

START OF TRANSCRIPT

[00:00:27] This is
[00:00:31] Commission President Hamdi Mohamed
[00:00:33] convening the regular meeting of March 12,
[00:00:36] 2024. The time is now 10:30 a.m.
[00:00:40] We are meeting in person today at the Port
[00:00:42] of Seattle's headquarter building,
[00:00:45] commission chambers and virtually via
[00:00:47] Microsoft Teams. Present with me today are
[00:00:51] commissioners called Calkins. Cho,
[00:00:53] Felleman, and Hasagawa,
[00:00:56] who are currently gathered in the
[00:00:58] executive session room awaiting the
[00:01:00] opening of the public meeting, will now
[00:01:03] recess into the executive session to
[00:01:06] discuss one item regarding litigation,
[00:01:09] potential litigation or legal risk per
[00:01:12] RCW. 42 30 Section sorry,
[00:01:18] 42 31 110
[00:01:22] Section one I. The session
[00:01:26] is expected to last for about 45 minutes.
[00:01:29] We'll reconvene into public session at
[00:01:32] 12:00 p.m. Thank you.
[00:01:42] This is Commission President Hamdi
[00:01:44] Mohammed reconvening the regular meeting
[00:01:47] of March 12, 2024. The time is now
[00:01:51] 12:24 p.m. We are meeting in person today
[00:01:55] at the Port of Seattle headquarter
[00:01:57] building, Commissioner Chambers, and
[00:01:59] virtually via Microsoft Teams. Clerk Hart,
[00:02:02] please call the roll. Thank you. Madam
[00:02:04] Commissioner. President, just a note on
[00:02:06] the time is 12:04. That's correct,
[00:02:09] yeah, 12:04. Just for the record and
[00:02:12] for the roll call, beginning with
[00:02:13] Commissioner Calkins here. Thank you.
[00:02:15] Commissioner Cho. Present. Thank you.
[00:02:18] Commissioner Felleman. Present. Thank you.
[00:02:20] Commissioner Hasegawa. Present. Thank you.
[00:02:22] And Commissioner Mohammed. Present. Thank
[00:02:24] you. We do have a full quorum here today.
[00:02:26] Great. A few housekeeping items before we
[00:02:29] begin. For everyone in the meeting room,
[00:02:32] please turn your cell phones to silent.
[00:02:35] For anyone participating on Microsoft
[00:02:37] Teams, please mute your speakers when not
[00:02:40] actively speaking or presenting.
[00:02:44] Please keep your cameras off unless
[00:02:47] you are a member of the commission or the
[00:02:50] executive director participating virtually
[00:02:52] or you are a member of the staff in a
[00:02:55] presentation and are actively addressing
[00:02:57] the commissioner. Members of the public
[00:03:00] addressing the commission during public
[00:03:02] comment may turn on their cameras when
[00:03:05] their name is called to speak and will
[00:03:07] turn them back off again at the conclusion
[00:03:10] of their remarks. For anyone at the dais
[00:03:13] here today, please turn off the speakers
[00:03:16] on your computers and silence your
[00:03:18] devices. Please also remember to address
[00:03:20] your request to be recognized, to speak

[00:03:22] through the chair, and to wait to speak
[00:03:25] until you have been recognized. You'll
[00:03:27] turn your mics on and off as needed. All
[00:03:30] of the items noted here will ensure a
[00:03:32] smoother meeting, so thank you. All votes
[00:03:34] today will be taken by a roll call method
[00:03:37] so it is clear for anyone participating
[00:03:39] virtually how votes are casted.
[00:03:42] Commissioner will say aye or nay when
[00:03:44] their names are called. We're meeting on
[00:03:49] the ancestral lands and waters of the
[00:03:51] Coast Salish people with whom we share a
[00:03:54] commitment to steward these natural
[00:03:55] resources for generations to come.
[00:04:00] This meeting is being digitally recorded
[00:04:02] and may be viewed or heard at any time on
[00:04:04] the port's website or may be rebroadcasted
[00:04:07] by King county television. Now please
[00:04:10] stand and join me for the pledge of
[00:04:12] Allegiance.
[00:04:34] Thank you all. The first item of business
[00:04:37] today is approval of the agenda. As a
[00:04:40] reminder, if a commissioner wishes to
[00:04:42] comment for or against an item on the
[00:04:45] consent agenda, it is not necessary to
[00:04:48] pull the item from the consent agenda.
[00:04:50] Rather, a commissioner may offer
[00:04:52] supporting or opposing comments later in
[00:04:54] this meeting once we get to that part of
[00:04:56] the agenda. Please wait until the motion
[00:04:59] has been approved on the consent agenda is
[00:05:02] on the floor for these comments. However,
[00:05:04] it is appropriate at this time if a
[00:05:06] commissioner wants to ask questions of
[00:05:09] staff or wishes to have a dialogue on a
[00:05:11] consent agenda. Item to request the item
[00:05:14] to be pulled for a separate discussion.
[00:05:19] Are there any items to be pulled from the
[00:05:21] consent agenda or any motions to rearrange
[00:05:23] the date commissioners hearing
[00:05:27] none. Commissioners, the question now is
[00:05:30] on approval of the agenda. Is there a
[00:05:31] motion to approve the agenda as presented?
[00:05:37] So moved, one second.
[00:05:40] Great. The motion has been made and
[00:05:42] seconded. Is there any objections to
[00:05:44] approval of the agenda as presented?
[00:05:49] Hearing none. The agenda has been approved
[00:05:52] as presented. Moving us along to
[00:05:55] item number four. There are no special
[00:05:57] orders of today scheduled for today,
[00:06:01] so I'll move us along. Next item on the
[00:06:04] agenda is the executive director's report.
[00:06:06] Executive Director Metruck, you have the
[00:06:08] floor. Thank you,
[00:06:11] President Mohammed Good afternoon,
[00:06:13] commissioners. Greetings from Washington,
[00:06:15] D. C. I'm here in Washington with aviation
[00:06:17] Managing Director Lance Little to
[00:06:19] participate in the Airport Council
[00:06:21] International and American association of
[00:06:23] Airport Executives legislative conference
[00:06:26] to advance our aviation priorities.

[00:06:28] Understand we are the first of several
[00:06:31] port and partner delegations who will be
[00:06:33] in DC this month on a variety of issues.
[00:06:36] Strong federal partnership is key to our
[00:06:38] success across all of our priorities and
[00:06:40] industries, and these visits will advance
[00:06:42] that work. I'm participating in this
[00:06:45] commission virtually today, but Deputy
[00:06:48] Executive Director Karen Goon is ready to
[00:06:50] step in if there are any technical
[00:06:51] difficulties. I would like to begin my
[00:06:55] remarks by acknowledging the start of
[00:06:56] Ramadan this past Sunday. The Islamic holy
[00:06:59] month of Ramadan is a time dedicated to
[00:07:01] fasting, prayer, reflection and community.
[00:07:04] As I've mentioned to the port staff
[00:07:06] before, please feel free to reach out to
[00:07:08] your muslim colleagues, neighbors,
[00:07:09] friends to say Ramadan Fubara.
[00:07:13] Keep them in mind as they go through this
[00:07:15] month of not eating and drinking from
[00:07:17] sunrise to sunset and having less energy
[00:07:19] than usual. Perhaps. I'm sure they will
[00:07:22] appreciate your support. I would also like
[00:07:24] to note that March's Women's History Month
[00:07:27] and last Friday, March '8th, was
[00:07:29] International Women's Day. This time is
[00:07:32] marked by celebrating the social,
[00:07:33] economic, cultural and political
[00:07:35] achievements of women and serves as a call
[00:07:37] to action for accelerating gender parity
[00:07:41] here at the port of Seattle. Our month
[00:07:43] long celebration of women takes the form
[00:07:44] of several events put on by our employee
[00:07:47] resource group, the women's initiative
[00:07:49] network, or wind, culminating in the
[00:07:51] annual women's outstanding achievement
[00:07:53] awards, which will be held on March 27.
[00:07:56] Congratulations to all the nominees.
[00:08:00] Commissioners. I want to share with you
[00:08:02] some of the community engagement our teams
[00:08:04] have been leading in the past month.
[00:08:08] Last Saturday, March 9, the port hosted a
[00:08:11] community land stewardship event. Port
[00:08:13] staff and 28 community members moved ivy
[00:08:16] and planted trees to facilitate the
[00:08:18] healthy growth of native plants and trees
[00:08:21] in our urban forest. These types of events
[00:08:23] advance the port's commitment to
[00:08:25] environmental sustainability and are an
[00:08:27] example of one of the ways the port
[00:08:29] fosters relationships with our neighboring
[00:08:31] communities. We host these events
[00:08:34] regularly, but the timing was perfect with
[00:08:37] our concurrent effort to establish land
[00:08:38] stewardship plan and tree replacement
[00:08:41] standards. All of our commissioners have
[00:08:43] held the shovel at one point or another,
[00:08:46] most recently commissioner president
[00:08:48] Mohamed I understand that you were there
[00:08:50] this weekend, so thank you for your
[00:08:51] participation. This coming Saturday,
[00:08:54] March 16, in collaboration with numerous

[00:08:56] businesses that support cruise, the port
[00:08:59] is sponsoring a port job at the Pier 66
[00:09:01] cruise terminal facility. We are promoting
[00:09:04] this opportunity through a number of
[00:09:05] channels, including through our community
[00:09:07] engagement partners and through the OEDI
[00:09:10] team. Last year, this event resulted in
[00:09:12] considerable job offers being made on the
[00:09:14] spot. Finally, at every meeting we talk
[00:09:17] about the importance of stewarding our
[00:09:19] assets. Not only are these facilities the
[00:09:22] investment in our King county community,
[00:09:24] but they are also part of the legacy of
[00:09:27] the port commission's and port staff who
[00:09:28] came before us. Last month, we were
[00:09:31] saddened to learn of the news of the
[00:09:33] passing of one of those leaders. Frank
[00:09:35] Clark came to the Port of Seattle, Port of
[00:09:38] Seattle's maritime transportation division
[00:09:40] after retiring for the US army service in
[00:09:42] Vietnam 1968. He ultimately became
[00:09:46] the maritime director for the port,
[00:09:48] retiring in 1993 and then ending aye.
[00:09:51] career in maritime in 2007. With SSA
[00:09:54] today, just a call to remember Frank and
[00:09:57] send our condolences to aye. family and
[00:09:59] former colleagues here. Moving to today's
[00:10:03] commission meeting, I'd like to highlight
[00:10:05] a few items on our consent agenda. We have
[00:10:08] our routine notification of approvals
[00:10:10] approved under the new delegation. Some
[00:10:13] minor items I'd like to highlight for the
[00:10:15] month of February include signing the
[00:10:17] articles of Governance for the Ocean
[00:10:19] Acidification alliance in 2020. The Port
[00:10:22] of Seattle was the first port in the world
[00:10:25] to join the International alliance to
[00:10:27] combat Ocean Acidification. The port's
[00:10:30] ocean Acidification Action plan was
[00:10:32] presented to the commission in July of
[00:10:34] 2021. Signing these articles formalizes
[00:10:37] our engagement with technical experts from
[00:10:40] around the world. We also approved a five
[00:10:43] year contract with King County Metro to
[00:10:46] purchase one regional card for all,
[00:10:48] otherwise known as the Orca cards for port
[00:10:50] employees. The current Orca card program
[00:10:53] is a key element of the port's approved
[00:10:55] commute trip reduction program.
[00:10:59] Later this spring, you'll hear about a
[00:11:00] related effort to provide commuting
[00:11:02] options for all airport employees. Also on
[00:11:05] our consent agenda is a narrow amendment
[00:11:07] to our salary and benefits resolution.
[00:11:09] This resolution will provide me with the
[00:11:12] authority to create a provisional pay
[00:11:13] program to help offset financial impacts
[00:11:16] and inequities due to parking and primary
[00:11:19] work locations. This is separate from the
[00:11:22] larger effort related to our compensation
[00:11:24] program, which is expected to come before
[00:11:27] you later this year. More details about
[00:11:29] this program will be provided to staff in

[00:11:31] the coming weeks. This authorization
[00:11:33] simply provides the authority to address
[00:11:35] these inequities related to employee
[00:11:37] parking. On our new business and
[00:11:41] briefing agendas, we have two items that
[00:11:42] I'd like to mention briefly. The
[00:11:45] commission engagement and staff work on
[00:11:46] the land stewardship plan and tree
[00:11:48] replacement standards has been extensive
[00:11:50] and has paid off, putting the Port of
[00:11:52] Seattle in the position to be the only
[00:11:54] port in the country to create such high
[00:11:56] standards. This is a terrific example of
[00:12:00] the ways our commission and the staff
[00:12:01] lead. I want to recognize the leadership
[00:12:03] of Commissioner Hasegawa and the
[00:12:05] environment and sustainability team led by
[00:12:07] senior director Sandra Kilroy.
[00:12:11] This work. Similarly, the language access
[00:12:14] plan you will be briefed on is innovative
[00:12:16] work. While many cities and larger
[00:12:18] jurisdictions around the United States are
[00:12:20] implementing language access policies,
[00:12:23] this new work at the port level, this is
[00:12:25] new work at the port level. I want to
[00:12:27] recognize employees at teams across the
[00:12:29] board in the leadership of Commissioner
[00:12:32] Mohamed and senior director for Office of
[00:12:35] Equity, Diversity and Inclusion, Bookda
[00:12:36] Gheisar, for putting together our port so
[00:12:39] far forward in this work. This is
[00:12:42] difficult, intensive work and we need to
[00:12:45] keep it all at the center of our mission
[00:12:47] to provide economic opportunity, increase
[00:12:50] equity and improve our environmental
[00:12:52] sustainability. Commissioner, this moves
[00:12:55] my remarks this afternoon. Thank you.
[00:12:58] Executive Director Metruck thank you for
[00:13:01] your report and thank you for your words
[00:13:04] regarding Ramadan and recognizing women's
[00:13:06] History month as well. Are there any
[00:13:09] questions from my colleagues hearing?
[00:13:13] None. I will move us along to item number
[00:13:16] six on the agenda. Erica Chung will be
[00:13:18] providing our committee reports. Erica,
[00:13:22] you have the floor. Thank you.
[00:13:25] Good afternoon, President Mohammed,
[00:13:27] commissioners and executive director
[00:13:29] Metruck. I have two committee reports for
[00:13:31] you today. On February 27, Commissioner
[00:13:35] Hasegawa and Calkins convened the equity
[00:13:37] and workforce Development committee where
[00:13:39] they were briefed on two items, a report
[00:13:41] out of the work directed by the language
[00:13:43] access order thus far, and a preview of
[00:13:46] OEDI's annual report. Both items will be
[00:13:49] coming to the full commission later this
[00:13:51] year. Also on February 27, Commissioner
[00:13:54] Felleman and Calkins convened the
[00:13:55] waterfront and industrial Lands committee,
[00:13:58] where they were briefed on two items.
[00:14:00] Also a briefing on the Wasca and how early
[00:14:03] conversations are taking shape, along with

[00:14:05] a touch point on Mayor Harold's south
[00:14:08] downtown vision and a review of the
[00:14:10] waterfront and industrial lands committee
[00:14:12] board plan for 2024. This concludes my
[00:14:15] report. Thank you. Thank you, Mr. Chung,
[00:14:18] for that update. Are there any questions
[00:14:21] from my colleagues moving us along?
[00:14:24] We are now at the public comment section
[00:14:27] of the agenda. The Port commission
[00:14:29] welcomes public comments from public
[00:14:33] members and it's an important part of the
[00:14:35] public process. Comments are received and
[00:14:37] considered by the commission in its
[00:14:39] deliberations. Before we take public
[00:14:42] comment, let's review our rules for in
[00:14:44] person and virtual comments. Clerk Hart,
[00:14:47] please play the recording.
[00:15:10] We did test this prior to the meeting.
[00:15:14] Meeting today as noted, public comment is
[00:15:17] an important part of the public process,
[00:15:19] and the Port of Seattle Commission thanks
[00:15:21] you for joining us.
[00:15:26] The Port of Seattle Commission welcomes
[00:15:28] you to our meeting today. As noted,
[00:15:30] public comment is an important part of the
[00:15:32] public process, and the Port of Seattle
[00:15:34] Commission thanks you for joining us. For
[00:15:37] the efficient operation of meetings and in
[00:15:39] order to maintain decorum in the meeting
[00:15:40] room, the commission has adopted rules of
[00:15:43] procedure governing public comment and
[00:15:45] audience attendance. Before proceeding,
[00:15:47] we will overview those rules for your
[00:15:49] general information. Each speaker will
[00:15:52] have two minutes to speak unless otherwise
[00:15:54] revised by the presiding officer for the
[00:15:56] purposes of meeting efficiency, and the
[00:15:58] speaker shall keep their remarks within
[00:15:59] the allotted period of time, provided a
[00:16:02] timer will appear on the screen and a
[00:16:04] buzzer will sound at the end of the
[00:16:05] speaker's comment period. The commission
[00:16:07] limits comments specifically to items on
[00:16:09] its agenda and items related to the
[00:16:11] conduct of port business. If comments are
[00:16:14] not related to these topics, the presiding
[00:16:15] officer will stop the speaker and ask that
[00:16:17] comments be kept to those topics. This
[00:16:19] rule applies to both introductory and
[00:16:21] concluding remarks. All remarks should be
[00:16:24] addressed to the commission as body and
[00:16:26] not to individual commissioners outside of
[00:16:28] the context of action taken in their
[00:16:30] official port capacity. Disruptions of
[00:16:33] commission public meetings are prohibited.
[00:16:35] Disruptions include, but are not limited
[00:16:37] to the following speaking when not
[00:16:39] recognized to speak by the presiding
[00:16:41] officer holding or placing banners and
[00:16:43] signs in the meeting room in a way that
[00:16:45] endangers others or obstructs the flow of
[00:16:47] people or view of others at the meeting
[00:16:49] intentionally disrupting, disturbing or

