this item. So moved.  
[01:45:31] Second. The motion has been made and  
[01:45:35] seconded. Clerk Hart, please call the  
[01:45:37] roll.  
[01:45:40] Thank you. Beginning with Commissioner  
[01:45:41] Calkins. Aye. Thank you, Commissioner  
[01:45:43] Chad. Aye. Thank you. Commissioner  
[01:45:45] Felleman. Aye. Thank you, Commissioner  
[01:45:47] Mohamed. Aye. Thank you. Four ayes, zero  
[01:45:50] nays for this item. The motion passes.  
[01:45:54] Thank you to the presenters again. Clerk  
[01:45:56] Hart, please read the next item into the  
[01:45:58] record. And then Executive Director Metruck  
[01:45:59] will introduce the item ten e. Thank you.  
[01:46:02] We did not have ten d assigned on our  
[01:46:05] agenda, so we'll move to ten e. And that  
[01:46:07] is authorization for the executive  
[01:46:09] director to approve additional funding in  
[01:46:11] the amount of \$22 million for construction  
[01:46:14] of the terminal 91, berth six and eight  
[01:46:17] redevelopment, and to award and execute a  
[01:46:20] contract with the lowest responsible  
[01:46:21] bidder for a total estimated project cost  
[01:46:24] of \$98 million.  
[01:46:27] Commissioners, terminal 91 is one of the  
[01:46:29] most productive and diversified of our  
[01:46:31] maritime facilities. Last August, you  
[01:46:33] approved construction funding for berth  
[01:46:35] six and eight. Six and eight redevelopment  
[01:46:38] project, which redevelops the condemned  
[01:46:40] vessel berths and adjoining apron areas  
[01:46:43] while making investments in environmental  
[01:46:44] sustainability. Like many complex and  
[01:46:47] large construction projects in the region,  
[01:46:49] the actual construction bids came in  
[01:46:52] higher than the engineer's estimate.  
[01:46:54] Today's action will allow the port to  
[01:46:56] accept the lowest responsible bid and  
[01:46:58] proceed with construction on this  
[01:46:59] important project. Presenters this  
[01:47:02] afternoon are Stephanie Jones Stevans,  
[01:47:04] managing director of maritime division,  
[01:47:06] Kelly Goodwin, senior manager of maritime  
[01:47:08] operations, and Mark Longridge, capital  
[01:47:11] project manager. So I'll turn it over to  
[01:47:14] Stephanie. Thank you. Thank you,  
[01:47:16] Executive Director Metruck. Thank you,

[01:47:18] commissioners. Before I turn it over to  
[01:47:20] our project manager and our senior manager  
[01:47:23] of the facility, I wanted to make a couple  
[01:47:25] of remarks because I wanted you to know  
[01:47:26] how seriously we take the additional  
[01:47:29] request for \$22 million. It does increase  
[01:47:32] the project total budget to just shy of a  
[01:47:35] million dollars. And when these bids came  
[01:47:38] in, I had a couple asks of the team before  
[01:47:41] we could come back to you and ask for that  
[01:47:43] additional funding. Wanted to understand,  
[01:47:46] what does this do for the overall  
[01:47:47] financials, both of the facility, but also  
[01:47:50] of the maritime division? I wanted to  
[01:47:52] understand whether there were any options  
[01:47:54] that we could, for instance, cut part of  
[01:47:56] the project out and be closer to our  
[01:47:58] original Puget. And then wanted to know,  
[01:48:01] how did this happen and how do we make  
[01:48:03] sure it doesn't happen again. So I'm going  
[01:48:05] to speak to these next slide, please. I'm  
[01:48:08] going to start off with the financial  
[01:48:10] piece and look at.  
[01:48:13] Do I control that? No.  
[01:48:17] Okay, thank you. Sorry. I've done this  
[01:48:20] enough times. I should remember. So today  
[01:48:24] we're here to ask you for an additional  
[01:48:25] \$22 million for verse six and eight,  
[01:48:28] which will bring the total to \$98 million.  
[01:48:31] Next slide, please. That's a significant  
[01:48:33] sum, and as I said, I wanted to really  
[01:48:36] have the team look at what does this do to  
[01:48:38] the overall project. Financials division  
[01:48:43] financials, as well as the facility  
[01:48:46] itself. So terminal 91 is actually one of  
[01:48:50] our most profitable facilities. There's a  
[01:48:52] whole bunch of different businesses there.  
[01:48:54] Total revenues before this project, total  
[01:48:57] revenues are over \$42 million.  
[01:49:00] Majority of that is the cruise business.  
[01:49:03] But there's fishing, maritime,  
[01:49:05] industrial, the uplands that are managed  
[01:49:08] by our real estate team. The expenses are  
[01:49:12] about \$28 million. So overall,  
[01:49:16] even after we pay for all of our  
[01:49:20] capital investments through depreciation,  
[01:49:22] this property has a net positive net  
[01:49:25] operating income after depreciation of  
[01:49:27] about seven and a half million dollars.  
[01:49:29] If we do this project, the revenues go up,  
[01:49:32] but depreciation also goes up even  
[01:49:35] more than that. But even after this  
[01:49:38] project, as well as the 91 uplands, we  
[01:49:41] would still be profitable as a facility of  
[01:49:43] about six and a half million dollars.  
[01:49:45] That's significant because this project,  
[01:49:48] the whole facility, operates together. So  
[01:49:51] although we see fishing vessels as one use  
[01:49:54] also ships, of state research vessels,  
[01:49:57] we specifically use it when cruise vessels  
[01:50:00] are in. The whole facility operates as  
[01:50:02] one. So really wanted to understand what  
[01:50:04] this meant to the facility as a whole.



[01:50:08] When I then look at the division finances.  
[01:50:12] As you know, the maritime division as a  
[01:50:14] whole, our net operating income does not  
[01:50:17] pay for the infrastructure, the  
[01:50:19] depreciation on the infrastructure we rely  
[01:50:21] on. We've had a goal for some time of  
[01:50:25] getting that to a breakeven point.  
[01:50:28] Our decision not to build an additional  
[01:50:30] cruise terminal and the pandemic set us  
[01:50:33] back a couple of years, this would likely  
[01:50:35] set us back about two more years, and we  
[01:50:37] would be looking to get to that break even  
[01:50:39] point at 2030. So I do feel as  
[01:50:43] a public port, it's our responsibility to  
[01:50:45] keep our facilities in a way that the  
[01:50:48] maritime industry that creates family wage  
[01:50:51] jobs in our community can rely upon. We  
[01:50:53] can't have facilities that are falling in  
[01:50:55] the water, that are load restricted, that  
[01:50:57] are not suitable for vessels to tie up  
[01:50:59] for. And we can see  
[01:51:03] that even with this, this is a very  
[01:51:04] profitable facility.  
[01:51:09] I also want to speak for a second to mark  
[01:51:14] will speak a little bit more to this. We  
[01:51:16] did look at is it possible to take part of  
[01:51:18] the project away, and it really does not  
[01:51:20] make sense to do that. We would have to  
[01:51:22] rebid the project. You can't take away  
[01:51:25] parts of the project without really  
[01:51:26] sacrificing the utility. We could take  
[01:51:28] away environmental parts of it, but that's  
[01:51:31] not really consistent with where we're  
[01:51:33] going as a port, as a facility. So I do  
[01:51:37] recommend going forward with the project  
[01:51:39] as it stands. So finally, to the question  
[01:51:42] of our estimates and the bids and  
[01:51:46] the difference between them, Mark will  
[01:51:47] speak more to this. But we  
[01:51:52] know that the way we look at risk, the way  
[01:51:54] we look at escalation, are both some  
[01:51:56] things that we need to update. There are  
[01:52:00] significant this is happening when we talk  
[01:52:02] to our expert review panel.  
[01:52:05] This is happening around the region. We  
[01:52:07] are not alone.  
[01:52:12] The initial feedback from our ERP  
[01:52:16] external review panel is that we look at  
[01:52:19] risk, we look at escalation, we look at  
[01:52:21] the way we bid projects. Thinking about  
[01:52:25] alternative delivery methods are a way to  
[01:52:28] ameliorate some of the risk we have from  
[01:52:31] escalation. We are intending to bring  
[01:52:34] in a third party to look more specifically  
[01:52:36] at the way we're doing this, the way we do  
[01:52:39] our cost estimating and anything else that  
[01:52:42] can really help us be closer to  
[01:52:47] get the actual cost more accurately  
[01:52:49] predicted. So I want you to know that we  
[01:52:52] are undertaking that as an independent  
[01:52:54] effort because we do take this very  
[01:52:55] seriously. With that, I do recommend  
[01:52:57] approval, but I'm going to turn this over

[01:52:59] to Kelly Goodwin and Mark Longridge to  
[01:53:01] tell you a little bit more about the  
[01:53:02] project. Thank you. Thank you Stephanie,  
[01:53:06] and good afternoon commissioners and  
[01:53:08] Executive Director Metruck. Excuse my voice  
[01:53:11] please. I will share some of the reasons  
[01:53:13] we are recommending you move forward,  
[01:53:15] move this project forward with the  
[01:53:17] additional funding request and then mark  
[01:53:19] will share more detail regarding our bid  
[01:53:21] results and why we are requesting this  
[01:53:24] additional funding. As a reminder,  
[01:53:28] this project is located at terminal 91 in  
[01:53:31] the north end of Elliott Bay. This work  
[01:53:33] represents the 9th and final berth  
[01:53:36] redevelopment of Terminal 91, removing and  
[01:53:39] replacing the last two load restricted,  
[01:53:43] creosote soaked timber bursts with modern,  
[01:53:46] strong prestressed concrete to meet the  
[01:53:50] vessel demand and needs of today and into  
[01:53:52] the future. The port redeveloped and  
[01:53:55] modernized the rest of the berths at  
[01:53:57] terminal 91 in the 1990s and the early  
[01:54:00] 2000s. Next slide please.  
[01:54:04] As I mentioned before you last August, we  
[01:54:07] are out of space to meet demand when the  
[01:54:09] fleet is alongside. A recent example is a  
[01:54:12] Noah ship Oscar Dyson. She wanted to come  
[01:54:16] alongside early January this year when we  
[01:54:18] had absolutely no available space and no  
[01:54:21] other locations were suitable to meet her  
[01:54:24] needs. Fortunately, she was able and  
[01:54:26] willing to adjust her dates and come in as  
[01:54:29] the fleet was departing. We were not as  
[01:54:31] fortunate when the Ruben Lasker Noah ship  
[01:54:34] called in May last year and she made  
[01:54:38] other arrangements outside the port. Next  
[01:54:41] slide please. This work is not  
[01:54:44] only critical to the port's commitment to  
[01:54:46] good asset management, but also supports  
[01:54:49] the port's effort to be the greenest and  
[01:54:51] most energy efficient port in North  
[01:54:53] America. Over 2200 Creoso pilings  
[01:54:57] will be removed from the water column over  
[01:55:00] water coverage will decrease. Stormwater  
[01:55:03] improvements are included and as is  
[01:55:06] renewable energy through solar panel  
[01:55:09] arrays and improved shore power delivery.  
[01:55:12] This facility and these bursts don't only  
[01:55:15] support fishing, they support our  
[01:55:17] commercial maritime industry. An industry,  
[01:55:21] as shown in the recent economic impact  
[01:55:23] study from the Washington Maritime  
[01:55:26] Federation, has total employment  
[01:55:30] in our state equaling 174,300  
[01:55:34] jobs as of 2022,  
[01:55:37] many of which are concentrated in this  
[01:55:40] region. That same study found that  
[01:55:43] Washington maritime work provides an  
[01:55:45] average wage of 112,000 per year,  
[01:55:48] including benefits, so these are family  
[01:55:51] wage jobs. This project also assures  
[01:55:55] the port continues into the future with a

[01:55:57] diverse and healthy portfolio of assets.  
[01:56:00] Many of the vessels that will utilize  
[01:56:02] these berths continued to work throughout  
[01:56:04] the COVID pandemic while other maritime  
[01:56:07] operations shut down. Restoring existing  
[01:56:10] load limited and partially condemned  
[01:56:13] mortgage facilities to their full capacity  
[01:56:15] is the first step to meeting these  
[01:56:17] capacity needs. Redevelopment of  
[01:56:21] burst six and eight is critical to  
[01:56:23] ensuring the long term viability of the  
[01:56:26] port as the home to the North Pacific  
[01:56:28] fishing fleet and supporting commercial  
[01:56:30] maritime in this region. I would now like  
[01:56:33] to hand this over to capital project  
[01:56:35] manager Mark Longridge to review our  
[01:56:37] recent construction bid summary with you.  
[01:56:39] Mark thanks Kelly  
[01:56:43] Commissioners I'm Mark Longridge. I'm one  
[01:56:46] of the capital project managers here in  
[01:56:47] our waterfront project management group.  
[01:56:49] I'd like to take you through our bid  
[01:56:51] process and results. Talk a little bit  
[01:56:53] about the factors we considered in coming  
[01:56:55] up with our recommendation to you today  
[01:56:57] and what next steps for the project will  
[01:56:59] be if you approve. Next slide please.  
[01:57:04] So late last year we concluded a two and a  
[01:57:06] half year effort for design and permitting  
[01:57:08] of this work and advertised the major work  
[01:57:11] contract in early November. We had good  
[01:57:14] engagement from the contracting community  
[01:57:16] with over 70 plan holders, including many  
[01:57:18] prime and subcontractors. At the request  
[01:57:21] of bidders and due to the complexity of  
[01:57:22] the work, we extended the bid period about  
[01:57:25] three weeks from the original bid date and  
[01:57:26] opened bids on December 20. We received  
[01:57:30] three bids from qualified bidders and the  
[01:57:32] low bid was \$72,636,235  
[01:57:36] from Pacific Pile and Marine Group. This  
[01:57:39] bid was significantly higher than we had  
[01:57:41] expected in our engineers estimate, and  
[01:57:43] that is the reason we're returning to you  
[01:57:44] for additional funding today. Of note in  
[01:57:47] the bids is that the second low bidder was  
[01:57:49] less than \$60,000, or within eight one  
[01:57:52] hundredths of 1% from the low bid, an  
[01:57:55] exceptionally close range for a project of  
[01:57:57] this or of any size. In reviewing and  
[01:58:00] working to understand the bids more  
[01:58:01] clearly, we also investigated if there  
[01:58:03] were any fatal flaws in our bid package or  
[01:58:06] issues that might be artificially  
[01:58:08] inflating the costs. We did not find any  
[01:58:10] and believe that the amount bid is an  
[01:58:13] accurate price for this work in today's  
[01:58:16] market. Next slide, please.  
[01:58:19] So what happened and how do we know that  
[01:58:22] this is the real price for the work?  
[01:58:24] Several factors make this work more  
[01:58:26] complicated and add to the costs. We have  
[01:58:28] a tight construction schedule and a tight

[01:58:30] work site on an active facility. This  
[01:58:33] schedule constraint is particularly acute  
[01:58:34] for the inwater work where permit  
[01:58:36] constraints for the allowable construction  
[01:58:38] window for both sediment and impact pile  
[01:58:40] driving work has been reduced two full  
[01:58:42] months from what we've seen in the region  
[01:58:44] historically. Instead of being able to  
[01:58:46] perform that work from August to February  
[01:58:49] of each season, this has been shortened to  
[01:58:51] lessen impacts to September to January.  
[01:58:54] But the primary driver for the increase  
[01:58:56] that we found is the historic escalation  
[01:58:59] that we've been experiencing not only in  
[01:59:01] the construction industry in general in  
[01:59:02] the region, but particularly in marine and  
[01:59:04] landslide civil work and electrical work.  
[01:59:07] Unfortunately, costs in these sectors have  
[01:59:09] been outstripping the construction market  
[01:59:11] as a whole and our project has large  
[01:59:13] components of all of them.  
[01:59:16] Anticipating continued volatility in the  
[01:59:18] market as we did our design, we did hire  
[01:59:20] an outside firm to do a risk analysis for  
[01:59:22] this project, and we completed full  
[01:59:25] risk analyses at both the 60% and 90%  
[01:59:28] design phases, working not only with our  
[01:59:30] designers and estimators about their  
[01:59:33] estimate assumptions, but also pulling in  
[01:59:35] our permitting group, construction  
[01:59:37] management, contracting and operations to  
[01:59:40] look at where the risks were and how to  
[01:59:42] account for them. Escalation played a  
[01:59:44] large role in this conversation and the  
[01:59:47] results of that analysis were the basis  
[01:59:49] for our previous construction  
[01:59:50] authorization in August U of \$76 million.  
[01:59:54] While we put in what we felt was a  
[01:59:55] conservative estimate of contingency and  
[01:59:58] escalation, obviously it proved to not be  
[02:00:00] enough in the current market. Informing  
[02:00:03] our recommendation to you today, we looked  
[02:00:04] at several options, including deferring  
[02:00:06] the work or rejecting these bids to reduce  
[02:00:08] scope or pursue grant funding. Perhaps in  
[02:00:12] past years, merit grant funding has been  
[02:00:14] reserved for cargo and container yard  
[02:00:16] projects exclusively and not fish cargo  
[02:00:18] projects such as ours this year, it is  
[02:00:21] expected that that will change, which  
[02:00:22] would make our project eligible to apply  
[02:00:24] for this federal grant funding. However,  
[02:00:26] this application process would take  
[02:00:28] approximately nine to twelve months to  
[02:00:30] complete and add significant additional  
[02:00:32] requirements to our work, which would in  
[02:00:35] turn add to the current costs.  
[02:00:38] If we were successful in our application  
[02:00:40] for grant funding, it's likely that the  
[02:00:42] grant funds awarded would not fully cover  
[02:00:44] not only these additional requirements,  
[02:00:45] but also the further escalation of waiting  
[02:00:47] to re advertise and award the contract for

[02:00:50] another year. And with the dependency on  
[02:00:53] in water work window, it would more likely  
[02:00:56] add two years to the project's completion.  
[02:00:58] And this is one of the reasons we are not  
[02:00:59] recommending this course. Next slide.  
[02:01:04] So what's next? With your approval today,  
[02:01:07] we can award the major works contract  
[02:01:09] within the allowable 90 day window from  
[02:01:12] the bid opening and start on contract  
[02:01:14] submittals and early procurements. With  
[02:01:15] our contracting partner, we would see site  
[02:01:18] work starting in early June and the  
[02:01:20] inwater work later in the summer. The  
[02:01:22] current construction schedule that you see  
[02:01:23] here uses a second in water window to  
[02:01:26] place the final fender pile components,  
[02:01:28] and we expect to complete the work before  
[02:01:30] the end of 2025. Next slide, please.  
[02:01:35] Of course, no construction project is  
[02:01:37] without risks, as you know. And while  
[02:01:39] these are reduced and we've dialed down  
[02:01:41] some of the probabilities here, now that  
[02:01:43] we have bids in hand and we're a little  
[02:01:44] further down our cone of uncertainty, we  
[02:01:47] still keep a close eye on the remaining  
[02:01:49] risks. As such, we're carrying a 10%  
[02:01:51] contingency on the contract work, which is  
[02:01:53] included in our request to you today.  
[02:01:57] Next slide. So, as Stephanie mentioned,  
[02:02:01] our request to you today is for an  
[02:02:02] additional construction funding on the  
[02:02:04] amount of \$22 million for a project total  
[02:02:07] of \$98 million. With your approval,  
[02:02:10] we look forward to awarding the major  
[02:02:11] works contract, finalizing our permits,  
[02:02:14] starting the work this summer, and  
[02:02:15] completing this last piece of the terminal  
[02:02:17] redevelopment work that started decades  
[02:02:19] ago to fully support the North Pacific  
[02:02:21] fishing fleet and our other customers at  
[02:02:23] terminal 91. Next slide.  
[02:02:27] And with that, we'd be happy to answer any  
[02:02:29] questions you might have. Are there any  
[02:02:32] questions for staff at this time?  
[02:02:34] Commissioner Cho? Yeah. Thank you for the  
[02:02:36] presentation. One question that I would  
[02:02:38] like to ask, and this is really not an  
[02:02:41] isolated incident that we tend to get  
[02:02:43] these estimates that are really off. So I  
[02:02:46] want to learn specifically for this  
[02:02:48] project, what did we not take account for  
[02:02:50] in terms of what our estimated projected  
[02:02:52] costs were? That we had such a delta  
[02:02:56] between what we expected. It's a 40% delta  
[02:02:58] between what the lowest bid amount is and  
[02:03:01] the construction estimate.  
[02:03:04] Absolutely. So one of the first things we  
[02:03:06] did when we opened pits was to go and see  
[02:03:08] if there were any particular areas that  
[02:03:10] carried larger differences that we could  
[02:03:13] try and understand where that was coming  
[02:03:15] from. We saw increases across the board,  
[02:03:19] mainly in labor holding items. So our

[02:03:22] material estimates were actually fairly  
[02:03:24] close the basis for our estimate. Our  
[02:03:26] designer was the same designer record for  
[02:03:28] husky terminals in Tacoma, a recent  
[02:03:30] project there, similar, a slightly larger  
[02:03:32] size, and they had taken those costs and  
[02:03:35] escalated and been watching other bids.  
[02:03:37] But like I said, I think the biggest issue  
[02:03:40] we've seen is that certain sectors of  
[02:03:42] construction really have had white hot  
[02:03:44] escalation, and we were a victim of that  
[02:03:46] in our timing and getting the top to bid.  
[02:03:49] So it exceeded our expectations. We had,  
[02:03:51] our designer is the engineer of record for  
[02:03:54] an engineer's estimate. Our estimating  
[02:03:56] team looked at it and put it through this  
[02:03:57] independent risk analysis, but the market.  
[02:04:02] Thanks for that. And then my second  
[02:04:04] question is, it sounds like we're going to  
[02:04:07] go with the lowest bidder, but the  
[02:04:11] delta between the two lowest is not that  
[02:04:13] high, less than 1%. And so I hope we're  
[02:04:17] not just going with the lowest bidder  
[02:04:18] because they're the lowest bidder, but  
[02:04:20] that we looked at the two to compare  
[02:04:22] whether or not there's a good enough  
[02:04:24] justification. In my mind, the two are  
[02:04:27] pretty much on par. And so I'm curious,  
[02:04:29] why did we go with the lowest bidder? Is  
[02:04:31] there a reason beyond just the fact that  
[02:04:33] they are the lowest bidder? Bidder. So I  
[02:04:36] defer to our contracting specialists here,  
[02:04:38] but Washington state law, the RCWs do  
[02:04:40] require that we only award the lowest  
[02:04:43] responsible bidder in public  
[02:04:46] works bid. Have we considered going back  
[02:04:49] to the, are we allowed to go back and  
[02:04:51] renegotiate bids? No. Okay,  
[02:04:57] let me, commissioner, just to follow up,  
[02:04:59] so first agree with that we are required  
[02:05:01] to take the lowest bidder. That is  
[02:05:06] the requirement of us. We do not have an  
[02:05:08] option. I will say that the contractor  
[02:05:12] is one that we have worked with and have  
[02:05:14] confidence in. In fact, they're doing two  
[02:05:16] other projects for us right now.  
[02:05:22] There's that. I do want to respond to your  
[02:05:24] first question about the bids being off.  
[02:05:26] That's exactly the question we're asking  
[02:05:28] as well. We are again bringing  
[02:05:32] in a third party to look more closely  
[02:05:34] beyond what we've looked at and made  
[02:05:36] assessments. Is there anything else that  
[02:05:38] we are missing? One of the comments that  
[02:05:40] was made to us by the  
[02:05:44] external experts that we've talked to thus  
[02:05:46] far, not under serious evaluation of this,  
[02:05:49] but kind of initial reactions is that we  
[02:05:52] may need to be looking at alternative  
[02:05:53] delivery methods. The design bid  
[02:05:57] build methods exposes you to  
[02:06:02] the escalation they're trying to take into  
[02:06:04] account their risk of in water work as

[02:06:09] they do their bids. So we are, again,  
[02:06:12] trying to look very broadly at the issue,  
[02:06:14] but appreciate your concerns, same ones we  
[02:06:17] had. Thank you. Thanks, Stephanie.  
[02:06:20] Commissioner Calkins,  
[02:06:23] thanks for the presentation. I have a  
[02:06:27] couple of different tracks of questions.  
[02:06:28] I want to start with a question around our  
[02:06:31] own in house capacity. I know that we have  
[02:06:35] had lots of employee time  
[02:06:38] dedicated to supporting the development of  
[02:06:42] T five, and as that project winds down,  
[02:06:45] there's always lots going on. But I am  
[02:06:48] curious to know from a staffing  
[02:06:50] standpoint, both for you and also  
[02:06:52] potentially for director Kilroy, who I see  
[02:06:54] is here, do we feel like we have  
[02:06:57] sufficient capacity in the relevant  
[02:06:59] technical areas to be able to pull off big  
[02:07:01] projects like this?  
[02:07:07] Your mic very close to.  
[02:07:10] So a lot of the resources we use are port  
[02:07:13] wide resources. So, for instance,  
[02:07:16] our engineering and our environmental  
[02:07:17] team. So I think we remember we're  
[02:07:19] delivering much bigger projects at the  
[02:07:21] airport. T five is the biggest project  
[02:07:23] that has ever been delivered on the  
[02:07:25] maritime side. And I will say that was  
[02:07:28] really from years of relatively small  
[02:07:31] project delivery to T five really has  
[02:07:34] absolutely stretched our capacity. We have  
[02:07:37] staffed up pretty significantly. Our  
[02:07:39] project delivery team, Tin Wynn, is our  
[02:07:42] director of Waterfront project management.  
[02:07:44] We've increased our staff on the  
[02:07:45] waterfront project management side.  
[02:07:49] Currently we are at 35. Can you  
[02:07:52] repeat that? We were at 19 employees  
[02:07:57] in our project delivery group prior to  
[02:07:59] COVID, and we are now at 35. So pretty  
[02:08:01] significant increase. As we take this on.  
[02:08:04] I think that what I'd like to point out  
[02:08:06] from this, numerous external parties  
[02:08:08] looked at these estimates as well. It was  
[02:08:10] not just the port of Seattle team that  
[02:08:14] thought it was going to be a lot less. It  
[02:08:16] was all the external parties, the risk  
[02:08:19] analysis folks that we hired, which were  
[02:08:21] external consultants as well. So that's  
[02:08:23] why we really want to look broadly and  
[02:08:26] deeply. And I think your question,  
[02:08:27] commissioner, is a great one. And as  
[02:08:31] we look at our 25 budget, or even if we  
[02:08:33] feel we need them before, we should be  
[02:08:35] asking you for those resources so that we  
[02:08:38] can deliver. Yeah.  
[02:08:43] Each time one of these comes up, where  
[02:08:45] there is a significant difference between  
[02:08:48] engineers estimate and the bids that we  
[02:08:49] get, it's always a question of whether  
[02:08:56] will it, in fact, cost this amount and our  
[02:08:59] engineers estimate was wrong, or are

[02:09:02] we getting sold a really high price for  
[02:09:06] something that could be brought in cheaper  
[02:09:07] if we did more of the work ourselves, et  
[02:09:09] cetera. I like the point that you made,  
[02:09:12] which is, how do we look at these  
[02:09:14] projects? How do we look to derisk these  
[02:09:17] projects as much as possible so that the  
[02:09:19] bids don't have to price in uncertainty?  
[02:09:22] What kinds of site surveys pre  
[02:09:26] work can be done before they go out for  
[02:09:29] bid? That is something that we could  
[02:09:31] deliver to the potential bidders early  
[02:09:34] enough that wouldn't have to factor in  
[02:09:37] additional insurance or additional surveys  
[02:09:39] or lots of contingencies for unknown. So I  
[02:09:43] appreciate that you're thinking about  
[02:09:44] those questions and just a comment  
[02:09:48] to say, not that I would  
[02:09:51] spare no expense for this particular  
[02:09:53] project, but I do want to say these are  
[02:09:56] peers that are in heavy demand for us. I  
[02:09:59] wish we had the same kind of demand at  
[02:10:03] every waterfront location. And so somebody  
[02:10:05] was working with Commissioner Felleman  
[02:10:07] this year on the Waterfront and Industrial  
[02:10:09] Lands Committee, which will be looking at  
[02:10:11] waterfront development. I want to make  
[02:10:14] sure that we're leaning into this very  
[02:10:16] positive spot on our waterfront that is  
[02:10:18] generating a ton of revenue for us and is  
[02:10:20] in demand from a variety of sectors,  
[02:10:22] quite honestly. And so, yes, we should  
[02:10:25] make these investments.  
[02:10:29] Although it's unfortunate the costs are  
[02:10:31] going up. I am supportive of the  
[02:10:33] authorization. Thank you, Commissioner.  
[02:10:36] Commissioner Felleman. Well, I'm glad  
[02:10:40] t five is winding down so we can get busy  
[02:10:43] again. But obviously, this is also  
[02:10:45] adjacent to all the other work that's  
[02:10:47] going over at t 91. In addition to the  
[02:10:51] uplands, we have water lines being  
[02:10:53] replaced and a bunch of other major  
[02:10:55] infrastructure going on. So I would assume  
[02:10:58] their adjacency might have some additional  
[02:11:01] fund and scheduling and things like that.  
[02:11:04] But capacity building on what commissioner  
[02:11:07] Calkins was talking about, obviously,  
[02:11:11] they're both high priority projects and  
[02:11:13] we're supportive of getting them done.  
[02:11:17] One of the things I just thought from  
[02:11:20] previous conversations, the fact that  
[02:11:24] you have in the slide that the fish  
[02:11:26] processors are getting to be bigger  
[02:11:27] vessels, but also that the cruise season  
[02:11:31] is also expanding from basically April 23  
[02:11:35] to October 23. So we have like six months  
[02:11:37] of huge ships. So we used to be able to  
[02:11:42] hot bunk it, so to speak, at the  
[02:11:45] 91. And so now we sort of need this  
[02:11:48] additional space. And so when looking at  
[02:11:51] the economics of it, you point out that  
[02:11:53] cruise is sort of in our maritime budget.