[00:16:51] otherwise impeding attendance or
[00:16:53] participation at a meeting refusing to
[00:16:55] follow the direction of the presiding
[00:16:57] officer or security personnel speaking on
[00:17:00] matters other than items on the agenda or
[00:17:01] topics related to the conduct of the port
[00:17:03] business attempting to use the comment
[00:17:05] time for a purposeful delay, including
[00:17:07] remaining silent or engaging in other
[00:17:09] activity without conveying a discernible
[00:17:11] message using the comment period for the
[00:17:13] purpose of assisting in a campaign for
[00:17:14] election of any person to any office or
[00:17:17] for the promotion of or opposition to any
[00:17:19] ballot proposition, except when addressing
[00:17:21] action being considered or taken by the
[00:17:23] commission on a ballot proposition
[00:17:25] appearing on its agenda directing public
[00:17:27] comments to the audience engaging in
[00:17:30] abusive or harassing behavior, including,
[00:17:31] but not limited to, derogatory remarks
[00:17:34] based on age, race, color, national
[00:17:37] origin, ancestry, religion, disability,
[00:17:40] pregnancy, sex, gender, sexual
[00:17:42] orientation, transgender status, marital
[00:17:44] status, or any other category protected by
[00:17:47] law, the use of obscene or profane
[00:17:49] language and gestures, assaults or other
[00:17:52] threatening behavior and sexual misconduct
[00:17:54] or sexual harassment for safety purposes
[00:17:56] individuals are asked not to physically
[00:17:58] approach commissioners or staff at the
[00:18:00] meeting table. During the meeting,
[00:18:02] individuals may provide written public
[00:18:03] comment before or after the meeting and in
[00:18:06] addition, speakers may offer written
[00:18:07] material to the commission clerk for
[00:18:09] distribution during their testimony to the
[00:18:11] commission. If a meeting is disrupted by
[00:18:13] an individual in attendance in the meeting
[00:18:15] room or by an individual providing public
[00:18:17] comment in person or virtually, the
[00:18:19] following procedures are adopted. A first
[00:18:21] disruption will result in the presiding
[00:18:23] officer warning the individual that the
[00:18:25] disruptive conduct is out of order and
[00:18:27] that a further disruption will result in
[00:18:29] the speaker's loss of speaking privileges.
[00:18:31] A second disruption at the same meeting or
[00:18:33] within 90 days after the first disruption
[00:18:36] will result in a loss of speaker's
[00:18:37] privileges. The presiding officer will end
[00:18:39] the individual's comment period and will
[00:18:41] announce that any further disruption by
[00:18:43] the individual within the next 180 days
[00:18:45] will be grounds for exclusion from
[00:18:47] commission meetings. If additional
[00:18:49] disruptions occur within 180 days from the
[00:18:51] loss of speaking privileges, the
[00:18:53] individual shall lose attendance
[00:18:54] privileges for commission meetings for 180
[00:18:57] days thereafter. This applies to
[00:18:59] individuals who are in person or attending

[00:19:01] virtually. If, during the three years
[00:19:03] following a 180 day period of exclusion
[00:19:05] from commission meetings, an individual
[00:19:07] engages in another disruption, the
[00:19:09] individual shall lose attendance
[00:19:10] privileges for the commission meeting for
[00:19:12] a one year period thereafter. Written
[00:19:15] materials provided to the clerk will be
[00:19:17] included in today's meeting record. The
[00:19:19] clerk has a list of those prepared to
[00:19:21] speak. We are taking comments from anyone
[00:19:23] who has signed up to speak virtually, as
[00:19:25] well as from anyone who has joined us in
[00:19:28] the chambers. When your name is called,
[00:19:30] if you are joining virtually, please
[00:19:32] unmute yourself. Then please repeat your
[00:19:35] name for the record and state your topic
[00:19:37] related to an item on the agenda or
[00:19:39] related to the conduct of port business.
[00:19:41] If you're on the team's meeting and at the
[00:19:43] same time streaming the meeting on the
[00:19:45] website, please mute the website stream to
[00:19:48] avoid feedback. When you have concluded
[00:19:51] your remarks, you may again turn off your
[00:19:53] camera and mute your speaker. If you are
[00:19:56] speaking from the room, please come to the
[00:19:58] testimony table, repeat your name for the
[00:20:01] record and state your topic related to an
[00:20:03] item on the agenda or related to the
[00:20:05] conduct of port business. Our public
[00:20:07] comment period will now commence. Thank
[00:20:10] you again for joining us today.
[00:20:13] Clerk Hart, please call the first speaker.
[00:20:18] Thank you. Let me get the timer on the
[00:20:20] screen for us. Great.
[00:20:27] There we go. And I will start in the room
[00:20:30] today. Madam Commissioner, President, our
[00:20:31] first speaker is Sandy Olsen. Sandy, if
[00:20:35] you could please repeat your name for the
[00:20:37] record and your agenda item or a topic
[00:20:39] related to the conduct of port business,
[00:20:41] please. Good morning, it's Sandy Olsen
[00:20:44] from Carnival Corporation. Vice president
[00:20:46] of corporate affairs. Sandy, is your mic
[00:20:48] on this one here?
[00:20:53] It is on. It is on. I'll just repeat it
[00:20:57] again. Sandy Olsen, vice president,
[00:20:58] corporate affairs, from Carnival
[00:21:00] Corporation. And I'm speaking about
[00:21:01] cruising. So thank you, commissioners,
[00:21:04] for the opportunity to comment. I want to
[00:21:06] share an update on our aggressive efforts
[00:21:09] to reduce greenhouse gas emissions in our
[00:21:11] global operations. At the top line,
[00:21:13] Carnival Corporation is producing
[00:21:15] approximately 10% less total greenhouse
[00:21:18] gas emissions today than our peak
[00:21:20] historical year in 2011. And we're
[00:21:23] achieving this despite a 30% increase in
[00:21:26] capacity in guest capacity since that
[00:21:29] time. So we've taken deliberate action to
[00:21:32] be more energy efficient and reduce our
[00:21:34] overall fuel use. It's everything from

[00:21:37] upgrading HVAC systems efficiency,
[00:21:39] installing powerwise LED and
[00:21:43] smart lighting technologies, changing
[00:21:45] itineraries to reduce fuel use, riding
[00:21:48] ocean currents and using weather patterns.
[00:21:51] Weather streams for propulsion support,
[00:21:53] adding special coatings to the hulls of
[00:21:56] ships to minimize the drag, and also
[00:21:59] installing air lubrication systems so
[00:22:02] ships can glide atop a cushion of air
[00:22:04] bubbles with less friction. So, plus, as
[00:22:07] you know, Carnival Corporation installed
[00:22:09] Seattle's first shore power connection on
[00:22:11] P 91 almost 20 years ago. And our ships
[00:22:14] have been turning off their engines and
[00:22:16] plugging in ever since to reduce fuel use
[00:22:18] and help cut emissions in port. Together,
[00:22:21] these and other efforts have reduced our
[00:22:23] overall fuel use by roughly 15% in
[00:22:27] 2020, 315 percent versus 2023,
[00:22:31] I should say. And that's measured on a
[00:22:33] lower berth capacity, which is a standard
[00:22:36] measure in our industry. And in more good
[00:22:39] news, last year, Carnival Corporation
[00:22:41] announced we've accelerated our stated
[00:22:43] 2030 greenhouse gas intensity reduction
[00:22:46] goals by four years. So with a new
[00:22:49] timeline of 2026, we committed to cutting
[00:22:52] greenhouse gas intensity by at least 20%
[00:22:55] versus our last benchmark in 2019. And we
[00:22:59] recently reaffirmed we're on pace to end
[00:23:01] 2024 just shy of this goal, reducing our
[00:23:04] greenhouse gas intensity by 18%.
[00:23:08] So, just in finishing, commissioners, may
[00:23:10] I be most proud to tell you that this
[00:23:12] performance means we will have reduced our
[00:23:14] greenhouse gas emission intensity by an
[00:23:17] impressive 42% since our first benchmark
[00:23:20] in 2008. Again, those results are on a
[00:23:22] lower berth capacity as a standard
[00:23:24] measure. And I'll be back soon to share
[00:23:27] our latest sustainability report with
[00:23:29] supporting data and verification. Thank
[00:23:31] you. Thank you, Sandy, for your comments.
[00:23:34] Clerk Hart, please call our next speaker.
[00:23:37] Yes, thank you. Joining us virtually today
[00:23:39] is Sandy Shetler. Sandy, if you could
[00:23:41] please repeat your name for the record and
[00:23:44] your agenda item or topic related to the
[00:23:46] conduct of the port.
[00:23:53] Hi. Yes, I'm Sandy Shetler and I'm
[00:23:56] commenting on the land stewardship plan.
[00:23:59] Can you hear me? We can. Thank you.
[00:24:02] Great. Thank you. Yeah. The land
[00:24:05] stewardship plan states that it will
[00:24:08] offset tree clearing impacts, but there's
[00:24:12] really absolutely no way to offset the
[00:24:14] plan to cut down 27 acres of healthy
[00:24:19] native forest in Riverton Heights to build
[00:24:22] even more cargo warehouses. Newly planted
[00:24:26] trees have extremely low survival rates
[00:24:29] and take decades when they do survive to
[00:24:32] reach the level of maturity where they can

[00:24:35] protect people by cleaning and cooling the
[00:24:38] air. And since the forest soil
[00:24:41] in Riverton Heights will be covered with
[00:24:44] warehouses and pavement, the offset for
[00:24:48] this community is actually never.
[00:24:52] So. For environmental justice, equity and
[00:24:55] public health, the land stewardship plan
[00:24:58] needs to be amended to protect existing
[00:25:01] forests. Thank you.
[00:25:12] Thank you, Sandy, for your comments.
[00:25:16] Clerk Hart, please call the next speaker.
[00:25:20] Thank you. Our next speaker from the room
[00:25:22] is Alex Zimmerman. Thank you, Alex.
[00:25:24] Please repeat your name for the record and
[00:25:26] your agenda item or topic related to the
[00:25:28] conduct of the port. Okay, I remember my
[00:25:31] name for now, it's good. Maybe later,
[00:25:34] not too much, but right now I remember my
[00:25:42] name. Alex Zimmerman. Yeah,
[00:25:46] I live here for 40 years. Alex, can you
[00:25:49] please state your topic related to the
[00:25:51] conduct? Yeah, my name is Alex Zimmerman
[00:25:55] and I was speaking about public rules.
[00:25:59] What? As you have? Yes. Thank you very
[00:26:02] much. Because it's totally confused me. I
[00:26:04] live 40 years here. You know what has been
[00:26:07] and in political for all my life. And I
[00:26:09] know law about this. Your rules look like
[00:26:13] it's not only don't have sense. You know
[00:26:15] what it means by definition this violation
[00:26:18] of constitution. I'm not too much sure you
[00:26:20] read constitution all five. You know what
[00:26:22] it means? Nothing exception. Because
[00:26:25] constitution first amendment in freedom
[00:26:29] of speech have dozen and dozen court
[00:26:32] decision in exactly in 9th circle. When
[00:26:35] you read decision what is make 9th circle
[00:26:38] when you cannot read this. And next
[00:26:40] meeting I will bring you. I bring right
[00:26:42] now this decision to everybody. Because I
[00:26:44] have a hundred trespasses 17 only from
[00:26:47] Seattle for 15 days. I bring you this
[00:26:50] copy. So you understand this because you
[00:26:52] look to me like a children from fifth
[00:26:54] grade. You know what it means when you do
[00:26:57] no constitution American constitution.
[00:27:00] Not chinese or North Korea or another
[00:27:03] dictator. You know what has been
[00:27:05] fascist dictator. It's talking about
[00:27:07] how low qualification you are. You know
[00:27:10] what I mean? When you don't understand and
[00:27:13] you represent people you don't understand
[00:27:15] American constitution. When you're talking
[00:27:18] about this serious problem. What is we
[00:27:21] have right now in administration post to
[00:27:23] be teach you because your level very low.
[00:27:27] You know what it means? I understand.
[00:27:29] Maybe you belong to this what is I call
[00:27:31] damn nazi fascist junta. You know what it
[00:27:34] means? What is controlling Seattle
[00:27:36] controlling us for 40 years. But
[00:27:38] constitution of United States bill of
[00:27:41] right is for everybody. So I recommend

[00:27:44] you. You know what this means? Dismiss
[00:27:46] this before I don't bring you in court or
[00:27:50] give you example from 9th Circle about
[00:27:53] this. Everybody. What is you did right now
[00:27:55] is a crime. You're supposed to be all in
[00:27:58] jail. You understand? About a token.
[00:27:59] Thank you very much for your time.
[00:28:03] Clerk Hart, please call the next speaker.
[00:28:06] Madam Commissioner President, that
[00:28:08] concludes our signups today. Thank you.
[00:28:10] Clerk. Is there anyone else present
[00:28:15] on the team's call or present in the room
[00:28:17] today who did not sign up or who wishes to
[00:28:20] address the commission?
[00:28:24] If so, please state and spell your name.
[00:28:27] State the agenda item or topic related to
[00:28:31] the conduct of the port that you wish to
[00:28:33] speak for on the record hearing
[00:28:40] none at this time. I'll ask clerk Hart to
[00:28:43] please share a synopsis of any written
[00:28:45] comments that we've received. Thank you,
[00:28:47] Madam Commission President, members of the
[00:28:49] commission, Executive Director Metruck we
[00:28:51] have received 27 written comments for the
[00:28:54] meeting today prior to the deadline.
[00:28:56] These have been previously distributed to
[00:28:58] your emails and will become a part of this
[00:29:00] meeting's record. I understand we continue
[00:29:02] to receive written comments post deadline
[00:29:04] as well. And these two will be distributed
[00:29:07] and will become a part of the meeting
[00:29:08] record today. All 27 comments received
[00:29:11] pertain to item ten C related to the land
[00:29:14] stewardship plan and tree replacement
[00:29:16] standards resolution on your agenda for
[00:29:19] introduction. The comments request that 27
[00:29:22] acres in Riverton Heights and 110 acres in
[00:29:25] North Sea-Tac park be excluded from any plans
[00:29:28] to industrially develop these forested
[00:29:30] areas and speak to environmental and
[00:29:33] health impacts from removing tree canopy.
[00:29:36] And I'll go through the list of people who
[00:29:38] have submitted these written comments.
[00:29:39] Very quickly, coming from Julia Schuttler,
[00:29:42] Joe Olsen, Daniel Heath, Lassie Webster,
[00:29:46] Jill Duran, Jessica Dixon Horton, Jessica
[00:29:49] Bookwalter, Mar D, Megan Tully, Temple
[00:29:53] Lavelli, Ashley Cohen, Louie Ashley
[00:29:57] Shane, Sadie, Cecia Strain,
[00:30:00] Elizabeth Heard, Robin Dragovich, Laura
[00:30:04] Devoli, Ellen Arnston,
[00:30:07] Paula Jennison, Moani Russell, Erin
[00:30:11] Tenney, Ethan Bickle, Malik Crisp,
[00:30:14] Evelyn Horan, Andy Stewart, Steve Durham,
[00:30:18] Asaph Orrin, and Jennifer Houston. And
[00:30:21] that concludes our written comments
[00:30:22] received today. Thank you, clerk Hart.
[00:30:25] Hearing no further public testimony,
[00:30:27] we'll move on to the consent agenda. At
[00:30:29] this time, items on the consent agenda are
[00:30:32] considered routine and will be adopted by
[00:30:34] one motion. Items removed from the consent
[00:30:37] agenda will be considered separately

[00:30:39] immediately after adoption of the
[00:30:41] remaining consent agenda. Items. I'll note
[00:30:45] today that item eight f on the consent
[00:30:48] agenda is a resolution. Adoption today on
[00:30:51] the consent agenda acknowledges Commission
[00:30:54] consolidation of introduction and separate
[00:30:57] adoption readings into one action,
[00:31:00] and the resolution would be adopted today
[00:31:03] if there are no objections to consolidate.
[00:31:07] If there are no objections to the
[00:31:09] consolidations of the reading for this
[00:31:11] item, then we will be able to proceed.
[00:31:14] Are there any objections from my
[00:31:16] colleagues? So we'll proceed
[00:31:19] to consolidate. At this time, the chair
[00:31:22] will entertain a motion to approve the
[00:31:24] consent agenda. Items covering eight A,
[00:31:28] eight b, eight c.
[00:31:34] Is there a motion and a second to approve
[00:31:37] the consent agenda? Commissioner Hasegawa
[00:31:41] moved it second.
[00:31:45] Great. The motion has been made and
[00:31:47] seconded. Commissioners, please say aye or
[00:31:49] Nate when your name is called for the
[00:31:51] approval of the consent agenda. Clerk
[00:31:53] Hart. Thank you. Beginning with
[00:31:54] Commissioner Calkins. Aye. Thank you.
[00:31:57] Commissioner Cho? Aye. Thank you.
[00:31:59] Commissioner Felleman. Aye. Thank you.
[00:32:01] Commissioner Hasegawa. Aye. Thank you.
[00:32:04] And Commissioner Mohammed. Aye. Thank you.
[00:32:06] Five ayes, zero nays for this item. The
[00:32:08] motion passes. Moving on in the agenda,
[00:32:11] we have three new business items today.
[00:32:13] Clerk Hart, please read the first item
[00:32:16] into the record, and then executive
[00:32:18] director Metruck will introduce the item.
[00:32:20] Thank you. This is agenda item ten a.
[00:32:23] Authorization for the executive director
[00:32:25] to advertise and execute a construction
[00:32:27] contract for 2024 airfield projects.
[00:32:30] Contract two. To transfer budget
[00:32:33] authorization as necessary between the
[00:32:35] 2024 airfield projects to procure long
[00:32:38] lead items to include a project labor
[00:32:40] agreement for the contract and to
[00:32:42] authorize use of Fort Cruise for abatement
[00:32:44] work for an amount requested of
[00:32:47] \$13,074,500 and a total
[00:32:50] estimated combined project cost of
[00:32:52] \$189,650,500.
[00:32:59] Commissioners, maintaining the
[00:33:01] infrastructure of our aviation and
[00:33:03] maritime gateways is relatively routine,
[00:33:06] but a critical responsibility for us here
[00:33:08] at the port. This item is essential for
[00:33:12] maintaining safe operations of aircraft at
[00:33:14] our airport. In October, the commission
[00:33:16] authorized contract one of our 2024
[00:33:19] program. Contract two replaces distressed
[00:33:22] airfield pavement, joint sealant,
[00:33:24] drainage work, and other supporting
[00:33:25] infrastructure at the airport. The