[02:11:57] But I don't think you're directly  
[02:12:00] attributing that to the  
[02:12:04] financials for this particular project.  
[02:12:08] We're talking about, what, \$30 million for  
[02:12:12] cruise operations and then the revenues  
[02:12:16] of 13 million.  
[02:12:19] Does it say pre construction costs? So  
[02:12:22] obviously the operations, there's a lot of  
[02:12:24] money going in and out of cruise. And if  
[02:12:26] this indeed, then that's on whatever page  
[02:12:29] three of the PowerPoint,  
[02:12:33] I'm always asking you, what is the net of  
[02:12:36] cruise's economic benefit to the area?  
[02:12:39] And this seems to me like some accounting  
[02:12:42] could be attributed to cruise on this. I  
[02:12:45] believe also the waterlines as well are  
[02:12:48] infrastructure that we're doing for  
[02:12:50] cruise. And the one thing we saw in that  
[02:12:53] story in the Times was associated with our  
[02:12:55] water demand. And while the airport was a  
[02:12:57] major, our primary, we're like the second  
[02:13:00] largest water user in the state. Right.  
[02:13:03] And obviously we have a whole city there  
[02:13:05] at the airport, but the maritime obviously  
[02:13:08] has the large demand also, and we have  
[02:13:11] this infrastructure necessary to serve the  
[02:13:13] vessels and other things. So I'm just also  
[02:13:16] concerned about capacity to do all that  
[02:13:18] thing. And also in terms of justifying  
[02:13:23] the cost to look at the full economic  
[02:13:25] implications. I'm just wondering really,  
[02:13:29] is cruise part of that calculation? Yeah.  
[02:13:31] So thank you, commissioner. That's a great  
[02:13:33] question. On the waterline project, I will  
[02:13:36] speak, that was approved earlier today on  
[02:13:38] the consent calendar, I will say that  
[02:13:40] project is the actual users of that are  
[02:13:43] both the cruise and fishing  
[02:13:47] industry. So the cost of that project is  
[02:13:50] shared by those, this particular project,  
[02:13:53] cruise ships will not use it. But as you  
[02:13:56] said, and that's why it's part of  
[02:13:59] the whole ecosystem. And when cruise ships  
[02:14:01] are there, then fishing vessels can't be  
[02:14:03] at the cruise spot and they are here. So  
[02:14:06] we look at the financials altogether. So  
[02:14:09] that's why I shared this slide about the  
[02:14:12] terminal 91 financials. And that's how I  
[02:14:14] think about it. In terms of just the way  
[02:14:16] our accounting systems work. If you look  
[02:14:19] down into the nitty gritty details,  
[02:14:23] we don't account for it that way. But when  
[02:14:25] I think about it, and when I'm reporting  
[02:14:27] on it here to you, I think that is part of  
[02:14:31] the justification for this project and why  
[02:14:38] I have included it here. So that's a great  
[02:14:40] point, commissioner, just to look  
[02:14:44] at that figure, though, when you have the  
[02:14:46] preconstruction consolidated,  
[02:14:48] preconstruction at 91 for cruise  
[02:14:51] operations. So that's revenue.  
[02:14:53] Preconstruction revenue,  
[02:14:56] yes. Right now the revenue from cruise

[02:14:59] operations is 30 million plus.  
[02:15:03] All right. And then, so the cruise  
[02:15:05] operation expense is the 13 million that's  
[02:15:08] operational, that's not capital that's  
[02:15:10] operational. And just to be clear, that  
[02:15:12] also includes all of the corporate  
[02:15:14] expenses, allocated expenses, et cetera.  
[02:15:16] Right. Total. The piece of the waterline  
[02:15:19] or the piece of this is not in this,  
[02:15:22] not yet. At some point we're going to get  
[02:15:25] there though, right? Yep. All right.  
[02:15:27] Thank you. Thank you. I had a couple of  
[02:15:30] questions myself. Director Jones Devons,  
[02:15:32] you mentioned that there is a third party  
[02:15:36] that is reviewing the cost estimate  
[02:15:38] process. Is that something that is  
[02:15:40] happening now? We have not yet entered  
[02:15:43] into contracts to do that. No, we are  
[02:15:46] intending to do that. We have not. Is that  
[02:15:50] going to come in front of commissioner?  
[02:15:51] What's the process for that? That you  
[02:15:52] imagine? Yeah. So the size of the contract  
[02:15:56] would likely be small enough that it  
[02:15:57] doesn't need to come to commissioner. But  
[02:15:59] I would imagine that the results of that,  
[02:16:01] especially if there's changes in our  
[02:16:03] processes like we want to come and we need  
[02:16:05] to adopt policies that require a higher  
[02:16:09] risk level or something that I imagine  
[02:16:11] those would come before commission. And to  
[02:16:13] be clear, I was not speaking to these cost  
[02:16:15] estimates for this project being reviewed,  
[02:16:17] but our process for doing all cost  
[02:16:19] estimating going forward. Yes,  
[02:16:23] that's helpful because you're recognizing  
[02:16:25] there's some level of pattern here that's  
[02:16:27] triggering that. Correct. So I also  
[02:16:29] understand that there was an executive  
[02:16:31] review panel that recently completed a  
[02:16:34] review of our capital project delivery and  
[02:16:38] that was presented to executive director  
[02:16:40] Metruck. Are we going to be briefed on  
[02:16:42] that? As a commissioner, I don't think  
[02:16:45] that we have that schedule. That's  
[02:16:46] certainly something that we could do if  
[02:16:50] that was a wish, if it speaks to these  
[02:16:54] particular projects and the significant  
[02:16:56] increases, I would say yes. President  
[02:16:59] Mohamed I think that would be rolled into  
[02:17:02] or perhaps coming back and talking about  
[02:17:04] improvements to our whole capital delivery  
[02:17:06] that I spoke about at the retreat. That  
[02:17:08] would be one part of it. Of know just the  
[02:17:11] parts that Director John Stevens was  
[02:17:14] talking about and that could be part of it  
[02:17:15] because we are using those different,  
[02:17:17] that assessment. Plus just our thoughts  
[02:17:20] know, going back to Commissioner Cowan's  
[02:17:23] comments, do you have enough resources?  
[02:17:24] Are we staffed correctly for that? And  
[02:17:26] that's part of something we can definitely  
[02:17:29] brief the commissioners in total about  
[02:17:31] process improvement for capital delivery

[02:17:34] in our footing. And that actually may be a  
[02:17:36] good discussion into our budget, I'm just  
[02:17:38] thinking aloud as we're talking here that  
[02:17:40] may be a good entry into the budget  
[02:17:42] discussions, especially as we talk about  
[02:17:44] capital going forward for the next 25 and  
[02:17:47] beyond that. So that would be a good time,  
[02:17:50] I think, to do that and come back to the  
[02:17:51] commission with like, okay, we have this  
[02:17:54] as we know the 5.6 billion and then how  
[02:17:57] are we going to achieve that? And here's  
[02:17:59] kind of the plan. Yeah, that would be  
[02:18:00] helpful. Obviously not prematurely.  
[02:18:03] Whenever you guys are prepared to make  
[02:18:04] that presentation. I think that was a  
[02:18:06] shared priority area that we heard during  
[02:18:09] the retreat for all the commissioners. My  
[02:18:12] last question is from Mark. You had  
[02:18:15] mentioned the federal grant funding, it  
[02:18:18] not being worth us going after because it  
[02:18:22] would add additional costs. Can you just  
[02:18:24] break down that thinking, like, how much  
[02:18:26] more are we talking and why would  
[02:18:30] we not go after that? It seems like we  
[02:18:32] would go after every stone that we can  
[02:18:34] turn in this case. No, you're absolutely  
[02:18:37] right. And this is something I didn't mean  
[02:18:39] to certainly be in any way dismissive of  
[02:18:42] that. We did look at that as an option,  
[02:18:44] saying maybe this is something we want to  
[02:18:45] look at to reject these bids,  
[02:18:48] reevaluate the scope, have a look at these  
[02:18:50] grants. Talking with our grant folks, we  
[02:18:53] think that if we were successful, we'd see  
[02:18:55] a grant award somewhere in the order of  
[02:18:57] five to \$20 million, which is not  
[02:19:00] insignificant. However, that's close to  
[02:19:03] what you guys are asking for, especially  
[02:19:05] in the 20. That's correct. But at  
[02:19:08] the same time, that grant funding would  
[02:19:11] come with significant additional  
[02:19:13] specification requirements, the Buy  
[02:19:16] America, build America requirements for  
[02:19:18] electrical equipment, which can add to  
[02:19:20] lead time and also significantly increase  
[02:19:22] some of the costs and administrative costs  
[02:19:24] for the construction. We went back to find  
[02:19:27] out what we thought that might cost, and  
[02:19:29] the estimate was about 15%. Additional  
[02:19:33] would be the expectation we'd see an  
[02:19:34] increase in bid prices if we had those  
[02:19:37] additional provisions in there. That's  
[02:19:38] bidding today. Like I said, this process  
[02:19:41] would also take about a year. So we'd be  
[02:19:43] bidding in between one and two years from  
[02:19:45] now, and we'd see that additional  
[02:19:47] escalation as well. So in the alternative  
[02:19:49] two, you see here that there is a chance  
[02:19:51] that total cost of the port, we might see  
[02:19:54] that reduce, but we may also see it  
[02:19:55] increase. We might not be successful in  
[02:19:58] our grant application. We get the higher  
[02:20:00] prices later and we have to incorporate

[02:20:03] those even if we were successful. So our  
[02:20:04] range of estimates there was that we'd see  
[02:20:07] a project total between 90 and  
[02:20:09] \$120,000,000. And most significantly,  
[02:20:13] it involves the risk of rolling the dice  
[02:20:16] again, so to speak, in the market at a  
[02:20:18] later date. And we don't see escalation  
[02:20:20] evading anytime soon. That's really  
[02:20:23] helpful to just hear you guys thinking on  
[02:20:25] that. My question to that is, I know that  
[02:20:28] you guys have said breaking down the  
[02:20:30] project would not make sense, but  
[02:20:34] considering that there are some funding  
[02:20:36] option, did you guys think about breaking  
[02:20:39] it down for the sake of going after some  
[02:20:42] of these grants that might apply, maybe  
[02:20:43] not to the entire project, but parts of it  
[02:20:45] that would make more sense for it. We  
[02:20:48] talked with the grant folks about saying,  
[02:20:50] has anyone actually applied for these  
[02:20:53] grants post award? Could we take the  
[02:20:55] package that we have? Could we get the  
[02:20:57] best of both worlds? And they weren't  
[02:21:00] aware that anyone had, certainly not  
[02:21:01] successfully, that this would not be a  
[02:21:03] competitive project if you were already  
[02:21:04] under contract. To try and add those  
[02:21:07] provisions into the contract would be very  
[02:21:10] difficult, if not impossible, was the read  
[02:21:12] that I got from our contracting folks.  
[02:21:14] And to cut the project into pieces, there  
[02:21:17] are so many interrelated pieces. So, for  
[02:21:19] example, the replacement buildings that we  
[02:21:21] have are being replaced because we have to  
[02:21:23] improve the ground underneath them. We  
[02:21:25] have to improve that ground because of the  
[02:21:27] seismic requirements of the pier. So it's  
[02:21:30] very difficult to do one without the other  
[02:21:32] and still meet code. We could try and  
[02:21:36] you'd have to split the project in half,  
[02:21:38] and then you'd pay the administrative  
[02:21:40] overhead of two contracts. So there are a  
[02:21:42] number of challenges in trying to parse  
[02:21:44] out individual pieces. We're going to look  
[02:21:46] for opportunities during the construction  
[02:21:48] to any potential grant funding we might be  
[02:21:50] able to apply for and receive, maybe not  
[02:21:52] merit and other ways to get efficiency  
[02:21:55] working with the contracting partner, but  
[02:21:57] we didn't see a way to break a project  
[02:22:00] into smaller pieces and achieve any  
[02:22:02] efficiency. Director Jones. Mark, that's  
[02:22:04] really helpful. Thank you. If we approved  
[02:22:06] this item today, is that something that  
[02:22:08] your team could still revisit? Maybe not  
[02:22:10] that particular grant, but other grants  
[02:22:12] that are possibly out there and the  
[02:22:14] possibility of considering breaking down  
[02:22:17] the project in chunks to go after maybe  
[02:22:20] not that fund, but other funds that could  
[02:22:21] be out there. So once we award the bid,  
[02:22:25] we will not be able to break it down. We  
[02:22:28] will certainly continue going out and

[02:22:30] looking for opportunities, but once we  
[02:22:32] award the bid, we have committed that that  
[02:22:36] contractor can deliver the whole thing.  
[02:22:39] We could certainly go back and look for  
[02:22:41] grant opportunities, as Mark said, that we  
[02:22:45] apply after the fact, but we would not be  
[02:22:48] able to break it down at that point.  
[02:22:51] Thank you. That concludes my questions for  
[02:22:53] staff. I'll move forward. Thank you again  
[02:22:56] for the presentation and for answering  
[02:22:58] those questions. Are there any additional  
[02:23:01] questions for staff hearing? No further  
[02:23:04] question. Is there a motion and a second  
[02:23:05] to approve this item? So moved.  
[02:23:09] Second commissioners, are there any  
[02:23:12] additional discussions?  
[02:23:17] I would just like to point out your point  
[02:23:19] about the solar cells, the cold ironing,  
[02:23:21] the sewage treatment. These are sort of  
[02:23:23] like jewelry that kind of hangs on a dock  
[02:23:26] that could lend themselves to potentially  
[02:23:29] external funding opportunities that,  
[02:23:32] especially for these climate commitment  
[02:23:34] act type or infrastructure grants,  
[02:23:38] that are going on with the EPA for ports.  
[02:23:40] Just seems to me that there are components  
[02:23:41] like that that may not interfere with  
[02:23:44] these other construction issues. Thank  
[02:23:46] you. We will look for those opportunities.  
[02:23:50] Any further comments, Clerk Hart,  
[02:23:54] please call the roll for the vote.  
[02:23:56] Commissioner, say aye or nay when your  
[02:23:57] names are called. Thank you. Beginning  
[02:23:59] with Commissioner Calkins. Aye, thank you,  
[02:24:01] commissioner. Chef? Aye, thank you.  
[02:24:03] Commissioner Felleman. Aye, thank you.  
[02:24:06] And Commissioner Mohammed, hesitantly.  
[02:24:08] Aye. Thank you. Four ayes, zero nays for  
[02:24:11] this item. All right, moving to item  
[02:24:15] eleven. We're moving forward onto  
[02:24:18] presentation and staff reports. Clerk  
[02:24:21] Hart, please read the next item into the  
[02:24:23] record and Executive Director Metruck will  
[02:24:25] introduce it. Thank you.  
[02:24:29] Bear with me one moment. This is agenda  
[02:24:32] Item eleven a, the 2024 International  
[02:24:34] Policy Priorities briefing.  
[02:24:38] Commissioner, this is the first time we  
[02:24:40] are bringing forward an international  
[02:24:41] policies priorities briefing for your  
[02:24:43] consideration. As you know, aviation or  
[02:24:45] maritime industries are global industries.  
[02:24:48] And as the port continues to lead in many  
[02:24:50] areas, like our green corridor, it is  
[02:24:52] important that we take our efforts to  
[02:24:55] global forums and interact with our  
[02:24:56] counterparts around the world and engage  
[02:24:59] in discussions on issues that have to be  
[02:25:01] addressed from global efforts as well.  
[02:25:04] So with this briefing, we'll cover our  
[02:25:07] international priorities as well as  
[02:25:08] highlight opportunities for engagement.  
[02:25:10] We'll seek your adoption of its agenda at

[02:25:12] the next commission meeting on February  
[02:25:14] 27. So our presenters are Melissa  
[02:25:17] Parks, government relations policy  
[02:25:19] analyst. And then we also have Stephanie  
[02:25:22] Mine. Is she available? I think virtually.  
[02:25:25] Environmental program manager, aviation.  
[02:25:28] And then I also saw Carmen zog black  
[02:25:32] walking around. I don't know if she's  
[02:25:33] there, too, to answer any questions, but  
[02:25:36] turn it over to Melissa.  
[02:25:43] Okay, well, thank you, executive director  
[02:25:46] Metruck and commissioner, as he said. I'm  
[02:25:48] Melissa Parks, government relations policy  
[02:25:50] analyst, here to present our first draft  
[02:25:54] international policy priorities and slide.  
[02:25:58] So we're here today because the port  
[02:26:00] increasing our international engagement.  
[02:26:02] And commissioner and executive director  
[02:26:04] Metruck asked for these policy priorities  
[02:26:06] to be brought before the commission. So  
[02:26:09] presenting these priorities is an  
[02:26:11] important opportunity to get your  
[02:26:12] feedback, and it lends greater  
[02:26:14] transparency to our work. So this briefing  
[02:26:16] also follows the other government relation  
[02:26:19] agendas that you've already adopted for  
[02:26:21] local, state, and federal work. So today  
[02:26:24] I'll be providing some context around why  
[02:26:27] are we engaging internationally? How have  
[02:26:29] we engaged? And then go over some of the  
[02:26:32] priorities that we've developed for this  
[02:26:33] year. Slide.  
[02:26:36] So, driven by the century agenda, the port  
[02:26:39] is working to achieve ambitious goals that  
[02:26:42] maintain Puget Sound as the premier  
[02:26:44] international gateway for commerce and  
[02:26:46] tourism, while ensuring equity,  
[02:26:49] sustainability, and quality of life for  
[02:26:51] our region's residents. We pride ourselves  
[02:26:53] on being leaders at the forefront of  
[02:26:55] change in industry practices, including  
[02:26:57] our own. And to make large scale change  
[02:27:00] for global industries, we need large scale  
[02:27:02] global action. We can utilize the change  
[02:27:05] that we're making at home as an examples  
[02:27:07] for others internationally. And this is  
[02:27:09] really our international currency. It's  
[02:27:11] why we're invited to speak at some really  
[02:27:13] cool and interesting global forums and  
[02:27:16] meetings. So attending these meetings, we  
[02:27:19] also get the opportunity to learn and  
[02:27:20] share with other ports and the industry at  
[02:27:23] a wider level, help build trust, develop  
[02:27:25] new ideas, foster relationships that are  
[02:27:27] so important to collaboration. And at the  
[02:27:30] port, we have a very successful history of  
[02:27:33] collaborating with our partners on  
[02:27:36] voluntary measures to make progress ahead  
[02:27:38] of requirements, and we can utilize that  
[02:27:40] experience internationally as well. That  
[02:27:43] said, and what this slide is trying to  
[02:27:44] illustrate is that the farther we get from  
[02:27:47] our sort of direct sphere of operations,

[02:27:49] the less influence we have. The solutions  
[02:27:52] agreed to globally will have a significant  
[02:27:54] impact and we want to be part of the  
[02:27:56] dialogue, but also be thoughtful about the  
[02:27:59] time and resources and where we see value  
[02:28:01] in our engagement. Next slide,  
[02:28:04] please. So while  
[02:28:07] this might be the first iteration of our  
[02:28:10] international policy priorities on paper,  
[02:28:12] it's certainly not our first international  
[02:28:14] engagement. Since I've been at the port a  
[02:28:16] little over two years, you all and staff  
[02:28:19] have participated in some major  
[02:28:20] international forums and leadership  
[02:28:22] missions all over the world. And when we  
[02:28:25] talk about how we engage in person or  
[02:28:27] through written comments, it's also  
[02:28:29] important to understand that in some  
[02:28:30] cases, when it comes to the two major  
[02:28:34] standard making bodies for our industries,  
[02:28:36] so that's the International Maritime  
[02:28:38] Organization and the International Civil  
[02:28:40] Aviation Organization. The port is  
[02:28:44] represented by the US Federal government  
[02:28:45] or industry association. So it's important  
[02:28:48] that when we think about engagement in  
[02:28:50] those particular UN bodies, we're really  
[02:28:52] trying to influence the position of our  
[02:28:54] own government or industry association.  
[02:28:58] So engagement doesn't always mean leaving  
[02:29:00] town. We also host international partners  
[02:29:02] at the port. Last year, Seattle was one of  
[02:29:04] three cities to host an Asia Pacific  
[02:29:07] Economic Cooperation ministerial, where  
[02:29:09] the port was front and center for 21  
[02:29:11] member economies from around the Asia  
[02:29:13] Pacific rim. We also have our sister port  
[02:29:16] relationships. We're in great companies.  
[02:29:18] Some of our sister ports, including Busan,  
[02:29:20] Kobe, Rotterdam and Singapore, are all  
[02:29:22] very successful and at the forefront of  
[02:29:24] innovation. Finally, our associations,  
[02:29:28] industry groups, non governmental  
[02:29:30] organization coalitions, they're an  
[02:29:32] important collective voice internationally  
[02:29:34] as well. And then there's always written  
[02:29:36] comments which are much less fun than  
[02:29:38] traveling, but still important for  
[02:29:39] communicating details. So when these  
[02:29:42] priorities are finalized, they can be  
[02:29:43] another engagement tool. Next slide.  
[02:29:48] Okay, so here's a look at the categories  
[02:29:51] of priorities that reflect work that port  
[02:29:53] staff are already engaging in  
[02:29:55] internationally, as well as some emerging  
[02:29:57] issues that we want to track more closely.  
[02:30:00] And in addition to these categories,  
[02:30:02] staff also developed a set of broad  
[02:30:04] principles around the importance of  
[02:30:06] collaboration and transparency, equity,  
[02:30:09] environmental justice and sustainable  
[02:30:11] development that will underpin and also  
[02:30:13] will embed in our advocacy. So I'm not

[02:30:16] going to go into detail on all of these  
[02:30:18] categories, but wanted to give some  
[02:30:20] general comments. So for one thing, we  
[02:30:22] tried to tie these policy priorities to  
[02:30:25] actual policies, but those don't always  
[02:30:27] exist. So as an example, under marine  
[02:30:30] health, ocean acidification threatens our  
[02:30:33] marine ecosystem, but there's no  
[02:30:35] international policy that's specific to  
[02:30:37] acidification. But we are the only port  
[02:30:40] part of the International alliance to  
[02:30:42] combat ocean acidification, and so we want  
[02:30:44] to include it, highlight it as a priority,  
[02:30:46] encourage awareness, and to share  
[02:30:50] our efforts to reduce carbon emissions  
[02:30:52] overall, which leads to acidification,  
[02:30:55] as well as supporting the nature based  
[02:30:57] solutions that we're experimenting with,  
[02:30:59] like kelp and yield grass enhancement. So  
[02:31:02] we'll also be tracking opportunities to  
[02:31:04] engage around alternative energy  
[02:31:05] standards. Other countries are ahead of us  
[02:31:07] in terms of developing and deploying the  
[02:31:09] technology, so it's an important  
[02:31:11] opportunity for lessons learned that could  
[02:31:13] help shape our advocacy around sustainable  
[02:31:15] supply chains and development here at home  
[02:31:19] and then switching gears from environment  
[02:31:21] human trafficking is another important  
[02:31:23] global issue. Staff at the port are  
[02:31:25] working hard to implement our commitment  
[02:31:27] to combat human trafficking at our  
[02:31:28] facilities and encouraging tenants and  
[02:31:30] industry partners to join the effort. So  
[02:31:32] we'll plan to track opportunities to share  
[02:31:34] the work we're doing here more broadly.  
[02:31:37] And then the port is engaging more around  
[02:31:40] building sustainable tourism regionally,  
[02:31:42] and the Global Sustainable Tourism Council  
[02:31:44] is developing best practices or  
[02:31:46] implementing best practices. So we want to  
[02:31:48] track that and engage or look for  
[02:31:50] opportunities to share our work and also  
[02:31:52] our Washington tourism partners. Next  
[02:31:55] slide, please. Okay, so I  
[02:31:58] wanted to share some more detail around  
[02:32:00] priorities on climate emissions because  
[02:32:02] these tools are being actively developed  
[02:32:04] for maritime and implemented for aviation.  
[02:32:08] And similar to the broad principles I  
[02:32:10] mentioned earlier, staff also developed a  
[02:32:12] group of priorities that support and  
[02:32:14] encourage action around climate change  
[02:32:15] specifically, and that decisions should be  
[02:32:18] based on science, data and solutions  
[02:32:21] developed with those who are most  
[02:32:22] impacted. We also want to see climate  
[02:32:24] information shared widely with the public.  
[02:32:28] So looking specifically at aviation, it's  
[02:32:31] ahead of maritime in terms of greed,  
[02:32:33] policies and goals to reduce emissions  
[02:32:35] from the sector. So now they're in  
[02:32:37] implementation mode. We'll continue to



[02:32:39] engage and support the international Civil  
[02:32:42] Aviation Organization's target of net zero  
[02:32:44] by 2050, primarily through work to  
[02:32:47] accelerate the uptake of sustainable  
[02:32:49] aviation fuel, as well as participating  
[02:32:52] and tracking new environment related  
[02:32:55] standards and recommended practices there  
[02:32:58] also an example of an emerging issue.  
[02:33:00] Both aviation and maritime are considering  
[02:33:03] new alternative fuels, and we want to  
[02:33:06] track those developments as standards. We  
[02:33:09] want to make sure the standards uphold the  
[02:33:10] principles that I mentioned and also  
[02:33:13] consider potential surety aspects from an  
[02:33:15] airport, seaport and community  
[02:33:17] perspective. So for maritime, last year  
[02:33:21] the International Maritime Organization  
[02:33:23] updated its goal to phase out emissions  
[02:33:25] from commercial ships. And unlike  
[02:33:27] aviation, where implementation is  
[02:33:29] underway, maritime is really in the thick  
[02:33:31] of developing their policy tools,  
[02:33:33] including a fuel standard,  
[02:33:36] an economic measure, and ensuring a just  
[02:33:38] and equitable transition. So we will be  
[02:33:41] following those very closely. And then  
[02:33:44] outside of official policy channels, the  
[02:33:46] maritime industry is moving quickly to  
[02:33:48] test new fuels and technologies through  
[02:33:50] green shipping corridors. These are meant  
[02:33:52] to be proving grounds for zero emission  
[02:33:54] shipping, and no two are the same. So as  
[02:33:56] the port continues our efforts with our  
[02:33:58] Pacific Northwest to Alaska Green  
[02:34:00] corridor, we'll continue to exchange  
[02:34:03] ideas, lessons learned, find ways to  
[02:34:05] coordinate and collaborate on what comes  
[02:34:08] out of that work with the dozen or so  
[02:34:10] corridors that are underway. And finally,  
[02:34:13] shore power electrification is a  
[02:34:15] decarbonization solution that we know  
[02:34:17] well. There's room here for better  
[02:34:19] standardization on connections, and  
[02:34:22] there's also increased global interest in  
[02:34:24] shore power, where we can really share our  
[02:34:26] experiences with other ports. Next slide.  
[02:34:31] Okay, so that wraps up the briefing on our  
[02:34:35] first draft, international policy  
[02:34:37] priorities. With your feedback, we'll look  
[02:34:39] to finalize these and request adoption at  
[02:34:42] the next meeting. Before we close,  
[02:34:44] thought I'd include a list of some  
[02:34:46] upcoming, really just spring engagement  
[02:34:50] opportunities. And also  
[02:34:54] just a reminder that Stephanie mine is  
[02:34:56] online and she is our sort of aviation  
[02:34:59] environment expert. So with that,  
[02:35:02] I look forward to your questions.  
[02:35:05] Thank you for the presentation. I'll open  
[02:35:07] it up for commission questions.  
[02:35:17] Commission questions.  
[02:35:19] Commissioner Felleman. Well, thanks so  
[02:35:22] much. I appreciate having this new

[02:35:24] category of consideration.  
[02:35:27] I guess two thoughts. One is at  
[02:35:32] the IMO, we've been really focused on the  
[02:35:34] MEPC, and I keep on wanting to talk about  
[02:35:36] the SDC ship design committee work and  
[02:35:40] how they jive together and went to that  
[02:35:42] one conference. So I just want to just be  
[02:35:46] sure that we are still very much on top of  
[02:35:48] the SDC deliberations for the efforts to  
[02:35:51] reduce noise as well as to reduce  
[02:35:53] emissions. Yes, we are.  
[02:35:56] So that ship design subcommittee  
[02:36:00] handles, basically, they're looking at the  
[02:36:03] relationship between energy efficiency  
[02:36:05] through ship design and reduction in  
[02:36:07] underwater noise. And I think that they've  
[02:36:09] made some good progress there. They're  
[02:36:11] going to recommend at the upcoming  
[02:36:13] Maritime Environment Protection committee  
[02:36:15] that we enter a, and we being IMO member  
[02:36:18] states, enter a two year experience  
[02:36:21] building phase with their new underwater  
[02:36:23] noise guidelines, which I think the port  
[02:36:25] could really highlight some of the work  
[02:36:27] that we're doing here, along with that and  
[02:36:30] tracking the energy efficiency really  
[02:36:33] closely. Excellent. I just see the  
[02:36:37] scheduling for the MEPC, but not the FDC  
[02:36:40] in the calendar. And there's also the GFDC  
[02:36:43] annual meetings coming up. All that's  
[02:36:46] good, I guess the only other thing was in  
[02:36:50] terms of you mentioned how with the kelp,  
[02:36:53] there isn't this global forum on ocean  
[02:36:56] acidification, although state of  
[02:36:58] Washington was very much a leader in that  
[02:36:59] effort initially.  
[02:37:03] But the idea that we could use it to  
[02:37:05] elevate awareness, and I appreciate that  
[02:37:07] sentiment. And I was looking at the  
[02:37:10] opportunity with the green corridor to  
[02:37:13] also use that as an opportunity to elevate  
[02:37:15] the ocean noise issue. That's talking  
[02:37:17] about quiet green corridors while we deal  
[02:37:20] with them traditionally as separate  
[02:37:21] entities. Slow steaming is a  
[02:37:25] way to both achieve noise as well as air  
[02:37:28] emission reduction. So I've raised this  
[02:37:34] informally, but the port has its strategy,  
[02:37:36] and I'm just never clear how to provide  
[02:37:40] input on thoughts like that in order to  
[02:37:45] elevate both of our interests  
[02:37:47] organizationally, but to do it  
[02:37:48] concurrently and when we have sustainable  
[02:37:52] aviation fuel legislation moving right  
[02:37:54] now, I'm always looking  
[02:37:57] for where the commission input on these  
[02:38:00] feedback on these sort of things come in.  
[02:38:03] I think right now, I don't know whether  
[02:38:05] the bill died today or not, but there  
[02:38:09] was created this threshold of 20 million.  
[02:38:12] I don't know if it was gallons or barrels  
[02:38:14] of staff had to be produced before we  
[02:38:15] could say it should be utilized in local