[00:33:27] presenters we have several people here,
[00:33:29] but I'm going to turn it over to Robert
[00:33:32] Kikolas, development manager for airfield
[00:33:35] operations. Robert? Thank you, Mr.
[00:33:39] Metruck and commission. I am Rob Kokilas
[00:33:41] from airfield operations, and I do
[00:33:44] apologize. It's supposed to be there in
[00:33:45] person, but my portal shadow vehicle broke
[00:33:47] down, so I'm back in the office. So I
[00:33:49] apologize for any confusion there. So I'm
[00:33:52] just here to set the stage before Jeff
[00:33:53] goes into more detail. Pavement is the
[00:33:56] most basic and fundamental infrastructure
[00:33:59] that we have at the airport, and we have
[00:34:01] nearly 23 point million square feet of it
[00:34:03] on the airfield, and over half of that is
[00:34:06] already over 20 years old. So it's getting
[00:34:08] up there in age within that pavement and
[00:34:10] under the pavement, we have miles of
[00:34:12] infrastructure, such as drains, pipes,
[00:34:14] duct, banks. These are as old or older
[00:34:17] than the pavement itself. So the majority
[00:34:20] of contract two is a continuation of our
[00:34:24] ongoing pavement and infrastructure
[00:34:26] replacement program, intended to replace
[00:34:28] the pavement and infrastructure as they
[00:34:30] fail or become obsolete. We will be
[00:34:33] using rapid set concrete, which is the
[00:34:35] term we use kind of colloquially, but it
[00:34:38] means we can do the work at night and have
[00:34:40] fewer operational impacts. And in the
[00:34:42] morning time, the rapid set concrete will
[00:34:45] be hard enough for aircraft to roll over.
[00:34:48] Switching subjects for a moment away from
[00:34:50] pavement and infrastructure replacement,
[00:34:52] the only constant we have here at Seattle,
[00:34:54] at SeaTac, is change along that line. We
[00:34:57] have an increased need for wide body
[00:34:59] gates, or gates that are capable of
[00:35:01] handling wide body aircraft. So we're
[00:35:04] requesting authorization to take two
[00:35:07] narrow body gates at the north satellite
[00:35:09] and convert them to be able to operate
[00:35:11] between either the two narrow bodies or
[00:35:13] one wide body aircraft, depending on the
[00:35:16] need. And again, there'll be work at the
[00:35:19] north satellite. So the work we're
[00:35:22] requesting here, it's not glamorous, it's
[00:35:25] not headline grabbing, but as a wise man
[00:35:27] recently stated, it is the bread and
[00:35:29] butter of what we do here at SeaTac. So now
[00:35:32] I'll pass it over to Jeff Sedlak, who's
[00:35:34] going to go into more detail. Thank you.
[00:35:37] Yeah. Thank you, Mr. Kikalis. Good
[00:35:39] afternoon, commissioners. Jeff Sedlak,
[00:35:40] project manager with AVPMG for the 2024
[00:35:44] airfield projects contract two. We can go
[00:35:47] ahead and move to the next slide.
[00:35:50] So contract two is a continuation of the
[00:35:54] full airfield program that executive
[00:35:56] director Metruck mentioned earlier. And for
[00:35:59] operational efficiencies, surety, and cost
[00:36:02] savings, we've bundled a portion of the

[00:36:04] airfield program with another CIP program
[00:36:08] for the N 14 wide body and n 15 narrow
[00:36:11] body common use project that Mr. Killis
[00:36:14] just mentioned. So this contract is
[00:36:18] a combination of two projects for
[00:36:20] efficiencies and cost savings, and the
[00:36:22] overall contract will have an established
[00:36:24] WMBE goal of 14%. And we worked with
[00:36:28] the diversity and contracting office to
[00:36:30] analyze the potential subcontracted trades
[00:36:34] to establish that goal. So we're very
[00:36:36] proud of that goal in this contract. Next
[00:36:39] slide, please.
[00:36:42] This slide gives you an indication of the
[00:36:45] many concrete panels that will be replaced
[00:36:48] under this contract. Each of those pink
[00:36:51] dots represents one approximately 20
[00:36:54] foot by 20 foot concrete panel out on the
[00:36:57] airfield at SeaTac. And as Rob mentioned
[00:37:00] earlier, we are using rapid set or high
[00:37:03] early strength concrete for the panels
[00:37:06] being replaced in the movement area so
[00:37:09] away from the terminal buildings so that
[00:37:11] we can return to service each morning the
[00:37:14] impacted taxiways or taxi lanes to keep
[00:37:17] the airfield up and running. And then
[00:37:20] there will be extended closures at gate a
[00:37:23] three and n 13 through N 16
[00:37:27] as we're working in close to the building.
[00:37:29] But we have engaged in biweekly
[00:37:32] coordination meetings with other port of
[00:37:35] Seattle projects at the airport, as well
[00:37:37] as the airline technical representative to
[00:37:40] make sure that we are phasing this
[00:37:42] construction to mitigate impacts to our
[00:37:45] airline partners and the traveling public
[00:37:47] as much as we can. Next slide, please.
[00:37:52] So this slide real quick gives you the
[00:37:55] overall purpose of the 2021 through 2025
[00:37:59] airfield program. It's a roughly
[00:38:01] \$180,000,000 program that we've been
[00:38:04] proceeding around the airfield since 2021.
[00:38:06] And those are our super glamorous
[00:38:10] damaged pavement photos that we use to
[00:38:13] remind everybody why we're doing this and
[00:38:16] keep the airfield running. I won't go into
[00:38:18] detail over the scope bullets there. I
[00:38:22] think they've been said pretty
[00:38:23] sufficiently. But I did want to point out
[00:38:26] the second item there, the fire hydrant
[00:38:28] vault cover replacements at the end
[00:38:31] concourse. We are just now embarking on
[00:38:33] going around the terminal areas to replace
[00:38:36] those fire hydrant vault covers, working
[00:38:38] with the fire department, and finding a
[00:38:40] more reliable and ergonomic way for
[00:38:44] them to access fire hydrant vaults when
[00:38:46] responding to emergencies. So just wanted
[00:38:49] to point that out. A key safety component
[00:38:51] of this project. Next slide,
[00:38:56] and the next project that's within this
[00:38:59] contract is the widebody conversion that
[00:39:01] Rob was mentioning. And this is a key

[00:39:04] project to add widebody capacity
[00:39:08] at the port ahead of upcoming planned
[00:39:11] construction projects elsewhere at the
[00:39:14] airport. And also,
[00:39:17] we are getting this done now to be fully
[00:39:20] ready before World cup activities descend
[00:39:24] upon Seattle. So we'll have an additional
[00:39:26] wide body gate ready for 2026.
[00:39:29] And we are also adding a
[00:39:32] fuel hydrant pit on the right side of the
[00:39:34] aircraft position at N 16. It's currently
[00:39:37] striped for wide body aircraft, but not
[00:39:41] able to accommodate every aircraft in the
[00:39:43] fleet because we need to add that fuel
[00:39:46] hydrant pit on the right side of the
[00:39:47] aircraft. So this will help maximize gate
[00:39:50] scheduling capabilities for the airport.
[00:39:53] Next slide, please. So, real quick
[00:39:57] on the schedule. We are slated to start
[00:40:00] construction the third quarter of this
[00:40:02] year, July eighth to be exact. And we did
[00:40:05] work with the airlines to clear the 4 July
[00:40:08] holiday, so we're not impacting that rush.
[00:40:11] And then we will also be starting the work
[00:40:13] in and around the north concourse on
[00:40:16] September eighth after the Labor Day
[00:40:18] holiday. So we're really trying to dial
[00:40:20] that in to not impact the traveling public
[00:40:23] as much as we can. And then the in use
[00:40:25] date for the contract will be second
[00:40:27] quarter of 2025, when all the work is
[00:40:30] complete. Next slide. Thank you.
[00:40:35] So this is a summary of the budget. The
[00:40:38] \$189,000,000 total number is because we're
[00:40:41] attaching to the larger airfield program.
[00:40:43] But the column on the left, you'll see is
[00:40:46] the breakdown of this specific request.
[00:40:48] So moderate in nature, but key in the
[00:40:51] execution of the mission to keep the
[00:40:53] airfield running. And with that, that
[00:40:56] concludes my report, and we'd be happy to
[00:40:57] take any questions. Thank you. Great.
[00:41:01] Thank you for the presentation. Are there
[00:41:04] any questions from my colleagues at this
[00:41:06] time for staff? Commissioner Felleman,
[00:41:11] thank you for that presentation. And the
[00:41:14] irony that the column on the left is
[00:41:16] moderate only because, as compared to the
[00:41:19] overall project, \$16 million between
[00:41:21] friends. But really, the point that I
[00:41:25] think always needs to be clarified is that
[00:41:27] where these funds come from, that there
[00:41:29] was an MIA agreement on this, and so this
[00:41:32] is paid for within the airport's
[00:41:35] activities? Yes, that's correct. There's
[00:41:37] no federal funds in this particular
[00:41:39] contract. Thus we went with a WMBE goal
[00:41:42] instead of the DBE goal typically shown.
[00:41:44] Yeah. Nor are there tax dollars.
[00:41:48] Correct. There's no tax dollars involved.
[00:41:50] Yes, all right. And the only other thing
[00:41:52] was whether or not WSDOT considered. I
[00:41:55] know that we have limitations on how many

[00:41:56] electric tugs we can get on the airfield,
[00:41:59] due in part due to the limitation of the
[00:42:02] number of outlets available. Was there any
[00:42:06] opportunity there to provide some
[00:42:09] additional electrical support while you're
[00:42:12] ripping up cement? There will not be
[00:42:15] electrical ground support equipment
[00:42:16] chargers. But thank you for that question.
[00:42:18] I did forget to mention that we are going
[00:42:20] to be upgrading the gate power available
[00:42:24] at gate N 14 so that a wide body aircraft
[00:42:28] can plug in when they come into that gate
[00:42:31] in the future. Currently, it's striped to
[00:42:33] accommodate wide body aircraft, but they
[00:42:35] can't plug in because their power demand
[00:42:37] is larger than what's on the jet bridge
[00:42:40] that's available. So we will be upgrading
[00:42:42] that so we can turn off the wide body
[00:42:44] power units when they're at the gate.
[00:42:47] Nothing on the tugs? Not right now. We're
[00:42:51] protecting in place the existing chargers
[00:42:53] in the area. Correct.
[00:42:58] Any additional questions?
[00:43:02] Hearing no further questions for this
[00:43:04] item. Is there a motion and a second for
[00:43:05] approval of item number ten? A? Still
[00:43:08] moved.
[00:43:11] Seconded. Great. The motion has been made
[00:43:14] and seconded. Commissioners, are there any
[00:43:16] further discussions on this item?
[00:43:19] Hearing? None. Clerk Hart, please call the
[00:43:21] roll for the vote. Commissioners, please
[00:43:23] say aye or nay when your name is called.
[00:43:25] Thank you. Beginning with Commissioner
[00:43:26] Calkins. Aye. Thank you. Commissioner Cho?
[00:43:29] Aye. Thank you. Commissioner Felleman.
[00:43:32] Aye. Thank you. Commissioner Hasegawa.
[00:43:34] Aye. Thank you. Commissioner Mohammed.
[00:43:36] Aye. Thank you. Five ayes, zero nays for
[00:43:39] this item. The motion passes. Clerk Hart,
[00:43:42] please read the next item into the record,
[00:43:44] and then executive director Metruck will
[00:43:46] introduce the item. Thank you. This is
[00:43:49] agenda item ten B. Authorization for the
[00:43:52] executive director to execute contracts in
[00:43:54] the amount of \$5,955,000
[00:43:58] for acquisition of approximately 63 fleet
[00:44:01] vehicles or equipment to support
[00:44:03] operational needs, changing technology
[00:44:06] standards, improved safety systems,
[00:44:08] environmental standards, and the
[00:44:10] electrification strategy set forth in the
[00:44:12] maritime climate. Erin. Action plan,
[00:44:14] sustainable fleet plan and the century
[00:44:16] agenda.
[00:44:21] I'm sorry, Steve. Commissioners, earlier
[00:44:24] today on the consent agenda, you
[00:44:26] authorized disposition of the 70 obsolete
[00:44:29] fleet vehicles. This action authorizes the
[00:44:31] acquisition of their replacement as part
[00:44:34] of our sustainable fleet plan. Of the 63
[00:44:36] vehicles we plan to acquire, 27 of them
[00:44:39] will use alternative fuel sources. The

[00:44:41] presenters are Delmas Whittaker,
[00:44:43] director, marine maintenance, in Shayla
[00:44:46] Horton, fleet asset program manager.
[00:44:49] So Delmas. I think that's what you. All
[00:44:52] right. Good afternoon, commissioners.
[00:44:54] Executive Director, Metruck. Sorry, I got a
[00:44:56] little bit excited about buying vehicles.
[00:45:00] So, again, I'm Delmas Whittaker, the
[00:45:03] director of marine maintenance and I
[00:45:05] apologize. Our fleet manager, Levi Clark,
[00:45:09] intended to be here today. He fell ill.
[00:45:13] But I am joined here by my colleague
[00:45:16] Shayla fortune, who is our fleet project
[00:45:19] manager. So we are really excited to come
[00:45:22] and talk to you a little bit about our
[00:45:24] 2024 fleet purchases. Next slide, please.
[00:45:32] Okay, so the fleet that marine maintenance
[00:45:35] manages is probably consists of about 600
[00:45:39] or so assets, but 200
[00:45:42] of those are our vehicles. We are seeking
[00:45:46] an authorization for \$5,955,000
[00:45:51] to be used to procure vehicles that are
[00:45:54] used for not just marine maintenance,
[00:45:57] but our poor construction services staff,
[00:46:01] engineering, and also our corporate
[00:46:05] services. And as Steve pointed out,
[00:46:09] this is an effort to replace the vehicles
[00:46:13] that we are surplus. So next slide,
[00:46:15] please. And I
[00:46:19] should have mentioned on that first slide
[00:46:20] that we are working in consultation with
[00:46:24] our central procurement staff, as well as
[00:46:29] working through those guidelines that have
[00:46:31] been established within our procurement
[00:46:33] policies as what
[00:46:37] governs the work that we're doing right
[00:46:39] now. We're working within the guidelines
[00:46:41] of our maritime Clean Action Plan,
[00:46:46] also our port sustainability plan and
[00:46:50] our fleet management best practices,
[00:46:53] and largely around our port values
[00:46:56] regarding stewardship. The team really
[00:47:00] does do our best to prioritize the assets
[00:47:04] that we're purchasing to ensure that we're
[00:47:07] taking the most effective effort to
[00:47:10] purchase renewable and energy first.
[00:47:14] And if the renewable energy sources cannot
[00:47:17] be used, that an asset type that we can
[00:47:20] prioritize being our plug in hybrid assets
[00:47:25] and try to right size the vehicles that
[00:47:28] we're purchasing to support the needs of
[00:47:31] our organization. Next slide.
[00:47:36] The other great new very, I think
[00:47:40] great tool is the arc system
[00:47:45] and looking for a means of remote
[00:47:47] charging. And as part of
[00:47:51] this Puget request, the intent is to
[00:47:54] purchase three of these beam arc type
[00:47:57] solar units and a transportation
[00:48:01] system. This will really help us with
[00:48:05] some of those short term gaps that we may
[00:48:07] have in our electrical vehicle
[00:48:09] infrastructure, as well as it will help us

[00:48:12] in regards to resilience to be able
[00:48:16] to. They're movable. They're easily
[00:48:18] movable and transportable and have
[00:48:21] an easy setup time. Also, we are planning
[00:48:25] in this budget to purchase two mobile
[00:48:28] battery trailers. These mobile EV trailers
[00:48:33] are mounted battery systems that can be
[00:48:35] moved and deployed as necessary to support
[00:48:38] other short term needs.
[00:48:42] Next slide. And this is the trailer system
[00:48:46] that's accompanied with that particular
[00:48:49] arc system. And it should be noted that it
[00:48:52] takes one person 4 hours. It's an amazing
[00:48:56] unit and it will provide us with a lot of
[00:48:59] flexibility, especially in some of our
[00:49:02] areas where we literally do have
[00:49:05] infrastructure issues that is just very
[00:49:10] difficult for us to get over. But as we
[00:49:12] roll out our fleet vehicles, not only will
[00:49:15] we have the vehicles on site, but we will
[00:49:17] also have the ability to provide power.
[00:49:22] Next slide, please. Now,
[00:49:26] as I mentioned, the current state of the
[00:49:29] maritime fleet is that we're looking at
[00:49:31] about 200 or so vehicles right now with
[00:49:36] a fuel usage, as you can see there, of
[00:49:38] anywhere of just over 59,075
[00:49:42] gallons. Now, the one thing that we've
[00:49:46] been trying to work towards and working
[00:49:48] with our environmental sustainability team
[00:49:51] is to reduce those greenhouse gases.
[00:49:58] Obviously, the goal is 50% below the 2005
[00:50:03] levels by 2030.
[00:50:06] As of 2023, we've achieved a 35% reduction
[00:50:11] in emissions from the fleet driven
[00:50:17] by our replacement of our fossil fuel
[00:50:19] diesels and the use of renewable diesel
[00:50:22] for our onsite fueling. Now,
[00:50:26] one point is that according to our
[00:50:28] analysis in the fleet climate and action
[00:50:31] plan, that light duty electrification can
[00:50:35] reduce approximately 250
[00:50:39] Metruck tons of greenhouse emissions per
[00:50:42] year. And for the fossil fuel use
[00:50:46] accounted for. Our fossil fuel use
[00:50:48] accounted for 560 Metruck tons
[00:50:52] in 2023.
[00:50:56] One item that's not posted here that I
[00:51:00] really wanted to make sure that I
[00:51:02] highlighted is that this year
[00:51:06] we received a grant from the Washington
[00:51:09] State Department of Energy in December to
[00:51:15] offset the cost of two electric heavy duty
[00:51:19] forklifts for use at T 91,
[00:51:23] which included in this budget are capital
[00:51:26] funds needed to procure the units.
[00:51:29] And before the port seeks reimbursement
[00:51:33] from the grant once the assets are put
[00:51:36] into service, those are going to be
[00:51:39] amazing assets for
[00:51:43] the operation there at Terminal 91.
[00:51:46] And I know that through working with the
[00:51:50] fleet team, they exposed me to the

[00:51:54] capabilities that are currently being used
[00:51:56] in California. So we're really excited
[00:51:59] about that opportunity. Next slide,
[00:52:02] please. Now,
[00:52:06] the approval of this authorization will
[00:52:08] one, it does help us with kind of
[00:52:12] our short notice issues. In some cases,
[00:52:16] it takes us anywhere from a year to
[00:52:20] 18 months in order to get a
[00:52:24] vehicle ordered or get it through the
[00:52:27] system. There's such a backlog for the
[00:52:31] electric vehicles. And I will
[00:52:34] say that in that second bullet, we're
[00:52:37] having the ability to reach out to local
[00:52:40] dealerships if there are vehicles that are
[00:52:43] on site. And I'll give a little credit to
[00:52:48] Shayla and Levi and the team. They're
[00:52:51] always on the hunt to be able to get those
[00:52:54] vehicles. If they're in arm's reach here
[00:52:57] in the northwest, they're reaching out to
[00:53:01] those dealerships to be able to get
[00:53:04] those vehicles to meet our sustainability
[00:53:07] plan. Also, in some cases,
[00:53:11] there are rebates or other opportunities
[00:53:17] that have a very limited window. And by
[00:53:20] gaining this approval, it will give us
[00:53:23] access to those discounts that will,
[00:53:25] again, help to reduce our costs. So with
[00:53:29] that, I feel like this will be a great
[00:53:33] opportunity for us to
[00:53:36] have access to those funds. So,
[00:53:39] with that, I believe that concludes my
[00:53:42] presentation and subject to your
[00:53:44] questions. Thank you, Mr. Whitaker and
[00:53:46] Sheila, thank you for being here as well.
[00:53:49] I will now open it up to Commissioner Cho
[00:53:51] ask any questions that they may have.
[00:53:55] Commissioners,
[00:53:58] Commissioner Felleman, thanks so much,
[00:54:01] and I appreciate your enthusiasm for this.
[00:54:03] It's pretty extraordinary. I'm
[00:54:05] particularly excited by this mobile unit.
[00:54:07] I want to put one on a barge, extend it to
[00:54:10] our maritime operations. But that's really
[00:54:13] quite clever, and I don't think I've ever
[00:54:15] seen it before, so I'm looking forward to
[00:54:18] how that ends up working for you. And if
[00:54:20] you can pull into my garage, I'm having a
[00:54:22] real hard time getting my power to my car
[00:54:24] right now. Other than that, the last
[00:54:27] slide, number seven. I was wondering, is
[00:54:30] that a off the shelf vehicle or is that a
[00:54:32] modified? Because I just saw one of these,
[00:54:35] that it's a pretty large rig,
[00:54:41] the van? Yeah. Shayla, do you want to
[00:54:43] speak to that van?
[00:54:46] It's a Ford Transit, and that's actually
[00:54:49] the biggest vehicle that we use in our
[00:54:51] fleet, and we have at least ten of those.
[00:54:54] And so that's just off the shelf vehicle?
[00:54:57] No. Well, this one has had some upfitting
[00:55:00] to get it ready for service, and all of
[00:55:02] our vehicles go through updating to get

[00:55:03] ready for service. So, no, it's not just
[00:55:05] off the lot like that. As far as the
[00:55:08] powertrain work, is that. Yes,
[00:55:15] we provide some specifications with
[00:55:17] regards to our needs based on the payloads
[00:55:21] and what we'll use the vehicle for. And as
[00:55:24] Shayla talks about with the outfitting
[00:55:26] side of the house, we do have to make some
[00:55:29] modifications for shelving, and also, in
[00:55:32] some cases, if we're going to rig
[00:55:34] different types of equipment depending
[00:55:38] on the craft, but for the most part,
[00:55:42] the chassis and so forth are pretty
[00:55:44] standard. Well, that's really interesting,
[00:55:45] because that's a pretty big rig to have
[00:55:47] fully electric. So, basically, you can get
[00:55:50] a Ford transit of that size, and you just
[00:55:53] do the interior however you want. All
[00:55:55] right. Thank you. Well, commissioner,
[00:55:56] I'll have to invite you to the Advanced
[00:56:00] Clean Transportation conference,
[00:56:04] where yours truly had the opportunity to
[00:56:07] drive one of a box truck that they had
[00:56:09] that was electric. That was absolutely
[00:56:11] amazing. And the technology has moved very
[00:56:15] far down the road. There were a lot of
[00:56:18] cool toys, but we're being responsible
[00:56:21] stewards, and we're buying those units
[00:56:23] that we know that we can use in our best
[00:56:25] interest. Commissioner Calkins.
[00:56:30] Sounds like Commissioner Felleman is
[00:56:32] dreaming about the hashtag van life.
[00:56:38] I had an interesting conversation with
[00:56:40] another fleet owner recently.
[00:56:45] I think he said their total is about 650,
[00:56:49] primarily pickup trucks, but also I think
[00:56:52] they're class six trucks for last
[00:56:56] mile delivery. And he described a few
[00:57:00] of the challenges that they've had in both
[00:57:02] sourcing and then also as they purchased
[00:57:05] sort of pilot vehicles from a variety
[00:57:08] of manufacturers, that there were some
[00:57:12] that were clearly suited for commercial
[00:57:14] work and for longer distances, and others
[00:57:17] that were really intended for a more,
[00:57:20] call it, residential market, but private
[00:57:22] consumer market. And I'm wondering how
[00:57:24] much work we've done. We're moving from
[00:57:28] fairly small number of all electric to
[00:57:31] basically the majority of our fleet over
[00:57:33] the next few years. And so the difference
[00:57:36] between a manufacturer that's geared
[00:57:39] towards a commercial market like we have,
[00:57:42] where maybe the use is a bit more rugged
[00:57:44] and ongoing.
[00:57:47] I wonder if you guys have explored the
[00:57:52] differences and made a determination which
[00:57:55] manufacturer in particular tends to meet
[00:57:57] our needs best. I'll start, but definitely
[00:58:01] Shayla will be able to give some details
[00:58:03] about a couple of the vehicles that we've
[00:58:04] piloted. And again, that's the
[00:58:08] opportunity to be able to seek out,

[00:58:12] give the Ford Lightning, for example. The
[00:58:14] Ford Lightning is obviously a great
[00:58:16] utility vehicle and provides us a lot of
[00:58:18] flexibility. But Ford
[00:58:22] themselves, in a conference that I went to
[00:58:24] last year, clearly said, how many of you
[00:58:27] are still waiting for Ford vehicles? And
[00:58:29] there were a lot of hands that went up,
[00:58:31] and they said, you're going to be waiting
[00:58:33] because the demand is so high. So we have
[00:58:35] looked at other opportunities, and I think
[00:58:38] Shayla's found some other smaller light
[00:58:40] duty vehicles that be able to meet our
[00:58:43] particular needs. And I would like her to
[00:58:47] be able to speak to just our venture
[00:58:50] with the pilot, with our Volkswagen fleet
[00:58:54] vehicle, which, as you pointed out,
[00:58:57] that's not kind of the one of the things
[00:58:59] that I would have seen as a fleet type
[00:59:02] vehicle, but in conversations with
[00:59:06] Levi and the team, and it's working real
[00:59:10] well for us. So, Shayla, would you like to
[00:59:12] add to that? So we did a pilot program
[00:59:16] over the past year, and we've had multiple
[00:59:19] different motor pole vehicles that are
[00:59:21] EVs. We have a couple of bolts, we have
[00:59:23] lightnings, we have an I'd four, and then
[00:59:26] we also do the transit. And so we've been
[00:59:29] trying to basically broaden our
[00:59:33] scope with our team as far as them being
[00:59:35] able to use different vehicles and let us
[00:59:37] know which one they like, the best. They
[00:59:39] really do love the Volkswagen so far. The
[00:59:41] bolt also, we get a lot of good reviews
[00:59:43] on. The transit is more of our service
[00:59:46] vehicle instead of the service truck that
[00:59:48] we used to use. Now we're moving over to
[00:59:50] the e transit for the service vans. And so
[00:59:54] we have kind of been jumping around with
[00:59:56] different vehicles to see which will work
[00:59:58] best for us. So far, the Ford Transit is
[01:00:00] the one that we do use the most in our
[01:00:02] work. And could you talk to maybe how many
[01:00:05] of those vehicles you were able to just
[01:00:07] snatch right off the lot?
[01:00:10] They are hard to get. Like, the bolt right
[01:00:13] now has been discontinued, but they're
[01:00:14] bringing it back. The Volkswagen is also
[01:00:17] on the contract, so we're able to get that
[01:00:19] one as it's available. It just depends
[01:00:22] what they have on the lot or through
[01:00:25] contract, we can order vehicles and get
[01:00:27] them coming. But, like, right now,
[01:00:30] we have two Rav4s that just got
[01:00:33] delivered, and those took like six months
[01:00:36] or more. A lot of the stuff is taking over
[01:00:39] a year or more. And then along with
[01:00:40] upfitting, especially for the transits,
[01:00:43] we've had some vehicles that are upfitter.
[01:00:45] We have about six vans that are waiting to
[01:00:47] be upfitted. They've been there for a
[01:00:48] year. So just waiting on the upfitting
[01:00:51] piece, all of it together, along with

[01:00:53] finding the vehicles, can take up to two
[01:00:55] years or more. And I would also point out
[01:00:59] commissioners that sometimes they will
[01:01:01] come back to us about. I had one vehicle
[01:01:04] this year to say, hey, listen,
[01:01:08] this package has changed, so we want
[01:01:11] to be able to consider these alterations.
[01:01:13] So we are trying to be very flexible in
[01:01:17] our approach to be able to just seek
[01:01:21] whatever opportunities we're trying to get
[01:01:23] ahead of that other fleet operator that
[01:01:25] you just talked about to be able to
[01:01:28] meet our needs, because we know there's a
[01:01:31] lot of folks that have a similar idea.
[01:01:35] Commissioner Joe. Yeah, just out of
[01:01:36] curiosity, who does the outfitting of
[01:01:38] these vehicles for us? So depending on
[01:01:41] what it's for, like, as far as service
[01:01:43] vans, we have particular vendors that we
[01:01:46] go to for outfitting, like the vans and
[01:01:48] service vans. The truck is different as
[01:01:50] well. We have a vendor that we go to for
[01:01:52] service trucks. So it just really depends
[01:01:54] what we're outfitting and what kind of work
[01:01:55] needs to be done. So it's post
[01:01:57] acquisition, though, of the vehicles?
[01:01:59] Yeah. So that's like a separate process.
[01:02:02] So normally we buy the vehicle first, we
[01:02:04] arrange upgrading with someone else after
[01:02:05] the fact. Got it. It says here that 27
[01:02:10] of the 63 vehicles will be alternative
[01:02:13] fuel source? What are we talking about
[01:02:15] here? Diesel. It can be electric. It can
[01:02:18] be biodiesel, renewable diesel. But for
[01:02:21] the most part, we're referring to electric
[01:02:25] when we're saying that.
[01:02:28] Wait, so 27 of
[01:02:32] the 63 are alternate fuels, so the
[01:02:34] remainder are not? That's correct.
[01:02:38] 27 is our initial number. We are
[01:02:41] hoping that we'll be able to do more, but
[01:02:44] again, it depends on the purpose for that
[01:02:48] vehicle that
[01:02:53] we'll be striving for. I thought the
[01:02:56] remainder was all. Sorry, commissioner,
[01:02:58] chose someone's mic is on. If you could
[01:03:00] turn your mic off online, that'd be
[01:03:02] helpful. That helps me understand.
[01:03:05] I thought everything except in 27 were
[01:03:08] EVs. But you're saying that the Delta is
[01:03:11] actually all just conventional vehicles?
[01:03:13] Yes. Why aren't we converting the
[01:03:16] other ones? It really depends on the
[01:03:20] operational need and as far as, like,
[01:03:24] the operational need,
[01:03:29] payload, all this different stuff goes
[01:03:31] into it. The range, for one thing, like on
[01:03:33] the service, on the e transits, it's only
[01:03:36] about 100 miles for range. So right
[01:03:39] now, we don't have the charging
[01:03:40] infrastructure in to even support charging
[01:03:43] any of these electric vehicles. So until
[01:03:46] we get that in, it's like we can't bring

[01:03:48] in all these electric vehicles at once.
[01:03:50] It has to be like a more gradual
[01:03:53] transition to it. Yeah, that was actually
[01:03:55] going to be. My next question is, do we
[01:03:56] even have the EV infrastructure to support
[01:03:58] this weight? Our EV infrastructure is
[01:04:01] light, and obviously,
[01:04:04] we are continuing to add year over year
[01:04:09] of where we're having additional
[01:04:11] infrastructure that's being put in. But as
[01:04:14] you're aware, it can be in the hundreds of
[01:04:18] thousands of dollars for trenching
[01:04:20] infrastructure, especially older
[01:04:22] infrastructure. And so that was our move
[01:04:25] to the alternative method of bringing in
[01:04:29] a beam system to make sure, as Shayla
[01:04:32] pointed out, so that wherever we're going
[01:04:35] to have an electric vehicle, we're going
[01:04:36] to have charging to be able to support
[01:04:38] that. Yes,
[01:04:42] I recognize that number 27 is a lower
[01:04:46] number, but we're going to do our best.
[01:04:49] As our change in infrastructure does
[01:04:52] increase, we're going to be able to add
[01:04:55] more of those vehicles.
[01:04:59] Our intent is to come in
[01:05:03] above that number. But based on what we
[01:05:05] have right now, that's where we're
[01:05:07] starting with these purchases.
[01:05:11] And have we looked into grants for EV
[01:05:13] charging? They just awarded the first
[01:05:14] round of CFI grants. Seaport alliance just
[01:05:17] got \$14 million for it. Do we pursue
[01:05:19] those? I've talked to staff about it
[01:05:21] before, and I just don't understand why we
[01:05:24] haven't pursued these grants. I do
[01:05:28] know that some of the, just like when
[01:05:30] we've looked at the grants for our two
[01:05:34] electric vehicles that we're getting out
[01:05:36] at Terminal 91 is that we
[01:05:41] are working on that. As far as
[01:05:44] opportunities, I can't speak directly to
[01:05:46] that particular grant, but I will follow
[01:05:48] up on that and get an answer back to
[01:05:52] you. Thank you. Thank you, Commissioner
[01:05:56] Felleman. Thank you for raising that. I
[01:05:59] was also confused by that. My
[01:06:01] understanding, though, is, like, our whole
[01:06:02] diesel fleet is running on some form of
[01:06:05] green diesel. Is that not the case? Yes,
[01:06:08] we do use a low sulfur diesel.
[01:06:14] All of our other vehicles are on low
[01:06:15] sulfur. Well, not all, but the majority of
[01:06:18] our vehicles are on low sulfur diesel.
[01:06:20] Well, not just low sulfur. I thought it
[01:06:22] was a bioreplacement. It was either
[01:06:24] renewable diesel or. Here's our maritime
[01:06:28] person here. She's the one that told
[01:06:31] me,
[01:06:36] I think this is on Stephanie Jones, 7th,
[01:06:39] the managing director of the maritime
[01:06:41] division. Commissioner Felleman, and
[01:06:43] you're correct, it is a renewable