[02:38:18] airports and stuff. As far as I'm  
[02:38:20] concerned, we should just be incentivizing  
[02:38:21] the use of staff, whether or not we're  
[02:38:23] producing it. We want to eventually  
[02:38:25] produce it. But I think that this was a  
[02:38:27] hurdle that was put in, again,  
[02:38:30] legislation, budget,  
[02:38:33] legal. Are the three places really where  
[02:38:35] commissioner direction is most easily  
[02:38:38] articulated. And so I just am trying to  
[02:38:41] find an appropriate venue for, at least in  
[02:38:43] this forum, to try to elevate both the  
[02:38:46] noise and the emissions concurrently. And  
[02:38:49] I just throw that out as one of the  
[02:38:51] options. Thank you,  
[02:38:56] Commissioner Cho. Yeah, thanks so much for  
[02:38:58] putting this together, Melissa. It's very  
[02:38:59] exciting to see that we're elevating what  
[02:39:02] we do on a state and local level to the  
[02:39:04] international level. And I've obviously  
[02:39:07] had the chance to attend many  
[02:39:10] international events over the last year or  
[02:39:12] two. And, you know, I think for me, it's  
[02:39:14] been extremely valuable because you learn  
[02:39:18] a lot from these events. But I think that  
[02:39:21] part of the risk  
[02:39:25] of us engaging so much internationally is  
[02:39:27] that there's something that happens, like  
[02:39:28] every month. I mean, if you put together a  
[02:39:30] calendar right now of all the  
[02:39:31] international supply chain related events,  
[02:39:34] there's probably one like every two weeks.  
[02:39:37] And so I think in order for  
[02:39:41] us to avoid kind of being spread too thin  
[02:39:44] and or feeling like really burning Karen  
[02:39:48] out,  
[02:39:54] I think it helps sometimes to go to these  
[02:39:57] events with clear objectives and goals so  
[02:40:00] that we're not just going for the sake of  
[02:40:01] going. It could even be that we have  
[02:40:04] certain speaking engagements where we're  
[02:40:06] presenting what the port of Seattle is  
[02:40:08] doing, but also going to talk to  
[02:40:12] a certain potential partner on certain  
[02:40:14] initiatives and whatnot. I think we run  
[02:40:16] the risk of just going to these things for  
[02:40:18] the sake of going to these mean.  
[02:40:22] Look, the MEPC last year was very  
[02:40:24] informative for me, but if we were to be  
[02:40:26] quite honest, the port of Seattle really  
[02:40:28] had no role in that. We were just there to  
[02:40:31] watch, which we could have done online.  
[02:40:32] I'm just being really candid. Right. And  
[02:40:34] so I think as we go forward and think  
[02:40:37] about these priorities, which are great  
[02:40:40] priorities, we really need to look at what  
[02:40:42] opportunities there are internationally  
[02:40:45] and how those opportunities  
[02:40:47] internationally promote our priorities and  
[02:40:50] further that agenda as opposed to, oh,  
[02:40:52] yeah, they're talking about hydrogen, we  
[02:40:54] should just go. Right. And so I hope we're  
[02:40:58] a little help. We can become more

[02:40:59] intentional. I'm not just saying that for  
[02:41:01] our staff. I'm also saying that for us as  
[02:41:04] commissioners as well, that there needs to  
[02:41:07] be a clear purpose and objective in what  
[02:41:10] we're pursuing here on an international  
[02:41:12] level. It sounds like I just triggered  
[02:41:14] Sandy,  
[02:41:20] actually the diamond status. Director  
[02:41:24] Kilroyd, do you have some comments? Yeah,  
[02:41:26] if I may. Sandy Kilroyd, senior director  
[02:41:28] for environment and sustainability. Just a  
[02:41:31] comment. I absolutely concur with  
[02:41:35] Commissioner Cho's comment  
[02:41:38] about being selective, being strategic on  
[02:41:42] what conferences we go to and having clear  
[02:41:45] objectives. I do think maybe  
[02:41:50] I'm commenting specifically on the IMO  
[02:41:53] one, one of the reasons that  
[02:41:56] our presence at conferences and things  
[02:41:58] like IMO, even though we're not a member  
[02:42:01] state and working directly,  
[02:42:04] is to help elevate  
[02:42:09] partnership around these issues. So most  
[02:42:13] of these organizations are  
[02:42:17] looking for local examples, looking for  
[02:42:20] how this works on the ground, and we are  
[02:42:23] one that can provide that. But in  
[02:42:25] additionally, the work that we have to do  
[02:42:27] in developing alternative fuels  
[02:42:31] and other decarbonization efforts takes  
[02:42:35] major partnership. And so I think the  
[02:42:38] other value that each of you I think have  
[02:42:40] experienced in your travels is how  
[02:42:44] we build those partnerships over time.  
[02:42:47] And so I just wanted to add that to kind  
[02:42:50] of why this international agenda and some  
[02:42:54] of our presence at those events is  
[02:42:57] important. But I absolutely agree. It's  
[02:42:59] being selective, strategic and figuring  
[02:43:02] out which ones we really get the best bang  
[02:43:04] for the buck out of. Thank you Director  
[02:43:08] Kilroyd, Executive Director Metruck.  
[02:43:10] Thank you President Mohamed. And thank you  
[02:43:13] Commissioner Pellam and Commissioner Cho.  
[02:43:15] I think if I could just comment my vision  
[02:43:17] of how this, this agenda, and I really  
[02:43:19] want to give a shout out to Melissa Parks  
[02:43:22] and the staffing over the last period and  
[02:43:23] then the whole team that's backed that up,  
[02:43:25] including Karen Zach Black, director  
[02:43:29] Kilroy's and her team as well, and then  
[02:43:31] both in the division's mean there's a lot  
[02:43:34] of effort goes into this because I think  
[02:43:37] the vision for I have is this is the  
[02:43:39] touchstone of these things, positions. So  
[02:43:41] when we draft, and it's not just the  
[02:43:43] travel, because we've used this a lot on  
[02:43:45] input, Moso talked about it, which is  
[02:43:47] input to the deliberations through the US  
[02:43:50] government. When we provide that input,  
[02:43:52] they look for it from us. They value ports  
[02:43:55] are becoming more of the implementer of  
[02:43:58] some of these main. When you look at, let

[02:44:01] me just give a discussion. If you look at  
[02:44:03] just aircraft or aviation or especially on  
[02:44:05] maritime, they talk about the ships and  
[02:44:07] the flag states in the ships, but the  
[02:44:09] ports are where all that happens. And so  
[02:44:12] it's necessary for us to provide that  
[02:44:14] feedback of how those things fit together.  
[02:44:16] And that can be impacting both the  
[02:44:20] position of the federal government, of our  
[02:44:23] national government engagement in those  
[02:44:24] international forums. But also the  
[02:44:26] international forums include the World  
[02:44:28] Ports Conference and other things that we  
[02:44:30] have positions when we talk about and do  
[02:44:32] presentations of what we're doing here.  
[02:44:33] We're also having the side conversations  
[02:44:36] where we're learning, but we're also  
[02:44:37] pushing forward. This is best practices  
[02:44:40] and learning best practices, whether it be  
[02:44:42] the International association of Ports and  
[02:44:44] Harbors, World Ports Conference, our port  
[02:44:47] authority roundtable participation, the  
[02:44:49] Global Maritime forum, where these issues  
[02:44:52] are being discussed and they're literally  
[02:44:55] pushing them forward. So I think it's  
[02:44:56] important for us to have our positions  
[02:44:59] pushed forward to them. And this provides  
[02:45:01] the touchstone. And really I think it's  
[02:45:03] going to be valuable for us as we develop  
[02:45:05] like say comments on a specific policy  
[02:45:08] that may be appearing before one of these  
[02:45:10] forums. And even if we're not presenting,  
[02:45:13] it would be considered by our government  
[02:45:16] to be considered as part of that. And I  
[02:45:18] know that in just our participation in  
[02:45:20] these things, they're looking for us as  
[02:45:22] Director Kirwaer was talking about our  
[02:45:25] leadership in that as well. So I think  
[02:45:27] this is a first thing iteration as we go  
[02:45:29] forward. But I think Commissioner  
[02:45:31] Felleman, going back to your comment, is  
[02:45:32] that saying, hopefully we capture kind of  
[02:45:35] where their position is. So then we just  
[02:45:37] go back, reference this as we write a  
[02:45:39] response to something and through our  
[02:45:41] processes, submit comments on certain  
[02:45:43] things in certain forums. So thank you.  
[02:45:45] Thank you, Executive Director Metruck.  
[02:45:47] That was helpful and insightful  
[02:45:50] information that both you and Director  
[02:45:52] Kilroy provided, and I think those  
[02:45:53] partnerships are important. In addition,  
[02:45:56] I will look at Commissioner Cho's  
[02:45:58] international travel request a little  
[02:46:00] closer from now on, since he decided to  
[02:46:02] bring that up. Go ahead,  
[02:46:06] Commissioner Bowman. I just want to point  
[02:46:09] out that some of the most important part  
[02:46:10] of those meetings are over dinner. And so  
[02:46:13] those relationships are very important.  
[02:46:14] And we should not underestimate the  
[02:46:18] importance of the relationships that  
[02:46:20] Executive Metruck brings to these

[02:46:22] international conversations. So these are  
[02:46:25] not the first time we're meeting with  
[02:46:27] these people. And those doors are very  
[02:46:30] much open. When you know the top lawyer at  
[02:46:33] the IMO, when you know those folks, when  
[02:46:36] you walk in, it's really much more  
[02:46:38] constructive. So thank you, Steve, for  
[02:46:40] your leadership in this realm, and we're  
[02:46:43] all the better for it. Thank you,  
[02:46:45] Commissioner Felleman, for those  
[02:46:46] additional comments. Hearing no further  
[02:46:49] questions or discussions, I'll move us  
[02:46:51] along to the next item. Moving on to item  
[02:46:55] eleven b, internal audit report.  
[02:46:59] Clerk Hart, please read the item into the  
[02:47:01] record and Executive Director Metruck will  
[02:47:03] introduce it. I think you just did.  
[02:47:05] Commissioner Mohamed, thank you for that.  
[02:47:08] I was formally on audit committee. Yes, I  
[02:47:11] know. It's great.  
[02:47:14] And then I will note for the record,  
[02:47:16] however, that Commissioner Cowens has left  
[02:47:18] at 02:32 p.m.. Today. And we still do have  
[02:47:21] our quorum. Executive Director Metruck.  
[02:47:25] Thank you. Thank you, Clerk Hart.  
[02:47:27] Commissioner, internal audit provides an  
[02:47:30] important public service in ensuring the  
[02:47:32] efficiency, compliance, and transparency  
[02:47:34] of port operations. We're all deeply  
[02:47:37] grateful to Glenn Fernandez and aye. team,  
[02:47:39] as well as the commission audit committee  
[02:47:42] that sets its agenda for aye. work.  
[02:47:44] Internal audit has completed an impressive  
[02:47:46] 16 audits in 2023. I want to note that  
[02:47:49] today's presentation is mainly a recap of  
[02:47:51] last year's work and findings, and many of  
[02:47:54] the recommendations from internal audit  
[02:47:55] are already being implemented. So that  
[02:47:57] I'll turn over to Glenn Fernandez. Glenn,  
[02:47:59] thank you, Steve. Again, Glenn Fernandez,  
[02:48:03] the director for internal audit for the  
[02:48:04] Port of Seattle. And here to talk about  
[02:48:07] the 2023 internal audit plan.  
[02:48:09] So, Michelle, next slide, please. I first  
[02:48:14] want to give thanks to our audit  
[02:48:16] committee, which was last year,  
[02:48:18] Commissioner Mohamed leading it,  
[02:48:20] Commissioner Cho and Sarah Holmstrom,  
[02:48:22] who's actually on the line today on team  
[02:48:26] somewhere. Sarah is our volunteer  
[02:48:30] member from Amazon. She's a senior finance  
[02:48:33] leader there. Previously she was the CFO  
[02:48:37] for the Swinomish tribe, the Tulalip tribe,  
[02:48:41] and also worked for the state auditor's  
[02:48:45] office. So she's got a lot of experience  
[02:48:46] and she brings that and she volunteers her  
[02:48:48] time. So thanks to her and thanks to our  
[02:48:51] commission, because without that, we  
[02:48:53] wouldn't be able to do what we did. Next  
[02:48:55] slide, please. Michelle.  
[02:48:58] Our internal audit. So we conduct  
[02:49:02] independent, objective, risk based audits  
[02:49:05] and we look at a variety of items at the

[02:49:07] port, our operations, our technology and  
[02:49:11] our vendors. We help the port  
[02:49:15] achieve its mission and we strive to make  
[02:49:19] sure that our audits contribute to the  
[02:49:21] financial stewardship of the port, that  
[02:49:23] we're accountable, we're transparent to  
[02:49:26] the public, that there's adequate  
[02:49:29] information for good governance at the  
[02:49:31] port, and we strive to make processes  
[02:49:33] better. Of course, we derive our authority  
[02:49:37] from you, the commission and me.  
[02:49:40] As the director for internal audit, I  
[02:49:42] report functionally to you and  
[02:49:45] administratively to Steve, the next slide.  
[02:49:48] And I just want to note that that is an  
[02:49:50] industry best practice that  
[02:49:55] years ago there was a state audit and  
[02:49:59] experts came in, looked at the port and  
[02:50:01] they suggested that as an industry  
[02:50:03] standard. And we're following am  
[02:50:08] I am a dual report.  
[02:50:14] So the IIA or the Institute of Internal  
[02:50:18] Auditors has something called the three  
[02:50:20] lines of defense model. And this is an  
[02:50:23] example. It's world recognized, but it  
[02:50:26] talks about the controls, who's  
[02:50:29] responsible for controls and just managing  
[02:50:32] the organization. And the first and second  
[02:50:35] line are management. So it's the first  
[02:50:37] line of the people that actually do the  
[02:50:39] job and do the work. The second line are  
[02:50:42] internal controls, internal supervisors,  
[02:50:45] other compliance functions. And where  
[02:50:48] internal audit is the last line of defense  
[02:50:50] and catching something before it goes  
[02:50:53] outside and hits the media, hits the state  
[02:50:55] auditors or something that's negative. So  
[02:50:58] we're like the last goalkeepers out there.  
[02:51:01] We all report to the governing body,  
[02:51:02] which is a commission. And one of the  
[02:51:06] things we try to do is work together,  
[02:51:08] don't work in silos. We work  
[02:51:12] to make sure that we collaborate in  
[02:51:14] everything we do and we're all working and  
[02:51:17] pulling in the same direction. So the  
[02:51:19] model is pretty self explanatory, but it's  
[02:51:21] something that we embrace at the port.  
[02:51:23] And a lot of organizations worldwide  
[02:51:26] embrace this model. Next slide, please.  
[02:51:28] Michelle, some quick highlights.  
[02:51:32] In 2023, we completed 16 audits.  
[02:51:35] We do, as I mentioned, performance audits.  
[02:51:38] We've got five of those capital projects.  
[02:51:40] Just because of the amount of money we  
[02:51:42] spend at the port. We put a lot of time  
[02:51:44] into capital information technology to  
[02:51:47] protect the port from cybersecurity risks  
[02:51:50] and last but not least, limited contract  
[02:51:53] compliance. A lot of the vendors,  
[02:51:56] concessionaires that work for us at the  
[02:51:58] airport, at the seaport, we periodically  
[02:52:01] look at their revenues, also make sure  
[02:52:04] that we're getting paid the right amount