[01:06:45] biodiesel that we use. There's a
[01:06:49] handful, if you notice the page,
[01:06:53] previous slide there is that we list the
[01:06:55] number of gallons. So periodically, a
[01:06:58] truck is somewhere away from marine
[01:07:00] maintenance, and it needs to be refilled.
[01:07:01] And we use conventional diesel. But unless
[01:07:04] it's an extenuating circumstance, you can
[01:07:06] see renewable diesel is 22,000 gallons.
[01:07:09] Regular diesel is just about a 10th of
[01:07:12] that. So typically we do. And I just would
[01:07:15] also add to the previous conversation, my
[01:07:17] understanding is wherever we can use an
[01:07:19] alternative fuel vehicle, we do.
[01:07:23] But there are, as Shayla was describing,
[01:07:25] there are some cases where that technology
[01:07:27] is just not available. Some of our heavier
[01:07:29] duty specific trucks, you can't get that
[01:07:32] yet. So we are wherever we can. We are
[01:07:35] making that transition today. But there
[01:07:37] are some places where the technology does
[01:07:39] not yet exist for heavier duty, like a
[01:07:42] vactor truck, for instance. There's some
[01:07:44] specific technologies where you just don't
[01:07:47] get that. So what the team really has done
[01:07:49] is pushing this forward as fast as today's
[01:07:52] technology allows. Just to clarify that.
[01:07:55] So I think part of the confusion is that
[01:07:57] when I hear alternative fuel, we're
[01:07:59] thinking about green dies. When you talk
[01:08:01] about electrification, we don't think of
[01:08:03] it as a fuel. Right. So I think that was
[01:08:05] the confusion we both incurred. I also saw
[01:08:08] on the consent item 8D, we are disposing
[01:08:12] of 70 fleet vehicles. So we're acquiring
[01:08:15] 63 and getting rid of 70. Right. In this
[01:08:18] same day. Yeah, that's correct.
[01:08:22] And those will go out to aviation. That's
[01:08:25] correct. That's correct.
[01:08:28] Commissioner Joe. Yeah, just real quick,
[01:08:29] what is the lifespan of these alternate
[01:08:32] fuel vehicles that we're expecting to get
[01:08:33] out of them?
[01:08:36] Probably 15 years. Okay.
[01:08:40] Thank you.
[01:08:44] So, hearing no further questions for this
[01:08:47] item, we can move to approve
[01:08:50] it. Is there a motion and a second to
[01:08:53] approve item ten B?
[01:08:56] I move we approve item ten B. No second.
[01:08:59] Great. The motion has been made and
[01:09:01] seconded. Commissioners, are there any
[01:09:03] further discussions or debate on this
[01:09:04] item? I would just also like to say thank
[01:09:08] you all for the work that you're doing and
[01:09:10] helping us reach our emission reduction
[01:09:12] goals. It's obviously a heavy task that
[01:09:15] you guys have been tasked with, but really
[01:09:17] do appreciate the work that is happening.
[01:09:19] Thank you. Absolutely. With that said,
[01:09:22] clerk Hart, please call the roll for the
[01:09:24] vote. Commissioners, please say aye or nay
[01:09:26] when your name is called. Thank you.

[01:09:28] Beginning with Commissioner Calkins. Aye.
[01:09:31] Thank you. Commissioner Cho. Aye. Thank
[01:09:33] you. Commissioner Felleman. Aye. Thank
[01:09:35] you. Commissioner Hasegawa. Aye. Thank
[01:09:37] you. And Commissioner Mohammed. Aye.
[01:09:39] Thank you. Five ayes, zero nays for this
[01:09:41] item. The motion has passed.
[01:09:43] Congratulations. Great job. Thank you.
[01:09:45] Thank you. Clerk Hart, please read the
[01:09:48] next item into the record, and then
[01:09:50] executive director Metruck will then
[01:09:52] introduce it. Thank you. This is agenda
[01:09:54] item ten C, introduction of resolution
[01:09:57] number 38 21, a resolution adopting SEA
[01:10:00] tree replacement standards for airport
[01:10:02] activities area and the Sea Land
[01:10:05] stewardship plan for Seattle Tacoma
[01:10:06] International Airport commissioners.
[01:10:10] Last year, you adopted principles to guide
[01:10:12] the development of the port's
[01:10:14] environmental land stewardship efforts for
[01:10:16] trees, forests and other habitat. That
[01:10:19] order built on the port's existing
[01:10:20] regional and industry leadership on these
[01:10:23] topics by identifying five principles and
[01:10:25] four strategies for land stewardship
[01:10:28] across all port facilities and properties.
[01:10:31] Today's resolution is the culmination of
[01:10:32] the efforts undertaken by staff to meet
[01:10:35] those deliverables outlined in the order
[01:10:37] 2023-10. That effort included
[01:10:41] a community engagement process, baseline
[01:10:43] inventory, stewardship recommendations,
[01:10:45] and more you'll hear about in the
[01:10:47] presentation. So presenters this afternoon
[01:10:50] are Anne Sharado, Deputy Commission chief
[01:10:53] of Staff Sarah Cox, Director, Aviation
[01:10:56] Environment Sustainability Chipper Manny,
[01:10:59] environmental program manager. So with
[01:11:01] that, I'll turn it over to member. Thank
[01:11:04] you, Director Metruck. I want to thank the
[01:11:07] environmental team and especially Chipper
[01:11:08] Manny, who has been developing the airport
[01:11:11] land stewardship for years and really
[01:11:12] helped deliver a quality product at the
[01:11:15] commissioner level. We've been working on
[01:11:16] this policy for over a year, including
[01:11:18] Commissioner Hasagawa hosting an April 4,
[01:11:21] 2023 community check in, and many thanks
[01:11:24] to Commissioner
[01:11:29] Strategic Advisor Erica Chung, as well as
[01:11:32] a follow up. On July 27, 2023, the
[01:11:35] commission authorized an order to
[01:11:37] implement the port portwide environmental
[01:11:38] land stewardship principles and strategies
[01:11:41] preceding the introduction of the policy
[01:11:42] on November eighth 2023, Commissioner
[01:11:44] Hasagawa hosted a webinar on Sea tree
[01:11:47] replacement standards and SEA land
[01:11:49] stewardship plan. We incorporated
[01:11:51] community feedback from both April and
[01:11:53] November engagements into the plan and
[01:11:54] helped open the comment period for over a

[01:11:56] month. Finally, we had at least three
[01:11:58] committee meetings and one public briefing
[01:12:00] leading up to today. Thank you.
[01:12:05] Good afternoon commissioners and Executive
[01:12:07] director Metruck. I'm Sarah Cox, the
[01:12:10] Aviation Environment Sustainability
[01:12:11] director. I am so excited to be here today
[01:12:14] to present the SEA land stewardship plan
[01:12:18] and our proposed tree replacement policy
[01:12:22] for introduction today and hopefully
[01:12:24] adoption at our next commission meeting.
[01:12:27] These two strategies support the port
[01:12:29] portwide environmental land stewardship
[01:12:31] principles, which Executive director
[01:12:34] Metruck noted were adopted in July of 2023
[01:12:37] and these principles
[01:12:42] recognize the operational and development
[01:12:46] requirements of our transportation
[01:12:48] industry and how we seek to balance those
[01:12:51] with the needs of responsible use of
[01:12:55] balancing our economic community and our
[01:12:57] natural resources and the port
[01:13:01] and our team. We recognize the significant
[01:13:05] community and habitat benefits provided by
[01:13:07] natural resources on our land that we own
[01:13:11] and maintain and we continually strive to
[01:13:13] go beyond the minimum regulatory
[01:13:16] requirements to address environmental
[01:13:17] justice, improve environmental health,
[01:13:20] increase climate resilience and improve
[01:13:23] habitat for fish and wildlife. I just
[01:13:26] wanted to highlight a few of the items
[01:13:28] that we have previously done. Since 2005,
[01:13:33] we've successfully implemented a suite of
[01:13:36] projects to improve ecological processes
[01:13:38] and functions that are critical to fish
[01:13:42] and wildlife. We have restored,
[01:13:45] enhanced or created over 177
[01:13:49] acres of wetlands and buffers, including
[01:13:52] planting over 350,000 native trees and
[01:13:55] plants and this area is protected from
[01:13:58] future development. We've also partnered
[01:14:02] with our local cities burying in the city
[01:14:05] of Sea-Tac to replace 400ft of Culvert
[01:14:08] in Miller Creek and restored it to a
[01:14:11] natural habitat and restoring connectivity
[01:14:15] to upstream. We also partner with the
[01:14:18] city of Des Moines, City of Sea-Tac and King
[01:14:21] county on our Des Moines Creek basin Plan
[01:14:24] and that established floodplain in Des
[01:14:27] Moines Creek wetland and buffer
[01:14:30] restoration and creation, as well as
[01:14:34] improvements in Des Moines Creek. So we
[01:14:37] are so excited to formalize
[01:14:41] a lot of the work that we've done in the
[01:14:43] past into these programs and I will now
[01:14:45] pass it over to Chipper Mieni to go into
[01:14:47] some of the details. Thank you. Thank you
[01:14:50] Director Cox. Thank you commissioners and
[01:14:53] thank you executive Metruck. And thanks in
[01:14:56] particular to Commissioner Hasegawa for
[01:14:58] her tremendous leadership in advancing the
[01:15:01] land stewardship initiatives. I would also

[01:15:03] like to thank Erika Chung for her
[01:15:05] wonderful collaboration in leading
[01:15:08] development of the policy language related
[01:15:10] to land stewardship. Lastly, please allow
[01:15:12] me to thank our environmental leaders
[01:15:14] Sandy Kilroy and Sarah Cox for allowing me
[01:15:18] to support their leadership and vision to
[01:15:20] create a more sustainable airport.
[01:15:24] The environmental Land Stewardship
[01:15:26] principles passed by commission last year
[01:15:28] balanced stewardship environmental
[01:15:31] stewardship with airport needs for
[01:15:33] operations and development the principles
[01:15:35] have five components. First, they require
[01:15:38] comprehensive application of the
[01:15:39] principles to all port wide to all
[01:15:42] programs and processes. This includes the
[01:15:45] second principle, which ensures that land
[01:15:48] stewardship is specifically and directly
[01:15:50] applied to capital development programs.
[01:15:52] The principles also recognize the nexus
[01:15:55] between stewardship and community benefits
[01:15:58] and seek to ensure programmatic actions
[01:16:00] apply and equity lends to land stewardship
[01:16:02] planning. This includes the fourth
[01:16:04] principle, which seeks to ensure that the
[01:16:06] port works with its community and
[01:16:07] government partners to improve ecological
[01:16:10] outcomes. Lastly, the principles also
[01:16:14] recognize land stewardship is best
[01:16:15] implemented using a holistic ecological
[01:16:18] approach, using best practices to maintain
[01:16:21] and enhance the health of our trees,
[01:16:24] forest, and other habitat.
[01:16:27] Next, slide in
[01:16:32] speaking to the land stewardship plan,
[01:16:34] specifically, which is being proposed for
[01:16:36] adoption. The land stewardship plan is
[01:16:39] intended to facilitate application of the
[01:16:41] principles by providing a framework for
[01:16:43] identifying and prioritizing stewardship
[01:16:45] actions. While the plan recognizes that
[01:16:48] the airport has legal and policy
[01:16:49] obligations to develop infrastructure and
[01:16:52] support safe and efficient flight
[01:16:54] operations, it seeks to improve the
[01:16:56] sustainability of those operations and
[01:16:58] associated development. Improving
[01:17:00] sustainable management of the ecological
[01:17:02] resources in the face of significant
[01:17:04] development pressures will enhance and
[01:17:07] restore ecological productivity as well as
[01:17:10] increase to the community benefits
[01:17:11] provided by the open space.
[01:17:17] The plan's objectives include, first of
[01:17:19] all, inventory tracking and annual
[01:17:21] reporting of achievements. We have already
[01:17:24] completed the baseline inventory using
[01:17:26] 2021 land cover data, the results of
[01:17:29] which are then used to inform planning and
[01:17:32] analysis to achieve the subsequent
[01:17:34] objectives while also providing a
[01:17:36] benchmark for tracking progress. Those

[01:17:39] subsequent objectives include maintaining
[01:17:42] the health of existing habitat while also
[01:17:44] enhancing and restoring our disturbed
[01:17:46] habitat. This is best accomplished by
[01:17:49] emphasizing contiguous habitat along
[01:17:52] highly regulated stream corridors, which
[01:17:54] lie generally between the airport
[01:17:56] operational areas and surrounding
[01:17:58] communities. The habitat corridors along
[01:18:01] streams also contain the highest level of
[01:18:03] ecological function, including allowing
[01:18:05] free movement of salmon, other fish and
[01:18:08] wildlife, and other fish and wildlife
[01:18:11] stewardship outcomes can also be improved
[01:18:13] through community partnerships, which is
[01:18:16] the fourth objective of the plan,
[01:18:18] allowing coordinated planning and
[01:18:20] implementation of land stewardship actions
[01:18:22] beyond sea properties in our neighboring
[01:18:25] communities. For example, Sea maintains
[01:18:28] community stewardship sites and sponsors
[01:18:30] community tree planting and invasive
[01:18:33] maintenance events at the sites.
[01:18:36] Commission has also approved grant
[01:18:37] programs that provide funding for citizen
[01:18:40] sponsored projects, both ecological and
[01:18:43] social and surrounding communities. While
[01:18:46] the previous objectives primarily
[01:18:47] emphasize planning and voluntary
[01:18:49] stewardship actions, the plan also
[01:18:51] recognizes the airport's need for
[01:18:54] development to support efficient
[01:18:55] operations. This is necessarily going to
[01:18:57] require tree clearing for this reason.
[01:19:00] The last objective establishes goals and
[01:19:02] actions consistent with the land
[01:19:03] stewardship plan principles that mitigate
[01:19:06] the effects of tree clearing required for
[01:19:08] operations and development. Next slide,
[01:19:11] please. The land stewardship plans
[01:19:15] management approach is to align
[01:19:17] stewardship recommendations with existing
[01:19:19] land use and regulated ecological
[01:19:21] resources. In operational areas, which
[01:19:24] include the airfield proper and the
[01:19:26] terminal, stewardship potential is highly
[01:19:28] constrained and no actions are
[01:19:30] recommended. We have also grouped ground
[01:19:33] leases in this category as the lessee is
[01:19:37] responsible for maintaining those sites
[01:19:39] through the terms and conditions of its
[01:19:41] lease. This includes North Sea-Tac park,
[01:19:44] which is leased and maintained by the city
[01:19:46] of Sea-Tac, and they are responsible for the
[01:19:49] maintenance of the park plants at
[01:19:51] development sites. The plan recommends
[01:19:53] stewardship actions that ensure public
[01:19:55] safety and adequately maintained
[01:19:58] landscaping. In practice, we are
[01:20:01] inventorying development sites to mitigate
[01:20:04] potential vegetation hazards to
[01:20:06] structures, public areas, and roads.
[01:20:09] We are also inventorying formal

[01:20:11] landscaping around buildings and other
[01:20:14] infrastructures to identify missing,
[01:20:17] dead, and unhealthy trees in order that we
[01:20:20] may replace them. Remaining sites
[01:20:23] contain significant ecological resources
[01:20:26] that are assessed for suitability to
[01:20:28] provide certain types of stewardship
[01:20:30] depending on the nature and extent of the
[01:20:32] resources present. As Sarah mentioned,
[01:20:36] the airport maintains already
[01:20:38] approximately 200 acres of protected
[01:20:40] mitigation that is mostly forested and
[01:20:43] receives long term stewardship,
[01:20:45] emphasizing invasive species removal to
[01:20:48] protect the native vegetation from
[01:20:50] degradation, particularly in areas
[01:20:52] containing high value trees. Sites with a
[01:20:55] potential for future stream and wetland
[01:20:57] mitigation are identified and evaluated as
[01:20:59] part of a comprehensive assessment. These
[01:21:01] sites are held in reserve until needed for
[01:21:04] future mitigation. This tactic is
[01:21:06] consistent with the strategy to provide
[01:21:08] environmental mitigation in the vicinity
[01:21:11] of the airport. Upland forested areas
[01:21:15] are more appropriate for voluntary forest
[01:21:18] stewardship actions that help to increase
[01:21:21] tree canopy. Those types of sites
[01:21:24] are maintained through community
[01:21:26] stewardship, other voluntary stewardship
[01:21:28] actions, and also provide potential to
[01:21:30] accommodate tree replacement requirements
[01:21:32] for development. Next slide, please.
[01:21:38] Based on that recommended management
[01:21:40] approach, site plans are created assessing
[01:21:42] the condition of trees, forests, and other
[01:21:44] habitat and evaluating the magnitude of
[01:21:46] the need for invasive management and
[01:21:48] restoration planting. This information is
[01:21:51] used to support maintenance planning as
[01:21:53] well as capital development design related
[01:21:55] to environmental mitigation, including
[01:21:58] tree replacement. Next slide, please.
[01:22:05] Importantly, the Land stewardship plan
[01:22:07] complements and applies port equity
[01:22:09] policy, considering equity and
[01:22:11] environmental justice through the lens of
[01:22:13] the community benefits that are provided
[01:22:15] by the Land stewardship program
[01:22:17] initiatives. Equity is deeply integrated
[01:22:20] into the Land stewardship plan through
[01:22:23] requirements to inventory equity
[01:22:25] attributes, implement community
[01:22:27] partnerships and grant programs, and
[01:22:29] support broader policy based integration
[01:22:31] of equity into capital development and
[01:22:34] design through such initiatives as the
[01:22:36] sustainable project evaluation framework
[01:22:38] and the proposed SE treacement standards.
[01:22:43] In practice, land stewardship plan
[01:22:45] objectives require the inventory of four
[01:22:47] distinct equity attributes, including the
[01:22:51] port's own equity index scoring, the urban

[01:22:55] heat island effects, and two components
[01:22:59] for site accessibility. The objectives
[01:23:02] subsequently require that those attributes
[01:23:04] be used to prioritize sites for
[01:23:06] stewardship that provide the greatest
[01:23:09] potential for increasing community
[01:23:11] benefits. Conceptually, this is applied as
[01:23:15] prioritizing sites with lower or poor
[01:23:18] equity score in order to provide the
[01:23:20] greatest functional and functional
[01:23:24] ecological functional lift and community
[01:23:26] benefits. For example, the accompanying
[01:23:29] figure on the slide indicates the port
[01:23:32] equity index scores in neighborhoods
[01:23:34] surrounding the airport. Areas with poorer
[01:23:36] scores receive greater priority for
[01:23:38] stewardship actions. Next slide
[01:23:45] moving on to the proposed policy directive
[01:23:48] for SCHV replacement standards. The
[01:23:51] application of the land stewardship
[01:23:52] principles is supported through a strategy
[01:23:55] to adopt tree replacement standards for
[01:23:57] the airport's jurisdiction. Typically,
[01:24:00] municipal codes require tree replacement
[01:24:03] as part of development standards for site
[01:24:05] clearing and grading. All cities
[01:24:08] surrounding the port have adopted tree
[01:24:10] replacement standards and their
[01:24:12] development standards. These standards are
[01:24:15] fairly complex but generally require a
[01:24:17] maximum three to one replacement ratio for
[01:24:20] cleared trees. Airport properties are
[01:24:22] subject to city standards in which the
[01:24:24] development occurs. With the exception of
[01:24:27] the airport activity area identified in
[01:24:29] blue on the figure. The airport activity
[01:24:32] area is administered by the interlocal
[01:24:34] agreement between the port and the city of
[01:24:36] Sea-Tac. The agreement designates the airport
[01:24:39] building department as the jurisdictional
[01:24:41] authority within the airport activity
[01:24:43] area. Currently, there are no formally
[01:24:46] authorized tree replacement standards in
[01:24:49] the airport activity area. The proposed
[01:24:52] tree replacement standards before you
[01:24:54] today fill this regulatory gap and
[01:24:57] ensure all trees removed on airport
[01:24:59] property, whether they're in the cities or
[01:25:01] within the airport's jurisdiction, are
[01:25:03] required to be replaced.
[01:25:06] Next slide, please.
[01:25:10] We take an innovative approach to tree
[01:25:13] replacement that is consistent with the
[01:25:15] land stewardship plan's objectives. To
[01:25:19] provide a holistic approach, we exceed the
[01:25:22] typical city standard of three to one
[01:25:24] replacement by requiring a four to one
[01:25:26] replacement ratio and consistent
[01:25:30] with the plan, the replacement standards
[01:25:33] take a forest health approach,
[01:25:36] and credits for replacement can be
[01:25:39] generated using one of three actions. You
[01:25:43] can plant one tree which generates one

[01:25:45] replacement credit. You can also protect
[01:25:48] an existing tree from invasive threat and
[01:25:51] that also would generate one credit.
[01:25:57] And this approach is similar to the
[01:26:00] regulatory approach for replacing
[01:26:02] wetlands, which uses a credit based system
[01:26:05] intended to replace ecological functions.
[01:26:08] In the case of the proposed tree,
[01:26:09] replacement credits can be generated by
[01:26:14] I've already said that I apologize. Next
[01:26:16] slide.
[01:26:21] As Leanne and Sarah both mentioned,
[01:26:23] consistent with the port's equity policy
[01:26:26] requiring public engagement and comment on
[01:26:28] the development of new port policies.
[01:26:30] Staff implemented a public engagement
[01:26:32] process for both the environmental land
[01:26:34] stewardship principles as well as the
[01:26:37] proposed sea land stewardship plan and
[01:26:39] tree replacement standards. The port held
[01:26:42] a public webinar on November eighth
[01:26:44] presenting the land stewardship plan and
[01:26:45] tree standards to the public. With
[01:26:48] approximately 40 attendees at the webinar,
[01:26:51] the port published the webinar Slide Deck
[01:26:54] draft, Land stewardship plan and tree
[01:26:55] replacement on the port website for public
[01:26:58] review. Approximately 20 individuals
[01:27:00] provided comment either during the webinar
[01:27:03] or subsequently through email. Once the
[01:27:06] comment period closed, the port published
[01:27:08] the comments in a blog addressing
[01:27:11] the comments. Next slide, please it's
[01:27:17] important to note that we received
[01:27:18] positive feedback on the land stewardship
[01:27:21] plan and the tree replacement policy. One
[01:27:23] comment calling the plan's objectives and
[01:27:25] goals laudable. We did receive specific
[01:27:29] and substantive comments regarding public
[01:27:31] outreach approach, the land stewardship
[01:27:34] plan objectives, as well as questions
[01:27:36] about how the port is documenting and
[01:27:39] reporting programmatic outcomes. The port
[01:27:42] concluded these substantive comments
[01:27:44] required a direct action in response.
[01:27:47] First, we responded to comments regarding
[01:27:49] the public engagement process by extending
[01:27:52] the public comment period from two to six
[01:27:54] weeks. We also confirmed that we would
[01:27:57] publish all comments in addition to the
[01:27:59] published blog response on the website so
[01:28:02] that the public had access to them.
[01:28:05] Second, we received substantive comments
[01:28:08] asking for the land stewardship plan to go
[01:28:10] even further to integrate equity into site
[01:28:13] planning. While the port still recognizes
[01:28:15] the need to balance equity with
[01:28:18] environmental, economic, and operational
[01:28:20] policies and requirements, we responded by
[01:28:23] revising the plan's objectives to include
[01:28:25] direct statements about equity.
[01:28:27] Specifically, the plan's objectives and
[01:28:29] goals were revised to add language

[01:28:31] explicitly requiring equity attributes to
[01:28:33] be inventoried and that the inventory
[01:28:36] attributes be used to prioritize
[01:28:38] stewardship actions. We also updated the
[01:28:41] plan to clarify the port will document and
[01:28:44] report its achievements through annual
[01:28:47] reporting and regulatory reporting
[01:28:49] requirements. Importantly, the port
[01:28:52] did not receive substantive comments on
[01:28:54] SEA's proposed approach to tree
[01:28:56] replacement. Comments related to tree
[01:28:59] replacement were general in nature,
[01:29:01] asking the port to please limit future
[01:29:03] development that requires significant tree
[01:29:06] clearing. The land stewardship plan and
[01:29:09] tree replacement standards do not propose
[01:29:11] or recommend clearing for development or
[01:29:14] development projects in general, so there
[01:29:17] was not a way to directly respond to those
[01:29:19] comments via revisions or updates to the
[01:29:21] two proposed strategies before commission
[01:29:23] today.

[01:29:27] Next slide, please.

[01:29:30] Thank you very much for allowing me to
[01:29:32] give you this presentation today and we're
[01:29:34] happy to take questions. Great. Thank you
[01:29:37] for the presentation and all the
[01:29:39] information you've provided. Are there any
[01:29:41] questions at this time for the actual
[01:29:43] staff? Commissioner Hasegawa thank you,
[01:29:46] Madam President. Madam President,
[01:29:50] we as commissioners have often talked
[01:29:52] among ourselves about how the Port of
[01:29:54] Seattle is uniquely positioned to lead on
[01:29:56] issues of environment sustainability. I
[01:29:59] think for a long time and historically,
[01:30:01] the public perception of the port is that
[01:30:03] we have always prioritized economic
[01:30:06] development at the cost of environmental
[01:30:09] well being. I am so
[01:30:12] proud of the labor of love and the
[01:30:16] heart and the hard work that has gone on
[01:30:18] for years in order to bring us to this
[01:30:21] moment. This is the port's
[01:30:25] land stewardship plan.
[01:30:30] There's a reason why we made it available
[01:30:34] electronically, because the irony
[01:30:37] of having a tree replacement standard to
[01:30:42] reflect this labor of love.
[01:30:45] Right. It's over 100 pages.
[01:30:50] Codifying and stewarding exactly how we
[01:30:53] are going to implement our land
[01:30:54] stewardship principles. And there are
[01:30:58] a number of remarkable elements to this
[01:31:01] tremendous and thick document,
[01:31:04] not least of which of how it's raising the
[01:31:07] bar for our tree replacement standards
[01:31:09] from four to one. Prioritizing and
[01:31:13] preserving old growth trees, recognizing
[01:31:15] the ecological benefit that they provide.
[01:31:18] Our aim to connect and preserve contiguous
[01:31:21] tree canopy, using an equity index as a
[01:31:25] decision making tool, ensuring that we're

[01:31:28] preserving habitat for fish and wildlife.
[01:31:32] It's all in here, and there's so much
[01:31:35] that's gone in and it's so consequential.
[01:31:38] That's why we also made sure that we had a
[01:31:41] very robust public review and comment
[01:31:44] period. I'd like to recognize and thank
[01:31:47] the many number, the many people in
[01:31:51] the public who showed up to be able to
[01:31:54] participate in these public input
[01:31:56] sessions, the many people who took time to
[01:31:59] look through this and actually write in.
[01:32:01] I'd like to recognize and thank the staff
[01:32:04] who made sure that that was a priority in
[01:32:06] our process. We often talk about how it's
[01:32:09] not just what you do, but how you do it.
[01:32:11] That means a lot. And although we didn't
[01:32:14] receive a lot of substantive feedback,
[01:32:16] there was some feedback that I'm really
[01:32:18] grateful to you for taking the time to
[01:32:20] listen, to record, to make publicly
[01:32:23] available so everyone knew what that
[01:32:24] feedback was, and then to incorporate it.
[01:32:27] That's really incredible. Active listening
[01:32:30] and responsive leadership.
[01:32:33] And I'd also like to recognize and thank
[01:32:35] AJ for bringing together such a really
[01:32:38] beautiful public input process. We have
[01:32:41] extended the public comment period.
[01:32:46] This has been in the works for about three
[01:32:48] or four months. To bring it to this point,
[01:32:52] everyone. And I think
[01:32:56] my question for staff is a nontraditional
[01:32:58] question, and it's for Chipper.
[01:33:02] And what is the piece of this? You've
[01:33:05] worked on this for years, and one of my
[01:33:08] favorite pieces in walking with you in
[01:33:11] this journey was actually going out to a
[01:33:14] site in Des Moines, seeing you in your
[01:33:16] element, seeing the potential of that
[01:33:18] space right there and what it could be
[01:33:21] having the historic relevance of that
[01:33:23] community and what it would mean to them.
[01:33:25] What is your favorite piece of this
[01:33:29] piece of work, of this land stewardship
[01:33:30] plan before us? I think you aye. the nail
[01:33:33] right on the head. It's the community
[01:33:35] stewardship events where we're able to
[01:33:38] bring the community together and tell our
[01:33:41] story and let them directly see the work
[01:33:44] that we're doing to try to steward the
[01:33:46] environment and then take that with them.
[01:33:49] So, for example, at the community
[01:33:51] stewardship event this Saturday that
[01:33:54] commissioner, President Mohamed attended,
[01:33:58] thank you very much. We were actually not
[01:34:02] planting trees, which is our typical
[01:34:04] shtick. Let's put some trees in the
[01:34:05] ground. We were actually getting out there
[01:34:07] doing the hard, hard labor, and I have the
[01:34:10] tendonitis in my hand to prove it today of
[01:34:14] removing ivy and protecting high
[01:34:18] value trees in and adjacent to our
[01:34:21] existing restoration areas. So as part of

[01:34:24] that, we are able to educate the community
[01:34:27] about how to remove ivy. They can take
[01:34:29] that to their own private residences or to
[01:34:32] their own outside, into their own
[01:34:34] communities and apply those techniques
[01:34:37] more broadly. So I think the community
[01:34:40] planting events are really where the
[01:34:42] rubber meets the road for land
[01:34:44] stewardship. We heard from a lot of folks
[01:34:48] about how important our green spaces are
[01:34:51] to their health, to their mental health,
[01:34:53] ability to be able to recreate, to the
[01:34:56] resiliency of communities and
[01:34:59] having a plan in place to protect these
[01:35:01] lands. It's not just important to our
[01:35:04] airport adjacent neighbors, it's important
[01:35:06] to the port of Seattle as an institution
[01:35:09] in holistically reducing our carbon
[01:35:12] footprint. And I'm truly confident that
[01:35:14] this resolution will
[01:35:17] provide a clear path forward on how to
[01:35:20] steward our lands for the well being of
[01:35:22] the future. I look forward to a second
[01:35:24] reading and adoption. And I think it's
[01:35:28] also important to clarify that we heard
[01:35:30] from a lot of folks that they wish that
[01:35:31] this could also be a vessel for us to be
[01:35:34] able to take further action to make
[01:35:36] decisions about uses of our real estate.
[01:35:39] And I want to acknowledge also that that
[01:35:42] is being very seriously considered on
[01:35:44] behalf of the commission through
[01:35:45] separate bodies of work, including our
[01:35:48] real estate strategic plan and the ongoing
[01:35:50] work of the joint advisory committee,
[01:35:53] which is co chaired by Commissioner
[01:35:55] Mohammed and President Mohamed and
[01:35:58] commissioner Felleman, in conjunction with
[01:36:01] our City of Sea-Tac neighbors. And there's
[01:36:03] been tremendous headway on that body of
[01:36:06] work as well, yet separately from this.
[01:36:09] So I appreciate all the good work of
[01:36:11] staff. Thank you. So much to all
[01:36:15] the folks who've been supporting us on
[01:36:17] commissioner staff via committee. And I'd
[01:36:20] especially like to thank you, Chipper, as
[01:36:22] well as John Everett, Sarah Cox from the
[01:36:26] aviation environmental team, and to Erica
[01:36:28] Chung from the commission office.
[01:36:32] Thank you, Commissioner Hasegawa.
[01:36:34] Commissioner Calkins, I want to extend
[01:36:38] my thanks to Commissioner Hasegawa on
[01:36:41] this, these projects where you really are
[01:36:45] forging a new, essentially a
[01:36:49] brand new policy and program for the port,
[01:36:52] these are the ones that really take a
[01:36:54] great deal of passion to move forward,
[01:36:56] and you have been dogged in your efforts
[01:36:58] to make this happen. And I appreciate
[01:37:02] all of the work that staff has done to
[01:37:05] engage the public on this. We've received
[01:37:07] a number of comments about this, and it
[01:37:09] sort of reminded me a few of them felt

[01:37:12] like, do you guys recall that there was a
[01:37:15] function on some social media, I can't
[01:37:17] even remember which one it was, where
[01:37:18] somebody had posted an article and you
[01:37:20] started to comment on it, but you hadn't
[01:37:22] clicked on it yet. There was this pop up
[01:37:24] that said, don't you want to read the
[01:37:25] article first? I sort of feel like I wish.
[01:37:29] Don't you want to read it first? Because I
[01:37:31] think if you read it, you would be
[01:37:33] strikingly surprised at how amazing this
[01:37:36] document is. In fact, it's so good that I
[01:37:39] think it's going to become one of those
[01:37:41] things that the port of Seattle is able to
[01:37:43] use to teach other ports. So having
[01:37:47] read this, it's a model. It's not perfect,
[01:37:51] but we're going to keep improving it.
[01:37:54] So really well done. Really well done.
[01:37:56] Excited to support this at the next
[01:37:58] meeting. Thank you.
[01:38:01] Any additional comments?
[01:38:04] Commissioner Felleman,
[01:38:07] thank you so much for all the hard work
[01:38:10] that's gone into this and the experience
[01:38:12] you brought to make this substantively
[01:38:14] possible. So I don't know that any other
[01:38:17] ports have arborists and stuff like that
[01:38:20] on staff. So we are quite fortunate to be
[01:38:23] able to produce something of this
[01:38:24] substance. I had a couple of questions and
[01:38:28] I assume might be sources of confusion for
[01:38:31] the public, just in terms of what this
[01:38:34] applies to which properties and things
[01:38:36] like that. And there are two different
[01:38:38] terms of art. One is an airport action
[01:38:41] area, an AAA versus a airport
[01:38:45] operations area, an AOA. Can you help
[01:38:49] me understand that distinction?
[01:38:56] So the AAA is an
[01:39:00] area that's defined via our interlocal
[01:39:02] agreement with the city of seatac, and that
[01:39:05] actually encompasses the AOA, the airport
[01:39:08] operating area, which is terminal,
[01:39:11] airfield or runways, taxiways, et cetera.
[01:39:15] So the AAA
[01:39:18] boundary within the ILA extends
[01:39:22] beyond that. But how just within
[01:39:25] Sea-Tac.
[01:39:34] The inventory, however, which is
[01:39:37] one of the components of the stewardship
[01:39:39] plan, applies to all of our properties.
[01:39:42] True? Correct.
[01:39:45] Which is fantastic. You got to know what
[01:39:47] you got in order to how to manage it. So
[01:39:49] all of the properties in the south end,
[01:39:53] multiple cities, are now inventoried, all
[01:39:56] of the port owned properties.
[01:40:00] And you mentioned, though, that the
[01:40:02] stewardship planning is not in the
[01:40:06] leased properties, but they are
[01:40:08] inventoried.
[01:40:12] That's an excellent question,
[01:40:13] commissioner. You caught us. We are not