[02:52:07] and that they're paying the correct  
[02:52:08] amount, not overpaying or underpaying. So  
[02:52:10] it's a win win for both. Our audits  
[02:52:13] identified four high risks issues,  
[02:52:16] 16 medium risk issues and several low risk  
[02:52:20] issues, also, which management  
[02:52:24] is actively addressing, as Steve  
[02:52:26] mentioned. And we follow up on these,  
[02:52:28] we've brought them to the audit committee  
[02:52:31] and they're constantly being addressed,  
[02:52:35] the ones that do get the visibility.  
[02:52:38] Finally, as I mentioned, we do a lot of  
[02:52:42] construction work. And because we do so  
[02:52:45] much construction work, a lot of our stuff  
[02:52:48] is also these GCCM construction projects,  
[02:52:51] especially at the airport. And GCCM is  
[02:52:55] essentially time and materials or your  
[02:52:57] bills. Instead of a lump sum, it's paid  
[02:53:00] whatever you incur in costs and time and  
[02:53:03] materials you get billed for. So these  
[02:53:07] projects work out well for the port.  
[02:53:10] We do a lot of audits over here,  
[02:53:12] primarily because the RCW 39 ten requires  
[02:53:15] us to audit real time, audit all GCCM  
[02:53:18] projects. So you'll see a lot of work over  
[02:53:21] there. And finally, one of  
[02:53:24] the things we do when we do have audit  
[02:53:26] reports, we post them publicly in our  
[02:53:29] website to be transparent with the public.  
[02:53:31] So any member of the public can go on,  
[02:53:33] with the exception of security sensitive  
[02:53:35] it audit reports, all our work is posted  
[02:53:38] in our external website. Next slide,  
[02:53:42] please.  
[02:53:45] So, a quick snapshot of our audits that we  
[02:53:48] completed in 2023. On the left,  
[02:53:51] you've got limited contract compliance  
[02:53:53] audits. In the  
[02:53:58] middle, you've got the performance or  
[02:53:59] operational audits. And we lump our  
[02:54:02] capital or construction audits there. And  
[02:54:04] you can see we've got quite a few that  
[02:54:06] we've done. The bottom three, as I  
[02:54:08] mentioned, are required by RCW to be done,  
[02:54:11] and we do real time auditing on those. We  
[02:54:13] have an outside firm, as you know, that  
[02:54:16] does the work in partnership with us and  
[02:54:19] then presents it to the audit committee at  
[02:54:21] your end. And finally, the information  
[02:54:24] technology audits in the far right.  
[02:54:26] Aubree. Next slide, please.  
[02:54:31] So, information technology audits are  
[02:54:33] important primarily because of all the  
[02:54:35] vital infrastructure that we have at the  
[02:54:37] port everything that runs the port,  
[02:54:39] everything that runs pier 69, the  
[02:54:42] operations of corporate and the port as a  
[02:54:44] whole. We focus  
[02:54:48] on something called the center for  
[02:54:50] Internet Security. They're think tank  
[02:54:53] that's globally recognized that has these  
[02:54:55] 18 key controls. And they say if you do  
[02:54:58] your audits around these and make sure



[02:55:00] that your controls are secure in these  
[02:55:02] areas, your defensible space  
[02:55:06] just increases or the gaps in your  
[02:55:10] perimeter are minimized to the  
[02:55:13] extent that it's really hard for a  
[02:55:15] cybercriminal to get in. So we put our  
[02:55:18] efforts there, and over  
[02:55:22] the last five years, we've done about  
[02:55:24] eleven of the 18 cis key control audits,  
[02:55:27] and we've brought that forth in non public  
[02:55:30] session to the audit committee and talked  
[02:55:31] about how we can address the weaknesses  
[02:55:34] and the issues there.  
[02:55:37] Aubree next slide, please. Our information  
[02:55:40] technology audits. This slide  
[02:55:44] essentially talks about key objectives of  
[02:55:48] our audits. We look at the effectiveness  
[02:55:51] of controls, we look at cybersecurity  
[02:55:53] risks, we protect the port's critical  
[02:55:57] information assets, and we support the  
[02:56:01] port's organizational goals and  
[02:56:02] objectives. So these themes will continue  
[02:56:06] on going into 2024. They're what we've  
[02:56:09] done historically and will continue on.  
[02:56:11] Aubree next slide, please. On the  
[02:56:14] capital front, commissioners, just because  
[02:56:17] of the amount we're spending,  
[02:56:22] the close to billion dollars, our audits  
[02:56:24] covered about approximately \$182,000,000  
[02:56:27] of spend. So some of the key findings that  
[02:56:30] we've seen in our  
[02:56:34] construction audits in 2023,  
[02:56:38] it's strengthening contract language, for  
[02:56:40] one. I know, Commissioner Mohammed,  
[02:56:41] you've pushed for us reviewing more,  
[02:56:44] getting more into reviewing contract  
[02:56:46] language earlier on in the process. And  
[02:56:49] that's primarily because from our audits,  
[02:56:52] we've seen that contract language needs to  
[02:56:55] be strengthened in certain areas,  
[02:56:57] primarily to minimize the potential for  
[02:56:59] misinterpretation.  
[02:57:02] Pay applications and change orders, those  
[02:57:05] are essentially billings. When contractor  
[02:57:08] says this is what we need to be paid,  
[02:57:11] that pay applications and change orders  
[02:57:13] are when there are changes, but  
[02:57:16] essentially when they submit those. We  
[02:57:18] found that in certain instances,  
[02:57:20] supporting documentation needs to be  
[02:57:22] enhanced. At least in 2023, we saw that  
[02:57:27] labor rates, there were opportunities to  
[02:57:29] improve documentation and guidelines for  
[02:57:33] labor rates. This is when contractors bill  
[02:57:35] us. And we also saw situations where  
[02:57:38] there were overpayments, and we just need  
[02:57:40] to make sure we collect those. So those  
[02:57:43] are some of the things we highlighted in  
[02:57:44] construction side in 2023. Next slide,  
[02:57:48] please. Aubree.  
[02:57:51] So I'm going to quickly go over three  
[02:57:54] highlighted performance audits from 2023,  
[02:57:57] parking garage, payroll controls, and

[02:57:59] fisherman's terminal. It's a sample of  
[02:58:02] what we did, but it's quick.  
[02:58:04] Representative sample. Aubree, next slide,  
[02:58:06] please. So, commissioner,  
[02:58:10] as you know, we've got one of the largest  
[02:58:12] parking structures in the United States  
[02:58:16] with our airport parking garage, and it  
[02:58:19] generates close to 100 million in revenue  
[02:58:22] a year. So it's quite large.  
[02:58:25] Our audit focused on parking garage  
[02:58:28] access, cash handling, just because of the  
[02:58:31] amount of cash that comes through there,  
[02:58:33] and then any applicable laws, rules, and  
[02:58:36] regulations that we needed to comply with.  
[02:58:39] Primarily, there's been the  
[02:58:42] issue of after COVID. A lot of people  
[02:58:45] parking there, leaving their cars there.  
[02:58:47] The airline employees were there during  
[02:58:50] COVID and they've all been moved out.  
[02:58:52] Now. Our audit focused on,  
[02:58:55] are there spaces that we can clean up?  
[02:58:58] Are there opportunities to minimize abuse  
[02:59:00] of parking privileges that we grant to  
[02:59:04] vendors and consultants and contractors?  
[02:59:07] And some highlights from the audit.  
[02:59:11] Over the 18 months, we found 603 instances  
[02:59:15] of people abusing their complimentary  
[02:59:17] parking privileges, contractors primarily,  
[02:59:19] and parking there for more than the 24  
[02:59:23] hours that they're allotted to park there.  
[02:59:26] We found that employees also that had left  
[02:59:29] the port. There were 99 cards that were  
[02:59:32] still active, and 16 of which continued to  
[02:59:34] be used after employees had left the port,  
[02:59:37] and then concessionaires that had ended  
[02:59:41] their leases. There was one instance of  
[02:59:43] somebody still having their card and  
[02:59:45] continuing to use it. So all of this is  
[02:59:48] being addressed and being cleaned up, but  
[02:59:50] the audits highlight these issues as we do  
[02:59:52] that. Next slide, please. Aubree payroll  
[02:59:58] is one of the largest costs in the port,  
[03:00:00] at \$317,000,000,  
[03:00:04] representing approximately 67% of our  
[03:00:07] total operating expenses. So we looked  
[03:00:10] at payroll controls and we looked at what  
[03:00:12] can we do to be better and more efficient.  
[03:00:15] We've got many different payroll systems  
[03:00:18] and a very complex process because of the  
[03:00:22] labor agreements, because of the  
[03:00:26] different departments that sometimes work  
[03:00:29] in silos. And whilst one of our  
[03:00:32] recommendations was to simplify  
[03:00:35] and standardize that wherever possible,  
[03:00:38] we also found opportunities to become more  
[03:00:40] efficient and be better and fine  
[03:00:44] tune our systems. For instance, the Maximo  
[03:00:46] system was generating work orders that  
[03:00:48] required staff to go out and do work that  
[03:00:51] didn't exist because a retired asset was  
[03:00:55] still in the system as active and  
[03:00:59] generating these tickets. And that had  
[03:01:00] been going on for quite a while. So fixing

[03:01:03] our system so unnecessary work is  
[03:01:06] minimized is one of the highlights of this  
[03:01:08] audit. Next slide, please.  
[03:01:10] Aubree. And last but not least,  
[03:01:14] I think sometimes we have staff  
[03:01:18] that come out and ask us to do audits.  
[03:01:20] For instance, the maritime group, the  
[03:01:23] director of maritime operations in this  
[03:01:25] audit, asked us to come out and do an  
[03:01:27] audit and help them with their processes.  
[03:01:29] So we take our expertise and we work  
[03:01:32] within the business and help them become  
[03:01:33] better. And in this case, it was more  
[03:01:37] about the billing and collection  
[03:01:39] procedures at Fisherman's terminal. So we  
[03:01:42] spent some time there helping them out and  
[03:01:45] providing guidance as to what we could do  
[03:01:47] better and fine tune our processes.  
[03:01:50] Next slide, please. Aubree, our final  
[03:01:53] slide commissioner, talks about our 2024  
[03:01:56] strategy. We will continue to stay  
[03:02:00] independent and objective. We're trying to  
[03:02:04] enhance our processes by viewing our work  
[03:02:07] through an equity lens and incorporating  
[03:02:09] EDI into our work, into select audits and  
[03:02:13] into our programs. So working closely on  
[03:02:17] that with the change team and with  
[03:02:19] director of book ASARS organization.  
[03:02:22] Finally, we have an opportunity to  
[03:02:25] streamline our concession audit process  
[03:02:27] and become more efficient. There. Cap of  
[03:02:30] delivery, as Steve mentioned, is big on  
[03:02:33] aye. priority list and it's big on ours as  
[03:02:35] well. On the cybersecurity  
[03:02:39] side, we'll continue to focus on the  
[03:02:40] remaining center for Internet security  
[03:02:42] audits. And also we have some new  
[03:02:46] TSA audit requirements that have come out  
[03:02:48] for 2024 that we have to comply with.  
[03:02:52] So we'll be doing those as well. So with  
[03:02:56] that, that concludes my presentation. I  
[03:02:59] want to give thanks to everyone, and I  
[03:03:02] know audit committee member Sarah  
[03:03:06] Holmstrom is on the line if she has any  
[03:03:08] comments as well. Great. Thank you,  
[03:03:10] director. I can pause to take any comments  
[03:03:16] from Sarah. I don't see her on camera, so  
[03:03:19] I'm assuming.  
[03:03:22] Hi, Sarah. Good to see you again. Hello.  
[03:03:26] Yes. I just want to say thanks for  
[03:03:29] allowing me to be part of the committee.  
[03:03:30] I really appreciate the opportunity and I  
[03:03:32] really appreciate all the work Glenn and  
[03:03:34] team do. I know we ask a lot of hard  
[03:03:36] questions and push into a lot of the  
[03:03:39] details, and they're always very  
[03:03:40] responsive and follow up with really good  
[03:03:43] information. I really appreciate that the  
[03:03:45] port, the team does. Thank you, Sarah.  
[03:03:50] You aye. mute, but I see you. Your lips are  
[03:03:52] still.  
[03:03:56] Oh, yeah, that's it. Thank you.  
[03:04:01] Great. Thank you, Sarah. Thank you for

[03:04:02] your leadership on the audit committee. I  
[03:04:05] will open it up for questions or comments  
[03:04:07] from my colleagues.  
[03:04:12] Commissioner shelter? Yeah, no, look, I  
[03:04:14] just want to thank you, Glenn, and your  
[03:04:15] team, again for all the work that you do.  
[03:04:18] Not always the most appreciated department  
[03:04:21] in the organization, but you certainly  
[03:04:23] keep us accountable as that is your main  
[03:04:25] function. And it's been such a pleasure to  
[03:04:27] work with you over the last couple of  
[03:04:29] years. Being on the audit committee, I  
[03:04:30] think this is some of the most important  
[03:04:32] work that we do as an organization, as  
[03:04:34] stewards of taxpayer dollars, as people  
[03:04:37] who want to be accountable to the money  
[03:04:40] that we're spending. I think we're in some  
[03:04:44] crazy times with costs going up with  
[03:04:47] inflation, with all these other factors  
[03:04:50] that we don't really control, so to speak.  
[03:04:53] But we do need to keep tabs on. And so I  
[03:04:56] really appreciate all the great work and  
[03:04:57] the partnership that your department  
[03:04:58] provides to all the other departments in  
[03:05:00] the organization. Thank you,  
[03:05:01] commissioner. Commissioner Felleman.  
[03:05:07] Thank you, Glenn. I appreciate having  
[03:05:09] these annual reports so I can express my  
[03:05:11] appreciation for all the work that you do,  
[03:05:13] even though I've spared you from being on  
[03:05:14] the audit committee for a while. But  
[03:05:17] really, it is one of those jobs that we're  
[03:05:19] greatly appreciative and I think might not  
[03:05:22] be the most rewarding at times. But it's  
[03:05:25] important grind that we all appreciate you  
[03:05:27] doing. I'd like to see if you could look  
[03:05:29] into the lights at the airport parking  
[03:05:32] garage, because I think they lie.  
[03:05:36] The green parking spots are not always  
[03:05:38] open, but I don't know if we can figure  
[03:05:40] out what the problem there is. It's a  
[03:05:43] little, a bit of an issue these days, but  
[03:05:47] actually I see with the focus on DEI,  
[03:05:51] I think the port has taken on this  
[03:05:52] incredible hurdle of trying to look at  
[03:05:55] equity spend. I salute  
[03:05:59] this effort. I can't believe how difficult  
[03:06:02] it must be to get your head around it.  
[03:06:04] And I'm just wondering whether or not  
[03:06:06] there might be some independent ayes  
[03:06:09] looking at it or whether you've been  
[03:06:10] already on it. But it seems to be,  
[03:06:12] there's going to be a work in progress to  
[03:06:14] try to assemble all those data. It just  
[03:06:16] seems something that perhaps over  
[03:06:20] time, as they get their legs under them,  
[03:06:21] perhaps it would be worthy of an  
[03:06:24] evaluation if there's thoughts to be  
[03:06:26] brought to the conversation. But since I'm  
[03:06:28] not on the committee, you can just take it  
[03:06:30] for what it's worth. No, it's a twofold  
[03:06:32] thing. As you mentioned, it's continuous  
[03:06:34] effort. As there's equity spend, we

[03:06:38] partner and we do look at that and we make  
[03:06:40] sure it's being used efficiently and  
[03:06:44] internal bureaucracy doesn't slow it down.  
[03:06:46] As we identified in the commission this  
[03:06:48] year, there were some opportunities that  
[03:06:51] were designed for larger businesses that  
[03:06:54] were being applied to smaller businesses  
[03:06:56] as well. And we've worked to streamline  
[03:06:58] and address some of those. And our CPO  
[03:07:00] organization is doing that as well. But  
[03:07:03] Commissioner Felleman, another thing we  
[03:07:05] were doing we're going to be looking at is  
[03:07:08] integrating into our audit programs  
[03:07:10] opportunities to  
[03:07:14] better help and promote equity, diversity  
[03:07:18] and inclusion in any process, not just in  
[03:07:20] our spend, but in anything in select  
[03:07:23] processes or select audits.  
[03:07:27] It's a new push coming across the industry  
[03:07:30] where audit functions can contribute to  
[03:07:33] equity, diversity and inclusion as well.  
[03:07:36] Thank you. And just one clarification that  
[03:07:38] the clerk told me is that you are a dual  
[03:07:40] report, but only through the committee.  
[03:07:42] So it is a kind of a slight distinction  
[03:07:45] that the dual is to the two commissioners,  
[03:07:47] I think, rather than the body at large,  
[03:07:49] but I think it's kind of academic.  
[03:07:52] But for what it's worth, Clerk Clark,  
[03:07:56] nothing further to say. Yeah, the bylaws  
[03:08:00] don't call out this particular position  
[03:08:02] specifically as a dual report, but it does  
[03:08:04] recognize that underneath the committee  
[03:08:06] structure is my understanding of that.  
[03:08:08] Thanks for that clarification.  
[03:08:12] I really enjoyed serving on the audit  
[03:08:14] committee with Commissioner Cho, and I  
[03:08:17] think your team plays such an important  
[03:08:19] function for the port of Seattle when it  
[03:08:21] comes to transparency, us being good  
[03:08:23] stewards of public dollars. So I want to  
[03:08:26] say thank you to you and your team for the  
[03:08:28] work that you do under the 2024 audit  
[03:08:32] strategy. I didn't see improvement on  
[03:08:35] contract language. I know we talked about  
[03:08:38] that a lot in 2023 in regards to  
[03:08:41] megaprojects and even smaller projects  
[03:08:43] where we saw contract related issues with  
[03:08:46] grassroots organizations that partner with  
[03:08:48] the port, like through the South King  
[03:08:51] county fund. And so I'm wondering,  
[03:08:55] is that going to be something that will be  
[03:08:57] incorporated later, just improvement on  
[03:08:59] contract language to decrease potential  
[03:09:01] misinterpretations? And maybe in your dual  
[03:09:04] report to that committee, is that  
[03:09:06] something you guys will be looking at more  
[03:09:08] closely, and is there going to be a  
[03:09:10] possibility of some sort of recommendation  
[03:09:12] coming out of the committee that comes to  
[03:09:14] the full? Commissioner? Well, the way I  
[03:09:16] approach it, Commissioner Mohamed, is I  
[03:09:19] did spend some time with deputy director

[03:09:21] Karen Goon, and we talked about how we'd  
[03:09:24] integrate that earlier in the process into  
[03:09:27] all contracts, new contracts that are  
[03:09:28] going out. So without slowing down  
[03:09:32] deployment of a contract, we'll get in  
[03:09:35] there earlier with these contracts, and  
[03:09:37] we'll use our resources  
[03:09:41] to review the contract template, the  
[03:09:43] language and everything in there. So that  
[03:09:45] process has already been started and  
[03:09:48] embedded. We don't have it formalized,  
[03:09:51] but we've integrated it as part of our  
[03:09:53] GCCM audits that we do. And for any new  
[03:09:57] mega projects that are coming out, as far  
[03:09:59] as taking it on a smaller scale, we'll  
[03:10:02] have to assess resources and see if we can  
[03:10:04] do it for smaller ones as well. But  
[03:10:07] clearly, for any large project, we've  
[03:10:09] already put that into place per your  
[03:10:10] recommendation and your guidance. Great.  
[03:10:13] Is there a memo for that? Is there  
[03:10:15] something that we might have missed as a  
[03:10:16] commission? No, there's nothing formal on  
[03:10:18] it, but I'll be happy to put that  
[03:10:20] together. And what we suggested doing  
[03:10:23] is deputy director goon  
[03:10:27] and myself will meet with you and talk  
[03:10:30] about what we're doing and brief you on it  
[03:10:32] before we send out a memo. Great. Thank  
[03:10:34] you. Well, that concludes my questions.  
[03:10:37] Thank you again for the presentation. I  
[03:10:39] will move us along in the agenda. Thank  
[03:10:41] you, commissioner. No problem. So moving  
[03:10:44] us to item number eleven C. Clerk Hart,  
[03:10:48] please read the item into the record and  
[03:10:49] then Executive Director Metruck will  
[03:10:51] introduce it. Or maybe she's the staff  
[03:10:54] Pritchard, we'll go ahead and  
[03:10:58] read that into the record. This is agenda  
[03:11:00] item eleven C, the 2023 committee review  
[03:11:02] and 2024 committee work plans briefing  
[03:11:05] commissioners committees allow for deeper  
[03:11:07] dives into areas of interest for the  
[03:11:10] commissioners. Provide additional  
[03:11:11] information. This briefing will report on  
[03:11:14] the 2023 activities and highlight 2024  
[03:11:17] work plans. And the briefers will just  
[03:11:19] turn over quickly to the chief of staff,  
[03:11:21] Aaron Pritchard, and then to Vee Wynn for the  
[03:11:24] commission's strategic advisor to discuss  
[03:11:27] that work. So I'll turn over to Aaron.  
[03:11:29] First, I want to thank V for pulling this  
[03:11:32] together, Aaron Pritchard, commission  
[03:11:33] chief of staff, for pulling this all  
[03:11:34] together from everybody and bringing this  
[03:11:36] forward today. And just wanted to know  
[03:11:38] that as she brings forward these committee  
[03:11:41] work plans, the work plans create a  
[03:11:43] snapshot of what, at this time staff has  
[03:11:46] said they believe are some of the most  
[03:11:48] important items to bring for the  
[03:11:49] committees and some of the input from  
[03:11:51] commissioners, what they believe that they

[03:11:52] would like to see heard this year. But  
[03:11:54] these work plans do evolve over the course  
[03:11:56] of the year as new items come up and as  
[03:11:58] commissioners identify priorities that  
[03:12:00] they really want to focus on as well. So  
[03:12:02] I'll go ahead and turn it over to v and  
[03:12:05] she can proceed with the presentation.  
[03:12:07] Thanks, V. All right, well, thank you.  
[03:12:09] Good afternoon, commissioners. For the  
[03:12:10] record, my name is V N Wynn, commission  
[03:12:12] Office Strategic advisor. The item I have  
[03:12:14] before you today is an overview of  
[03:12:15] commission committees. I will briefly  
[03:12:17] cover notable committee work in 2023 and  
[03:12:20] what's ahead for 2024. Next slide,  
[03:12:21] please. In addition to the charter  
[03:12:24] committees, we had two ad hoc committees  
[03:12:26] that were stood up last year. One focused  
[03:12:27] on small business and another focused on  
[03:12:29] airport workforce conditions. The Small  
[03:12:32] Business ad hoc committee, per the order  
[03:12:34] that created it, sunset at the end of  
[03:12:36] 2023. The topics of that committee have  
[03:12:38] been absorbed by the Equity and Workforce  
[03:12:40] Development committee. The airport  
[03:12:42] workforce conditions ad hoc will continue  
[03:12:44] its work into 2024. The first meeting is  
[03:12:47] scheduled next month on March 19. I'll  
[03:12:49] make a quick note that there is a  
[03:12:51] forthcoming ad hoc committee that will be  
[03:12:53] added to the roster of commission  
[03:12:54] committees and we'll come back to that  
[03:12:56] later in this presentation. Next slide  
[03:12:58] please. So first up we have arts.  
[03:13:01] I'm going to try to not read the slides to  
[03:13:03] you too much just because I know it's been  
[03:13:04] a marathon sit so in 2023, some notables  
[03:13:09] that the committee accomplished was  
[03:13:11] developing a strategy to align the port  
[03:13:13] wide art program and that there are new  
[03:13:15] art installments at multiple port  
[03:13:16] facilities at the Airport World Trade  
[03:13:18] center in pier 66 and 69. Next slide  
[03:13:21] please. Looking to 2024, one of  
[03:13:25] the main projects of the art board that  
[03:13:28] they're looking to accomplish are more art  
[03:13:29] installations with the port's capital  
[03:13:31] improvement projects. These include  
[03:13:33] multiple projects throughout the airport  
[03:13:34] and fisherman's terminal. Next slide  
[03:13:37] please. Along the art board's continued  
[03:13:40] work on art installations, the board will  
[03:13:42] continue to work on three other areas  
[03:13:43] which include maintaining and increasing  
[03:13:46] our art programs and public engagements.  
[03:13:47] Continue to acquire, conserve and maintain  
[03:13:49] artwork across all port facilities and  
[03:13:53] finally, the art board will continue to  
[03:13:54] work on other projects such as the website  
[03:13:56] update, continued temporary art programs  
[03:13:59] and continue to evaluate the port wide art  
[03:14:01] strategy. Next please.  
[03:14:04] So really quickly, about the audit

[03:14:05] committee, I know you just got a very  
[03:14:07] detailed briefing from director  
[03:14:11] Fernandez. Sorry, this WSDOT in the  
[03:14:13] script 2023 had a total of seven meetings  
[03:14:16] and oversaw 16 audit reports. Committee  
[03:14:19] also oversaw an annual audit financial  
[03:14:21] audit and received and responded to the  
[03:14:23] state auditor's annual accountability  
[03:14:25] report. So next slide please. Plans for  
[03:14:28] 2024 include a review of external and  
[03:14:30] internal audits, with two items for future  
[03:14:32] consideration for approval, an internal  
[03:14:34] audit budget and an internal audit annual  
[03:14:37] plan committee is expected to have a  
[03:14:39] similar number of public meetings this  
[03:14:41] year. Next slide please. All right,  
[03:14:45] the aviation committee 2023 focused on  
[03:14:47] substantive work that reflect the fact  
[03:14:49] that travel demand continues to grow the  
[03:14:51] sea and staff across divisions are working  
[03:14:54] hard and as fast as they can to continue  
[03:14:55] delivering a world class experience. Big  
[03:14:58] ticket items included ground  
[03:15:01] transportation access plan updates, an  
[03:15:03] accessibility order, the FAA noise policy  
[03:15:06] update, airport dining and retail match  
[03:15:08] plan review, and a briefing on lessons  
[03:15:10] learned through our taxi pilot program.  
[03:15:12] Next slide please. For 2024, the aviation  
[03:15:16] committee will be providing oversight for  
[03:15:17] several projects in the port's  
[03:15:19] \$5,000,000,000 five year aviation capital  
[03:15:22] improvement plan. Commissioners will also  
[03:15:24] examine the airport's ground  
[03:15:25] transportation plan, a program and the  
[03:15:28] launch of a process to update the part 115  
[03:15:30] noise remedy program should the commission  
[03:15:32] pass a sound installation, repair and  
[03:15:34] replacement order. The committee will also  
[03:15:36] oversee the first stages of that project.  
[03:15:38] Finally, the committee will look ahead to  
[03:15:41] 2026 in the port's work to prepare SEA for  
[03:15:44] FIFA coming to Seattle. Next slide please.  
[03:15:49] All right, equity, Workforce and  
[03:15:51] Development 2023 was a big year for this  
[03:15:53] committee with the port's equity policy  
[03:15:55] directive crossing the finish line. It was  
[03:15:57] adopted by commissioners in April of 2023  
[03:16:00] after over a year of work led by the  
[03:16:01] commission office and director Geysler and  
[03:16:03] her team. Other work in 2023 included the  
[03:16:06] initial development of the port's language  
[03:16:08] access order, developing an anti  
[03:16:11] human trafficking work plan and briefings  
[03:16:13] on some of the port's key workforce  
[03:16:14] development programs, career connected  
[03:16:16] learning, the port's apprenticeship and  
[03:16:18] priority hire programs. This committee  
[03:16:19] also tracked the progress of the WMBE  
[03:16:22] barrier study. Next slide please for  
[03:16:26] 2024, a robust workplace has been  
[03:16:28] developed and includes report outs  
[03:16:30] required by commission orders on language



[03:16:31] axis, the Ports equity work, the South  
[03:16:33] King County Community Impact Fund, youth  
[03:16:35] maritime career launch and our equity and  
[03:16:37] budgeting work. We will also have several  
[03:16:39] items from the Economic Development  
[03:16:41] division as we are continuing the work of  
[03:16:44] the 2023 Small Business Ad hoc committee  
[03:16:46] here. So we will have briefings on the  
[03:16:48] Community Business Connector program and  
[03:16:50] the international Market study.  
[03:16:51] Additionally, we will have updates for  
[03:16:54] goals and work in diversity and  
[03:16:55] contracting, and priority hire through  
[03:16:57] committee. Next slide please so,  
[03:17:01] for ethics and governance, the commission  
[03:17:03] clerk in the legal department will be  
[03:17:04] undertaking review of the commission's  
[03:17:08] ethics code in 2024. A review of the final  
[03:17:11] recommended code may be presented to the  
[03:17:13] ethics board members in 2024 for their  
[03:17:15] feedback. The board will ultimately take  
[03:17:17] commission's final adopted revised code  
[03:17:20] and begin to create new rules of procedure  
[03:17:22] for the governance of its operations.  
[03:17:23] This work cascades to the governance  
[03:17:25] committee as that will be the body  
[03:17:27] reviewing the work of staff and making  
[03:17:28] their final recommendations on ethics  
[03:17:30] codes. Amendments to the full commission.  
[03:17:32] Next slide please. The governance  
[03:17:35] committee may also see work in 2024  
[03:17:37] related to the delegation of  
[03:17:38] responsibility and authority policy  
[03:17:40] directive, should the commissioner  
[03:17:41] consider revising the threshold levels  
[03:17:43] contained therein. Next slide please.  
[03:17:48] All right, this brings us to the  
[03:17:49] sustainability, Environment and Climate  
[03:17:51] Committee, aka the CC committee agenda.  
[03:17:54] Topics in the 2024 work plan for the  
[03:17:55] Sustainability, Environment and Climate  
[03:17:57] Committee are items that are required by  
[03:17:59] the committee charter, items that will be  
[03:18:01] going before the Commission for Action,  
[03:18:02] long term projects and items that are  
[03:18:04] commissioner priority issues.  
[03:18:07] This slide shows the extensive list of  
[03:18:09] items covered in 2023 and this is  
[03:18:11] foundational for the work in 2024 and a  
[03:18:14] great reflection of the work conducted by  
[03:18:16] staff in 2023.  
[03:18:19] So next slide please.  
[03:18:22] 2024 will advance three critical goals in  
[03:18:25] electrification and decarbonization and  
[03:18:27] climate resiliency and emissions reduction  
[03:18:29] and sustainability and environmental  
[03:18:31] initiatives. This list is huge.  
[03:18:35] Rather than reading it all to you, you  
[03:18:38] will get the updates and we will work  
[03:18:40] closely to make sure that briefings happen  
[03:18:42] and in close coordination with staff in  
[03:18:44] the commission office and in departments.  
[03:18:47] Next slide please.