[01:40:16] actually inventorying the developed
[01:40:19] properties that are subject to ground
[01:40:22] leases. That are
[01:40:26] currently ground leased. That are
[01:40:27] currently ground leased, yes. So we're not
[01:40:29] even inventorying those. Those sites have
[01:40:32] been developed and are primarily buildings
[01:40:34] and parking lots with formal landscaped
[01:40:37] areas. And the reason that we're not
[01:40:39] inventorying them is because, again, the
[01:40:43] lessee is responsible for the maintenance
[01:40:45] of those sites. And so because we don't
[01:40:48] have a mechanism for the
[01:40:51] direct stewardship actions proposed in the
[01:40:53] plan, we didn't include those areas.
[01:40:56] Well, why I see that it's relevant is for
[01:41:00] one of the most important mitigations,
[01:41:02] obviously, is avoidance. And so for those
[01:41:05] areas, that we could intensify use in
[01:41:08] relatively lower ecologically significant
[01:41:10] areas in lieu of expanding to areas
[01:41:13] otherwise, if you knew what was in those
[01:41:16] areas, we could put a multilayer parking
[01:41:19] garage on an existing site, rather than
[01:41:23] sprawling to another site. But knowing
[01:41:25] that that site is of lower ecological
[01:41:28] value allows to inform. And that's really
[01:41:31] where this site prioritization category
[01:41:34] is. Where you say,
[01:41:39] for me was the idea was it's one
[01:41:43] thing to decide how to steward a property
[01:41:45] that's to be developed, but which
[01:41:49] one to develop, which one to avoid the
[01:41:51] most can also be looked at based on the
[01:41:54] relative ecological value. If you have a
[01:41:55] development of X square footage, you could
[01:41:59] put it on any number of sites. So you
[01:42:01] would choose the site that would have the
[01:42:03] least ecological community values. Do you
[01:42:07] see that as one of the roles, or is that
[01:42:09] just whether the real estate team chooses
[01:42:12] to make use of that? We have
[01:42:16] been in partnership with real estate team
[01:42:19] as we have been developing our plan, and
[01:42:22] they are developing their plan, and so
[01:42:25] we're looking at this in partnership to
[01:42:28] balance exactly that. And I think you
[01:42:32] will see that reflected in the real estate
[01:42:36] plans that they've presented. A couple
[01:42:39] more go for. And I appreciate the equity
[01:42:42] index effort, but when you look at the
[01:42:45] heat map for this area,
[01:42:48] one's hard pressed to find an area that is
[01:42:50] not inequitable. Because of the general
[01:42:53] area. This is one of the lowest treat
[01:42:56] areas in the whole region. So how you
[01:42:59] distinguish within that area is hard for
[01:43:02] me to understand. It's a nuance,
[01:43:07] and perhaps adjacency to community areas
[01:43:10] would make one of those variables
[01:43:11] distinguishable. So I just understand the
[01:43:15] challenge to laying an equity index on
[01:43:17] something that is generally impacted.

[01:43:21] And I think the last thing is, well, I
[01:43:24] want to note the fact that the community
[01:43:26] input was really invaluable. And the
[01:43:28] comment letter that we received from the
[01:43:30] Highline folks,
[01:43:33] defenders of Highland forests, I really
[01:43:36] appreciate the thoughtfulness they put
[01:43:37] into this. It was obviously not an off the
[01:43:40] cuff effort, and I want to acknowledge
[01:43:41] when people spend that much time on that.
[01:43:44] And your suggestion that laudable was used
[01:43:46] in one of the letters. It came from this
[01:43:48] letter. They specifically noted that
[01:43:51] these are laudable principles of
[01:43:53] environmental justice, sound strategies,
[01:43:56] and ecological community benefits.
[01:43:59] Then they go on to say we shouldn't be
[01:44:01] cutting any trees, but the idea that where
[01:44:04] we would apply this, they acknowledge the
[01:44:08] methodology of worthiness.
[01:44:11] I do really think that that's
[01:44:15] of note. And that again, to the degree we
[01:44:18] can use this as guidance for avoidance,
[01:44:21] I think that particularly addresses what
[01:44:25] they're talking about. And because you've
[01:44:27] done all this inventory work really allows
[01:44:29] us to make that effort. Last thing is,
[01:44:32] why not maritime? Why not all of our
[01:44:35] properties?
[01:44:38] You heard aye. last question,
[01:44:43] maritime. I can't speak on behalf of
[01:44:46] maritime, however, I know that they have
[01:44:48] been working on this, but our properties
[01:44:50] are also very different. I think it's
[01:44:52] important that it's primarily industrial
[01:44:56] properties versus on the aviation side.
[01:44:59] We do have more diversity in our
[01:45:03] properties to be able to pursue this
[01:45:05] comprehensive plan.
[01:45:11] Thank you, Commissioner Felleman, and
[01:45:13] thanks for staff for answering those
[01:45:14] questions. I do have a question for staff,
[01:45:17] but I first want to acknowledge the hard
[01:45:20] work and the time that Commissioner
[01:45:21] Hasegawa has put into this land
[01:45:24] stewardship and especially the elements
[01:45:26] around making sure that community input
[01:45:28] was prioritized and valued both through
[01:45:31] the webinar and the public comment. I
[01:45:33] think as public officials, elected
[01:45:35] officials, that is an important part of
[01:45:37] our role, is not just to listen to the
[01:45:40] public for two minutes during public
[01:45:41] comment, but really to be out there and
[01:45:43] engaging with them. And you exemplified
[01:45:45] that really well. And so I just want to
[01:45:47] say thank you for doing that and all of
[01:45:49] the collaboration that you led in
[01:45:52] partnership with staff. Thank you all for
[01:45:54] your hard work in this. Just lots of
[01:45:57] gratitude there. I did participate in this
[01:46:00] weekend's land stewardship activity,
[01:46:03] and it was really fun. I wish I could have

[01:46:05] been there a lot longer and had bruises
[01:46:07] like you to show, but chipper, one of the
[01:46:11] things that I did hear you say, and I
[01:46:13] appreciated was the fact that you also
[01:46:15] have lived in that South King county
[01:46:17] community, and I think there is something
[01:46:19] to be said about that when you have port
[01:46:22] staff who come from the community and who
[01:46:24] are also doing the work. One of the things
[01:46:27] that Sarah, both you and I heard
[01:46:31] from, actually, the defenders of high line
[01:46:33] force who were there, Sandy Hunter,
[01:46:36] Rick Hardwood, were there. There's this
[01:46:39] mixture between what is in
[01:46:43] SAMP and what is in the land stewardship
[01:46:46] plan, and there seems to be some level of
[01:46:48] confusion around that. For instance,
[01:46:52] the park that we were at that day or the
[01:46:54] area that we were at over the weekend,
[01:46:56] there were folks who believed that that
[01:46:58] was an area that was included in Sam. But
[01:47:01] I heard that that wasn't a part of it
[01:47:03] wasn't a consideration. So I'm wondering
[01:47:06] one, is there some ways that we could
[01:47:09] attach just the FAQ to provide some
[01:47:13] level of clarity for what the public is
[01:47:17] asking us? I think there's areas,
[01:47:19] obviously, that require deeper level of
[01:47:22] nuances and more discussions, but there
[01:47:25] are some stuff that are just black and
[01:47:26] white that folks are asking us that. I
[01:47:28] think we could help maybe provide them
[01:47:30] with just clear answers.
[01:47:33] Yeah, absolutely. And I think there's a
[01:47:36] way we could just connect in to our SAMP
[01:47:39] website where it shows where the
[01:47:42] development is in relation to
[01:47:47] the land use parcels that are noted in the
[01:47:49] land stewardship plan. And I would also
[01:47:53] like to just note that for all of
[01:47:56] the future development that is presented
[01:48:01] in stamp, the sustainable airport master
[01:48:03] plan near term projects, we are under
[01:48:07] environmental review right now, and we
[01:48:09] will be publishing the draft NEPA document
[01:48:14] in Q four this year for public comment.
[01:48:17] And we are encouraging,
[01:48:20] and we'll be conducting a lot of outreach
[01:48:23] to receive the public comment on the
[01:48:26] proposed development. Great. And we'll
[01:48:30] be notifying the public when that time
[01:48:31] comes. Absolutely. And also connecting
[01:48:34] with groups like the Highline,
[01:48:37] the defenders of the Highline forest.
[01:48:39] Right. Yes. And I've shared with them our
[01:48:41] Siba NEPA site for communications, as well
[01:48:45] as we have a very extensive distribution
[01:48:48] list for our environmental reviews.
[01:48:50] Wonderful. Thank you again. Thank you to
[01:48:52] the staff and Commissioner Hasegawa for
[01:48:54] your leadership on this work. So hearing
[01:48:57] no further questions for this item. Is
[01:49:00] there a motion and a second to introduce a

[01:49:02] resolution number 38 21? Madam President,
[01:49:06] I move adoption of resolution number 38
[01:49:10] 21. Wonderful. Madam Commissioner
[01:49:13] President, just to note introduction, not
[01:49:15] adoption. Introduction. Thank you. I want
[01:49:17] to move forward so quickly. Introduction.
[01:49:20] Thank you. I stand corrected. For the
[01:49:22] record, this is introducing resolution
[01:49:24] number 38 21. The motion has been made by
[01:49:27] Commissioner Hasegawa and it's been
[01:49:29] seconded by Commissioner Ryan Calkins.
[01:49:32] Commissioner, is there any further
[01:49:34] discussion or debate on this item hearing?
[01:49:39] None. Clerk Hart, please call the roll for
[01:49:41] the vote. Commissioners, please say aye or
[01:49:42] nay when your name is called. Thank you.
[01:49:45] Beginning with Commissioner Hasegawa.
[01:49:47] Aye. Thank you. Commissioner Felleman.
[01:49:50] Aye. Thank you. Commissioner Calkins.
[01:49:53] Aye. Thank you. Commissioner Cho.
[01:49:56] Aye. Thank you. Commissioner Mohamed.
[01:49:58] Aye. Thank you. Five ayes and zero nays
[01:50:01] for this item. The motion has passed to
[01:50:04] introduce item number 38 21,
[01:50:11] moving us to item number eleven,
[01:50:14] presentations and staff reports. Clerk
[01:50:16] Hart, please read the next item into the
[01:50:19] record and Executive director Metruck will
[01:50:21] then introduce the item. Thank you. This
[01:50:24] is agenda item Eleven, a briefing of
[01:50:26] action items from Language Access Order
[01:50:28] 2023 five and request for a
[01:50:31] multi phase extension to complete the
[01:50:33] remaining deliverables. Moving the due
[01:50:35] date on these deliverables from February
[01:50:37] 29, 2024 to February 28,
[01:50:40] 2026.
[01:50:44] Commissioners, King county is one of the
[01:50:45] most diverse counties in the nation. With
[01:50:47] that comes many languages spoken by our
[01:50:49] customers, users and employees. As a
[01:50:52] federally funded entity, we have certain
[01:50:54] regulatory obligations related to ensuring
[01:50:56] that non-english speakers and others who
[01:50:59] need translation and interpretation
[01:51:01] services can access our facilities and
[01:51:03] services. In April 2023, we passed
[01:51:07] Order 2023 five
[01:51:11] which directed us to increase our efforts
[01:51:12] in this area. This briefing will update
[01:51:15] you on the progress thus far while
[01:51:16] requesting an extension on some items that
[01:51:18] require additional work. Presenters this
[01:51:21] afternoon are Bookda Gheisar, our senior
[01:51:23] director of office of Equity Diversity and
[01:51:25] Inclusion, and Guadalupe Torres, humanity
[01:51:28] investments program manager. So with that,
[01:51:30] I'll turn it over to Bookda. Thank you.
[01:51:34] Good afternoon, commission president
[01:51:37] Mohamed commissioners and executive
[01:51:40] director Metruck. For the record, my name
[01:51:42] is Bookda Gheisar and I'm the senior
[01:51:44] director of the Office of Equity Diversity

[01:51:47] and Inclusion. I'm really excited to be
[01:51:50] here with you today to present an update
[01:51:52] and report on the language access motion
[01:51:56] that our commission passed last year.
[01:52:00] And before we start, I want to acknowledge
[01:52:02] the team who's worked really hard in this
[01:52:04] project, my partner here, Guadalupe
[01:52:07] Torres, who's been with our team for about
[01:52:09] two years now in the office of Equity and
[01:52:11] also leading the South King county fund
[01:52:14] work, as well as this language access
[01:52:16] work. And we have been very lucky to have
[01:52:20] Gloria Zapata Gonzalez, who's an emergency
[01:52:23] hire and part time supporting King County
[01:52:25] Metro, to also work with Guadalupe and I
[01:52:28] on this project. So thank you, Gloria,
[01:52:30] for being here today. And also I want to
[01:52:33] acknowledge a deep partnership in this
[01:52:35] work with external relations, Sally del
[01:52:38] Pier, Kathy Roder, Kathy Swift,
[01:52:41] and our business intelligence team who
[01:52:45] really support the analysis of the data
[01:52:47] and the cohort that you'll hear a lot more
[01:52:50] about shortly. Next slide, please.
[01:52:56] Our language access work is grounded in
[01:53:00] multiple demands and also commitments,
[01:53:03] starting with Title six, which applies to
[01:53:07] our entire organization and prohibits
[01:53:11] discrimination on the basis of race,
[01:53:13] color, national origin, in all of our
[01:53:15] programs and activities that have any
[01:53:18] federal financial assistance, and also to
[01:53:24] provide meaningful access to limited
[01:53:26] english proficient persons and
[01:53:29] communities. I think you know that the
[01:53:33] FAA also released a very robust
[01:53:37] new mandates for Title VI for airports.
[01:53:40] Just last year, we provided our
[01:53:43] title VI plan and our community
[01:53:45] participation plan and were both accepted
[01:53:49] and are considered a best practice among
[01:53:52] airports already. So really excited
[01:53:56] about that work, and the FAA work actually
[01:54:00] is really growing. So mandates for FAA
[01:54:04] Title VI last year to this year have
[01:54:07] already grown by a lot of different ways.
[01:54:12] And I also want to mention, though this is
[01:54:14] not on the slide, that our title to work,
[01:54:17] of course, is a significant commitment,
[01:54:19] especially at the airport, to build an
[01:54:21] accessible airport. And you'll see shortly
[01:54:25] that ASL is, of course, one of the top
[01:54:27] languages, American Sign language, that we
[01:54:31] offer to our travelers at the airport.
[01:54:34] But in our organization, we've committed
[01:54:37] to go beyond compliance and to align our
[01:54:41] work with our century agenda goal of being
[01:54:44] a model equity, diversity and inclusion
[01:54:47] organization, and also our raise values of
[01:54:50] respect, antiracism, equity, integrity,
[01:54:53] stewardship and excellence. Language
[01:54:57] access has been and continues to be a
[01:54:59] significant element of how we become a

[01:55:02] welcoming and accessible organization. I
[01:55:04] know that all of you are familiar and know
[01:55:07] that, for example, in east King county
[01:55:10] today, one out of every four residents are
[01:55:14] foreign born. And in Seattle public
[01:55:16] schools, 170 languages are spoken by
[01:55:20] children attending Seattle public schools.
[01:55:22] And that 98118, where commissioner
[01:55:25] Hasegawa resides and I almost reside,
[01:55:30] is one of the most diverse zip codes in
[01:55:33] the nation. Next slide, please.
[01:55:38] So the language access order asked
[01:55:43] us to conduct an assessment in the
[01:55:45] organization, which you're going to hear a
[01:55:46] lot about, and included a community
[01:55:50] survey. I want to clarify that in the
[01:55:53] context of this assessment, we surveyed
[01:55:57] community based organizations that partner
[01:56:00] with the port. So we have not done a
[01:56:03] survey of travelers at the airport. That
[01:56:06] is something that I recommend that we look
[01:56:09] into because it's been some years since
[01:56:11] the airport has done a survey and updated
[01:56:14] languages at the airport, but of
[01:56:18] course, they're always looking at that.
[01:56:19] And we can do a lot more on
[01:56:23] surveying travelers around languages. But
[01:56:26] today we'll be talking about community
[01:56:29] partners and organizations and also the
[01:56:32] order mandated us to develop a guidance
[01:56:36] manual that then is systematically
[01:56:38] available to everyone in the organization
[01:56:41] and teaches our staff on how
[01:56:45] to provide translation and interpretation
[01:56:47] services. This is the port that we're
[01:56:49] actually not ready, and we're going to
[01:56:51] come back and talk more about asking for
[01:56:54] an extension on this component and human
[01:56:56] services also to propose a policy for when
[01:57:00] staff are used for interpretation. And
[01:57:02] we're going to address that in just a
[01:57:04] minute. Next slide, please.
[01:57:09] So the timeline in the order
[01:57:12] you can see on this slide was to survey
[01:57:15] the organizations last fall and our
[01:57:18] community as well in the last quarter of
[01:57:21] 2023, and then to begin a cohort
[01:57:24] of the departments that are providing
[01:57:28] most of the services and to provide a
[01:57:30] manual and to come back to you for a
[01:57:33] report. Next slide, please.
[01:57:36] So step one was to actually
[01:57:40] provide this survey internally, and 15
[01:57:43] teams in external relations and 41 other
[01:57:46] teams responded to the survey. And our
[01:57:49] goal primarily was to just find out how
[01:57:52] are we doing today and how could we grow
[01:57:55] this work and identify those gaps.
[01:57:59] And so Guadalupe Torres is going to
[01:58:04] do a deep dive on our key learnings from
[01:58:07] the survey. But I want to share next
[01:58:09] slide, please. Just some of the examples
[01:58:11] of the great work that we're doing today.