[03:18:52] Next up is the waterfront and Industrial  
[03:18:54] Lands Committee. 2023 members oversaw and  
[03:18:56] guided the port's role in the first update  
[03:18:59] to industrial land zoning at the City of  
[03:19:00] Seattle in over a decade. This is crucial  
[03:19:03] to preserving the working waterfront for  
[03:19:04] the port and our partners. Other items  
[03:19:07] included briefings and work on  
[03:19:09] transportation through industrial lands,  
[03:19:10] including work on bike lanes. Committee  
[03:19:13] also received updates on real estate from  
[03:19:14] the Port of Seattle and Northwest Seaport  
[03:19:16] alliance study next slide, please. I note  
[03:19:20] that I believe the will committee members  
[03:19:21] are Felleman and Calkins. Oh, I see. That  
[03:19:23] was 24. So for  
[03:19:26] 2024, items on the docket for briefing and  
[03:19:29] potential action include updates in Wasca  
[03:19:31] as it relates to industrial uses,  
[03:19:33] forthcoming land use and transit  
[03:19:34] initiatives anticipated at the city of  
[03:19:36] Seattle, such as a comprehensive plan,  
[03:19:38] update and move. Seattle Levy directors  
[03:19:41] McFadden, Joan Sevens will provide an  
[03:19:43] update on their joint study, future lines  
[03:19:44] of business for the Port of Seattle. And  
[03:19:46] we should have updates on cruise issues,  
[03:19:48] including economic impacts, and finally,  
[03:19:50] updates on the real estate portfolio and  
[03:19:52] how we are working towards a fully  
[03:19:53] activated waterfront. Next slide.  
[03:19:57] All right, so finally we have our ad hoc  
[03:19:59] committees. The airport Workforce  
[03:20:01] Conditions ad hoc committee was created in  
[03:20:03] quarter three of 2023 to bring together  
[03:20:05] issues that previously straddled more than  
[03:20:08] one committee. This committee covers  
[03:20:09] childcare needs, potentially exploring  
[03:20:12] accessible and affordable health care, a  
[03:20:15] third party code of conduct for tenants to  
[03:20:17] ensure work site civil rights standards as  
[03:20:18] well as compliance with the port's human  
[03:20:20] trafficking efforts are discussed,  
[03:20:23] and then hygiene products at port managed  
[03:20:26] facilities. Additionally, there's work  
[03:20:28] underway to stand up another ad hoc  
[03:20:30] committee focused on the port's work on  
[03:20:32] civic assets such as the Aquarium and  
[03:20:34] Elliot Bay connector, and tourism. Under  
[03:20:36] the leadership of Commissioner Felleman  
[03:20:37] will also be items for this committee.  
[03:20:39] This ad hoc committee is due to meet four  
[03:20:41] times in 2024. Next slide.  
[03:20:45] And that is the end of this presentation.  
[03:20:49] So thank you for your time,  
[03:20:50] commissioners, and thank you to my  
[03:20:51] colleagues for their work to get this  
[03:20:52] presentation ready for you today. Happy to  
[03:20:54] take questions and invite my colleagues to  
[03:20:57] provide answers and if not, back to you.  
[03:20:59] Commission President Mohamed thank you v  
[03:21:04] for the presentation. I will open it up to  
[03:21:06] commissioner's question. Commissioner,

[03:21:09] question no,  
[03:21:12] Commissioner Felleman, I'd just like to  
[03:21:16] appreciate trying to pull this together  
[03:21:17] and you really speak too slowly. But I  
[03:21:22] do. Thank you. Being the last presentation  
[03:21:25] to actually get through this as succinctly  
[03:21:27] as you did, it was very good.  
[03:21:30] The need for us committee members to  
[03:21:33] actually get together and hone in on our  
[03:21:35] priorities, I think is something I know I  
[03:21:38] haven't had a chance to do fully. So, as  
[03:21:40] you will see, the SCAC committee is quite  
[03:21:42] a long list, and I think Commissioner Cho  
[03:21:45] and I will probably hone it in. But I do  
[03:21:48] want to make sure that some guiding  
[03:21:50] principles know we all are busy people and  
[03:21:54] to just be briefed by staff for a second  
[03:21:57] time. If it's coming before the board  
[03:22:00] at large and there's no budget ask  
[03:22:03] associated with it, there's no policy  
[03:22:05] direction being requested, we can get one  
[03:22:09] briefing. I would hope that these  
[03:22:11] committees are going to be making use of  
[03:22:13] commissioners in a way that is not just  
[03:22:16] briefings, otherwise, it's just  
[03:22:19] another meeting.  
[03:22:22] And some of these things, a lot of them  
[03:22:24] are carryovers. It's like these are not  
[03:22:26] easy tasks. So projects that we had  
[03:22:29] before, we carry on, make progress on,  
[03:22:31] and I appreciate you showing the 23 going  
[03:22:34] into 24. That's that continuity. And some  
[03:22:37] of these things have been initiatives of  
[03:22:40] the commissioners that would be obviously  
[03:22:42] of priority to continue. But I think  
[03:22:44] really, for the committee to be of service  
[03:22:47] to the commission at large, which is, I  
[03:22:50] think a lot of what we're trying to do  
[03:22:52] here is to divide up the workload, is that  
[03:22:55] we would dive into things so that when it  
[03:22:58] is a budget ask, we can rely on our  
[03:23:01] colleagues to have done that extra work,  
[03:23:04] to be able to say, I don't have to be the  
[03:23:07] expert on this. I know somebody else took  
[03:23:09] a deep dive.  
[03:23:12] That's the goal. So to me, that those  
[03:23:14] things that have a budget request that  
[03:23:16] staff are working through, those should be  
[03:23:20] really what? And ideally that it's not a  
[03:23:23] fully baked thing that we're just asking  
[03:23:25] to sign a check. But that's really where I  
[03:23:28] think our value is. We can have two, two  
[03:23:31] ones if it's just the subject of interest.  
[03:23:33] Right. So I just hope that we look at our  
[03:23:35] lists of things with that in mind, that  
[03:23:38] this is really of service to the  
[03:23:39] commission and we can get all the  
[03:23:42] briefings we want if that's all we want.  
[03:23:44] So thank you. Thank you, commissioner. I  
[03:23:48] believe that my colleagues and I have all  
[03:23:50] really rooted in the principle that  
[03:23:53] committees should be a discussion point  
[03:23:56] for staff and Commissioner Cho get

[03:23:58] together so that you have the information  
[03:23:59] you need, they get the guidance that they  
[03:24:01] need, and that if there are decision  
[03:24:02] points that need to be elevated, that this  
[03:24:04] is absolutely the right space for that.  
[03:24:09] Thank you. Any additional questions or  
[03:24:11] comments? No. I think given the breadth of  
[03:24:14] work that this entails, we might need some  
[03:24:17] more commissioner or less travel.  
[03:24:22] Wow. Shots fired.  
[03:24:29] I do have a couple of questions would be,  
[03:24:32] first of all, thank you for putting this  
[03:24:33] presentation together. Clearly, it took a  
[03:24:36] lot of hard work and time. So gratitude to  
[03:24:39] you. I wanted to know who is on the  
[03:24:43] governance committee for 2024,  
[03:24:47] current and past president.  
[03:24:51] I'm stuck with Joe.  
[03:24:56] That will be fun. Okay. I'm looking  
[03:24:57] forward to that. And then my other  
[03:24:59] question was regarding the  
[03:25:11] equity and workforce development  
[03:25:13] committee. I know that we folded the small  
[03:25:16] business committee into that one, but I  
[03:25:18] feel like it's kind of a partnership  
[03:25:20] between the office of OEDI  
[03:25:24] and the Office of Economic Development  
[03:25:27] with McFadden. Can't we break that up so  
[03:25:30] we can clearly see what is happening when,  
[03:25:33] so it's not all mixed together. I don't  
[03:25:35] want to lose sight of the small business  
[03:25:37] work that Dave McFadden is  
[03:25:41] leading on, as well as some of the studies  
[03:25:43] that are happening. The barrier study,  
[03:25:46] for instance. And so is there a way to do,  
[03:25:51] you know, one thing if you don't. We  
[03:25:53] didn't want the small business committee  
[03:25:56] to sunset. We wanted it to, not for  
[03:26:00] us to have additional meetings. If there  
[03:26:01] was a way to have it be an umbrella that  
[03:26:04] falls under it. But it's like a very  
[03:26:06] focused, those items are very clear. And  
[03:26:08] we can see when some of those small  
[03:26:10] business discussions are happening and  
[03:26:12] when those reports are being reviewed.  
[03:26:15] I think in particular, because it WSDOT  
[03:26:17] and commissioner Cho on that small  
[03:26:19] business committee, and neither of you are  
[03:26:21] in that committee. Now, you have items of  
[03:26:22] interest within that committee that I saw.  
[03:26:25] One jumped out. For instance, you've been  
[03:26:26] along with the international market study  
[03:26:28] the whole way, like, making sure that you  
[03:26:30] are both kept up to speed and briefed at  
[03:26:33] the same time is something that's, I  
[03:26:35] think, very much within a regular order of  
[03:26:37] what we do. Does that sort of answer your  
[03:26:39] question and then how the work plan breaks  
[03:26:41] out? We can make it a little bit more  
[03:26:43] clear, I think is what you were asking as  
[03:26:44] well. Commissioner Cho and I, if we're  
[03:26:46] both serving on also the governance  
[03:26:48] committee, that might be a perfect,

[03:26:51] because I think the issue with scheduling.  
[03:26:53] Right. So if there is a way where we have  
[03:26:56] a standing time on the calendar that is  
[03:26:59] for governance committee, but it  
[03:27:01] alternates. Right. So we're having the  
[03:27:03] small business discussion and then we're  
[03:27:05] having the governance discussion as  
[03:27:07] opposed to adding a different date on our  
[03:27:10] calendar. I think that was the biggest  
[03:27:12] issue. Is that practice?  
[03:27:15] Yeah. Commissioners, these are your  
[03:27:18] committees within your work plans, so we  
[03:27:20] can make it work for however best works  
[03:27:22] for your schedule and for the information  
[03:27:24] you want to get. So, yes, I think that's  
[03:27:26] very possible. That would be helpful if  
[03:27:27] you guys can come back and let us know,  
[03:27:29] we can make that happen. And I will make  
[03:27:31] sure that the work plan for the equity  
[03:27:32] workforce development committee gets to  
[03:27:34] both of you before the end of the day.  
[03:27:35] And for the record, I really enjoy serving  
[03:27:38] with Commissioner Cho's committees.  
[03:27:40] Don't want anybody to take my joke  
[03:27:41] seriously.  
[03:27:45] Well, I don't have any additional  
[03:27:47] questions, but thank you again for the  
[03:27:48] work that you guys put in to bring this  
[03:27:50] before us. That concludes our business  
[03:27:53] meeting agenda for the day. Are there any  
[03:27:55] closing comments at this time or motions  
[03:27:58] related to committee referrals from  
[03:27:59] commissioners?  
[03:28:03] I will just make a quick comment. We were  
[03:28:06] at the airport today, and we met with the  
[03:28:09] FAA administration's director,  
[03:28:11] Michael Whitaker, and that was a very  
[03:28:14] fruitful discussion. Executive director  
[03:28:17] Metruck and I joined, and also the  
[03:28:21] director, Lance Little, was also there and  
[03:28:23] many of the aviation staff, and we were  
[03:28:26] able to show aye. all of the incredible  
[03:28:28] projects that are happening at the  
[03:28:30] airport. We thank them a lot for the  
[03:28:32] millions of dollars they've poured into  
[03:28:34] our airport. And we talked to them also  
[03:28:36] about future projects that are coming  
[03:28:38] online. And also it was also an  
[03:28:41] opportunity for us to elevate some of the  
[03:28:43] community concerns around the airport and  
[03:28:46] some of the legislations that we have  
[03:28:48] supported through the start committee,  
[03:28:50] whether that is the repair and replacement  
[03:28:55] legislation, as well as we told aye. that  
[03:28:58] it would be really helpful if we had a  
[03:29:02] deadline for the environmental study that  
[03:29:05] is happening, survey that is happening.  
[03:29:07] That is something that is at a limbo for  
[03:29:09] community members, and they ask about it.  
[03:29:11] And so that was another opportunity for us  
[03:29:13] to elevate some of the things that we hear  
[03:29:15] as commissioners. And so I just wanted to  
[03:29:18] share that with my colleagues. That

[03:29:20] concludes my comments, Commissioner  
[03:29:23] Felleman, to follow up on that.  
[03:29:26] I saw in our notes that think  
[03:29:30] the Friday memo that the FAA  
[03:29:32] reauthorization, we did not have, the  
[03:29:36] repair and replace package got pulled out  
[03:29:38] by Senator cruise. And so elevating  
[03:29:42] the importance of our discussion that much  
[03:29:44] more. And I don't know if you want to  
[03:29:46] speak to your initiative for tonight.  
[03:29:49] Yeah, that's right. And my understanding  
[03:29:51] is Senator Patty Murray is working really  
[03:29:54] hard to help put that back in. And so I'm  
[03:29:56] hopeful on that end. And we are having a  
[03:29:59] listening session for our potential repair  
[03:30:03] and replace sound installation commission  
[03:30:06] order that is on the schedule for the  
[03:30:08] February 27 meeting. Just one last comment  
[03:30:12] from me as well. Commissioner choke yeah,  
[03:30:13] I just wanted to wish everyone a happy new  
[03:30:16] Lunar new year. It is the year of the  
[03:30:18] dragon. The dragon represents vitality as  
[03:30:21] well as good fortune. So wishing all that  
[03:30:24] for you all and all who are born on the  
[03:30:27] year of the dragon. That's it. Thank you.  
[03:30:30] Commissioner Cho. Executive Director,  
[03:30:32] Metruck do you have closing comments?  
[03:30:35] President Mohamed no, I don't. That's a  
[03:30:37] great covered. All the things do.  
[03:30:40] Well, I should say one thing is just  
[03:30:42] again, reflecting back, I thought that was  
[03:30:43] a great state of the port event last week  
[03:30:46] and appreciate all the work that went into  
[03:30:48] it and especially commissioners and your  
[03:30:51] thoughts about where we were and where  
[03:30:52] we're going. So thank you.  
[03:30:59] All right. Hearing no further comments and  
[03:31:02] having no further business. If there's no  
[03:31:04] objection, we are adjourned at 334.  
[03:31:08] Thank you. Thank you.

END OF TRANSCRIPT