[01:58:14] You can see that for South King county
[01:58:16] fund for some of the other listening
[01:58:18] sessions, and our human resources
[01:58:21] department for internships. A lot of
[01:58:23] materials are being translated. So we want
[01:58:27] to actually give credit to this great work
[01:58:29] and also identify how we can go deeper.
[01:58:31] So just turning it over to Guadalupe.
[01:58:34] Thank you, Bookda, and thank you for the
[01:58:36] opportunity to work on such a meaningful
[01:58:38] and important project. It has been very
[01:58:42] heartfelt. So what did we learn from this
[01:58:45] assessment that we conducted? What did we
[01:58:48] learn from this information and data
[01:58:50] collected? We learned that the port's
[01:58:53] reach is broad and that these interactions
[01:58:56] look differently among different
[01:58:57] departments. So, for example, external
[01:59:00] relations, working on the boat tours,
[01:59:04] that looks different. Very closely engaged
[01:59:07] to community, versus the airport, where we
[01:59:10] have almost 50 million travelers visiting
[01:59:14] our sites. So lots of different touch
[01:59:17] points. We also learned that
[01:59:21] there is a lot of engagement happening.
[01:59:24] 83% of our departments reported
[01:59:28] some type of engagement, 100% of
[01:59:31] external relation teams reported this. So
[01:59:34] that was kind of surprising that there is
[01:59:37] this high level of engagement. We also
[01:59:40] knew that aviation would, aviation
[01:59:43] customer service, accessibility and
[01:59:45] external relations would be the most
[01:59:49] frequent interactions would be happening
[01:59:51] there. That was validated.
[01:59:54] Formal processes were really uncommon,
[01:59:58] and that's an area that our teams were
[02:00:02] expressing a desire for more, a little
[02:00:05] more structure around that, a little more
[02:00:06] guidance. We learned across departments
[02:00:10] trainings about language access are really
[02:00:13] rare. Again, another opportunity to do
[02:00:16] better and to support our teams. And then
[02:00:19] when we provided an open ended
[02:00:23] question in the survey and many responses
[02:00:27] were indicative of a desire. Again, as I
[02:00:31] noted for some standards, some tools,
[02:00:34] some a little more direction. Next slide,
[02:00:38] please. When we looked at
[02:00:42] King county in general and the languages,
[02:00:45] the data that was provided around their
[02:00:47] language services, and we compare
[02:00:51] them to the port of Seattle, we can see in
[02:00:54] the right column is the port and in the
[02:00:57] left is King county. We see overwhelmingly
[02:01:01] that tier one, Spanish, is the dominant
[02:01:05] language. Tier two, very similar
[02:01:08] to King county, with two unique
[02:01:11] exceptions. One is American Sign language
[02:01:14] and the other is Japanese. What an asset.
[02:01:17] What an opportunity to delve deeper into
[02:01:20] this, and then with tier three, very
[02:01:22] similar. So again, this validated our

[02:01:26] findings and are very similar to King
[02:01:29] county. Next slide, please.
[02:01:33] So we talked about training and that
[02:01:37] this is a really important piece that we
[02:01:40] could go deeper on. And Bookda spoke about
[02:01:43] the guidance manual. This is a really
[02:01:45] strong opportunity to provide our teams
[02:01:48] with more information, with more support,
[02:01:51] with tools and direction on how to engage
[02:01:54] and how to problem solve. They're already
[02:01:57] doing amazing things, but imagine what
[02:02:00] that can be with training. Next slide.
[02:02:07] How are the interactions happening? What
[02:02:10] we learned from this assessment was that
[02:02:13] they're mostly happening with people
[02:02:16] asking for help. Can you help me? And
[02:02:19] mostly at the airport or in community.
[02:02:23] And so that's how it's mostly
[02:02:26] happening. The other piece is that we're
[02:02:29] asking them, can we help you?
[02:02:32] An excellent example of that is with our
[02:02:35] Pathfinders program at the airport. These
[02:02:38] are individuals that are placed
[02:02:40] strategically throughout the airport, and
[02:02:43] their job is to assist. And they're
[02:02:45] asking, how can I help you? And many of
[02:02:49] them speak other languages, and what
[02:02:52] they've established is a way to engage
[02:02:55] with people. This is something that they
[02:02:57] do well. And I had the honor to shadow
[02:03:00] them and could see that this is something
[02:03:03] that could be replicated throughout
[02:03:05] different departments.
[02:03:08] Next slide. Staff members
[02:03:12] as interpreters. So another really
[02:03:15] strong asset and a finding that was a
[02:03:18] little surprising was that over one in
[02:03:21] four external relation teams and one in
[02:03:24] three non external relation teams report
[02:03:27] staff using another language or serving
[02:03:31] as interpreters. And that's really
[02:03:35] wonderful, because what we learned was
[02:03:37] that most of these interactions happen
[02:03:39] informally and that our teams are just
[02:03:41] stepping forward. These interactions
[02:03:43] usually require immediate assistance,
[02:03:47] and our teams are stepping forward and
[02:03:49] providing that and asking good questions.
[02:03:52] So we'll go deeper into how
[02:03:57] that can be recognized and compensated in
[02:04:00] this policy as it evolves,
[02:04:03] but that this is something to be proud
[02:04:07] of something, to recognize that our port
[02:04:11] staff is problem solving. Our port staff
[02:04:14] is able to step forward and assist many
[02:04:17] individuals. Next slide, please.
[02:04:21] We also looked at dollars, how much money
[02:04:25] is the port spending in language access?
[02:04:28] And we looked from 2019 to 2023.
[02:04:30] And as you can see, it's been pretty
[02:04:34] minimal with the exception of 2021,
[02:04:39] kind of standing out. We attribute that to
[02:04:41] being a response to COVID impact

[02:04:46] and that we needed more translation
[02:04:48] services in our documentations and more
[02:04:51] interpretation services with virtual
[02:04:53] meetings. So I think that's pretty
[02:04:57] strong data there that can help guide
[02:05:00] us into where we can improve.
[02:05:04] Next slide, please.
[02:05:07] So one of the really critical pieces
[02:05:10] from the survey and from the assessment
[02:05:13] was that it helped us identify high usage
[02:05:17] departments. We were able with business
[02:05:19] intelligence to define a criteria to help
[02:05:23] us identify those departments and
[02:05:27] those are them on the slide. And not
[02:05:31] surprisingly, we're seeing lots of
[02:05:32] aviation, but we're seeing other
[02:05:35] departments too. That was interesting and
[02:05:39] I think important to note. So these are
[02:05:42] the departments and from this data we were
[02:05:45] able to form a cohort of
[02:05:49] representatives from these departments.
[02:05:51] And I'll speak to that in a minute. But
[02:05:54] that's something that was something good
[02:05:57] that can be cultivated and nurtured to
[02:05:59] really drive change. Next slide.
[02:06:04] So we booked a clarified what community
[02:06:08] we engaged with. These are individuals.
[02:06:12] These are community partners that already
[02:06:14] have a relationship with the port of
[02:06:17] Seattle. These are our partners and
[02:06:21] that we emailed the survey to about 150
[02:06:24] of them. 66 responded, which is a 44%
[02:06:28] response rate, which is good and solid.
[02:06:32] What did we learn? Next slide, please.
[02:06:36] We learned that community really craves
[02:06:40] and wants personal interaction and
[02:06:43] personal connection. They want information
[02:06:47] about jobs and contracting opportunities
[02:06:51] and they want to give us some feedback
[02:06:54] about our computer
[02:06:57] translated tools that we're using. They
[02:07:00] found them useful but not accurate.
[02:07:03] It's important to note and that the needs
[02:07:07] vary across the community. So
[02:07:10] organizations that are specific in working
[02:07:13] with immigrants and refugees, for example,
[02:07:15] their language access need services, are
[02:07:18] going to be higher than those working
[02:07:21] predominantly in English. So there's a
[02:07:24] variety. And we acknowledge
[02:07:27] that many participants called out
[02:07:30] difficulties in trying to track
[02:07:32] information about jobs and about
[02:07:35] contracting opportunities. So we
[02:07:38] acknowledge that and want to do better.
[02:07:43] Next slide, please.
[02:07:46] Again, it's reflective of the community.
[02:07:50] We did see spanish as number one and then
[02:07:53] an array of different languages because we
[02:07:56] have such a rich and diverse community
[02:07:59] in King county. Next slide.
[02:08:05] So we looked at again,
[02:08:08] what do they want? They want to know about

[02:08:10] jobs and they want to know about contract
[02:08:12] opportunities. Certainly they want to be
[02:08:16] more engaged with the port. And we can do
[02:08:19] this by looking at leveraging technology
[02:08:23] and also going to community rather
[02:08:27] than having community come to us.
[02:08:30] Next slide, please. Here's the
[02:08:34] slide on the language access cohort and I
[02:08:37] want to take this opportunity to shout out
[02:08:39] the cohort because these are
[02:08:42] representatives from 18 departments that
[02:08:45] we met twice a month. I gave them
[02:08:48] homework, they showed up, they were highly
[02:08:51] engaged, deeply passionate about the work
[02:08:55] and offered really practical advice,
[02:09:00] suggestions and recommendations that we
[02:09:02] can start implementing relatively quickly.
[02:09:06] We focused on vital documents, we focused
[02:09:09] on understanding, peeling back that level
[02:09:12] and really understanding how are
[02:09:15] departments engaging? What are the
[02:09:17] challenges across the board? How can we
[02:09:19] define these tools so that they can help
[02:09:22] all of our departments? I think I'm
[02:09:26] going to pass it back to you, Bhutan.
[02:09:29] Thank you, Guadalupe. Next slide, please.
[02:09:32] So just wrapping up with our
[02:09:35] recommendations after this last six months
[02:09:38] of doing this assessment. Number one,
[02:09:41] we feel like there is so much that we can
[02:09:45] do to systematically implement language
[02:09:47] access in the organization, first with
[02:09:51] staffing this work. As you
[02:09:54] can see that Guadalupe in this case has
[02:09:58] also South King county fund and has been
[02:10:01] able to support this work when South King
[02:10:04] county fund work is not actively
[02:10:06] happening. We have some money for
[02:10:09] a consultant for this year, you
[02:10:11] commissioner Hasegawa had requested
[02:10:14] \$50,000 that we have. So we're trying to
[02:10:17] figure out using that as a consultant or
[02:10:20] part time staff and also maybe looking at
[02:10:23] some title six duties for that
[02:10:26] person, as Guadalupe mentioned,
[02:10:30] moving forward with a tiered approach to
[02:10:33] look at this cohort to work together for
[02:10:36] the rest of this year,
[02:10:39] develop some really deep language access
[02:10:42] plans based on that, request their budgets
[02:10:44] for next year, and in the meanwhile for
[02:10:47] Guadalupe, Gloria and I to complete the
[02:10:49] language access manual, which includes
[02:10:52] partnering with some organizations
[02:10:55] externally who are doing this work really
[02:10:58] well. We have referrals from the city of
[02:11:00] Seattle, King county for companies that
[02:11:04] are doing a great job and we're looking at
[02:11:06] them. And of course, technologies made
[02:11:08] tremendous advancements, although as
[02:11:11] Guadalupe said, community members are not
[02:11:13] always happy with those platforms.
[02:11:16] But it is every day growing and getting

[02:11:19] better and better. Next slide please.
[02:11:24] Investing in tools and resources and
[02:11:26] partnerships. We feel like starting
[02:11:30] with prioritizing the areas that
[02:11:34] community really wants us to look at,
[02:11:36] which is our contracts,
[02:11:39] RFPs jobs to look
[02:11:43] at translating those first and finding a
[02:11:46] better way to reach the community with
[02:11:48] those offerings and developing some
[02:11:52] contracts with companies that do a great
[02:11:54] job. And then a resource center where a
[02:11:57] lot of training materials are available
[02:11:59] for all port staff. Because right now we
[02:12:02] do have a couple of contracts, but there
[02:12:04] is one in aviation customer service and
[02:12:07] one in external relations, and they're not
[02:12:09] really accessible to the entire port.
[02:12:11] Next slide, please.
[02:12:15] Katie Gerard, senior director of human
[02:12:17] resources, is here in case you have any
[02:12:20] questions about this. But HR has done a
[02:12:22] lot of research and looked at policies for
[02:12:27] paying employees when they do
[02:12:31] offer interpretation and translation on
[02:12:34] the spot, and they are working to adopt
[02:12:38] a policy by the end of this year. Next
[02:12:40] slide, please. Education and
[02:12:44] training for all employees. Of course, we
[02:12:47] found that a lot of people are still not
[02:12:50] really clear about the mandate to offer
[02:12:53] language access. Or we found
[02:12:57] that there are pamphlets that are
[02:13:00] translated in spanish and available in the
[02:13:02] community, but that when you call that
[02:13:04] number, the person who answers doesn't
[02:13:07] know how to find an interpreter to help
[02:13:09] the person. So there's a lot that we can
[02:13:11] do to really train our employees, make
[02:13:15] resources available to them. And again,
[02:13:19] we're doing a really great job on
[02:13:21] accessibility and ASL, but I think we can
[02:13:24] continue to systematically implement that
[02:13:27] across the organization because it is
[02:13:30] going well at the airport. Next slide,
[02:13:32] please. Graphic and signage. Of course,
[02:13:36] we have a lot of great signs, but making
[02:13:39] sure that they are everywhere and that
[02:13:42] people can see, first of all, that
[02:13:44] everyone has a right to request an
[02:13:46] interpreter and that we as an organization
[02:13:48] are comfortable with people seeing that
[02:13:51] and asking for support. Next slide,
[02:13:54] please. So this recommendation is
[02:13:57] specifically about communities in
[02:14:01] King county that we have partnership with
[02:14:04] and where we want to grow partnerships. I
[02:14:06] think you might be familiar that for South
[02:14:08] King county fund, we actually have a
[02:14:11] contract with a consulting company that
[02:14:14] provides in language liaisons in
[02:14:18] South King county for people to learn
[02:14:20] about South King county fund. They do

[02:14:22] question and answer sessions. They teach
[02:14:24] people about South King county fund, and
[02:14:26] that's really a model that we could really
[02:14:28] replicate across the organization in a lot
[02:14:31] of our other work. And Sally del Fiore is
[02:14:35] also looking at a model of language
[02:14:37] ambassadors in spanish speaking
[02:14:39] communities so that we could specifically
[02:14:42] look at really doing much more robust
[02:14:46] offerings with their spanish speaking
[02:14:48] community. And I think that's our last
[02:14:52] slide. Oh, sorry. Proposed next steps.
[02:14:55] Just really quickly, we're here to ask for
[02:14:58] a two year extension for the tiers that
[02:15:01] we've talked about to continue to develop
[02:15:05] the manual, implement it across the
[02:15:07] organization, and get to a point where
[02:15:09] everyone understands how to do plans, how
[02:15:13] to incorporate it in their budget and what
[02:15:15] the mandates are to finish the manual and
[02:15:18] implement it and make it available for
[02:15:20] everyone to finalize the compensation
[02:15:23] policy for employees, to support the
[02:15:25] language access cohort and get them to the
[02:15:28] point of developing their budget. For next
[02:15:30] year. And that concludes our report.
[02:15:34] Thank you for your time, and we're happy
[02:15:37] to answer any questions you have.
[02:15:38] Wonderful. Thank you both for the
[02:15:40] presentation. I'll now open it up for
[02:15:43] questions and comments from my colleagues.
[02:15:46] Commissioner Hasegawa. Thank you, Madam
[02:15:48] President. Director Gheisar, can you please
[02:15:51] do me a favor and clarify what the
[02:15:53] language access cohort is? Yes.
[02:15:57] So when we offered the survey organization
[02:16:01] wide, we identified 18 departments
[02:16:05] who are very actively offering
[02:16:09] language access services. And so we
[02:16:12] developed a cohort of those 18 departments
[02:16:14] who've been working with Guadalupe for the
[02:16:16] last four months. Those are the
[02:16:19] departments described in slide 13? Yes,
[02:16:22] as a cohort. Okay, great. And then they're
[02:16:26] identified as high usage departments. Are
[02:16:28] the high usage departments measured by
[02:16:30] requests for language access by internal
[02:16:34] entities like employees or externally by
[02:16:38] members of the public trying to access the
[02:16:41] port of Seattle? I can answer that.
[02:16:43] So we developed a criteria,
[02:16:47] and I can provide you with specifically
[02:16:50] what that criteria was. But we worked with
[02:16:52] bi business intelligence to help us
[02:16:56] define the criteria. And then based on the
[02:17:00] responses of the various departments,
[02:17:02] whoever scored the highest was then moved
[02:17:05] into high usage, defined as a high usage
[02:17:09] department. And that criteria
[02:17:12] is about how often you provide the
[02:17:15] services in what languages. So really,
[02:17:17] these 18 departments rose to the top who
[02:17:20] are actively either doing it or trying to

[02:17:22] figure it out or have figured out
[02:17:24] something and trying to do more. Okay.
[02:17:26] But it's language access for members of
[02:17:28] the public, and they're doing that work as
[02:17:31] departments. It's not language access for
[02:17:33] their employees. Correct? Okay. Correct.
[02:17:36] Did we have any way of gauging usage or
[02:17:40] request for service by travelers traveling
[02:17:43] public through sea? No, we did not.
[02:17:47] Though, as I mentioned earlier,
[02:17:50] the FAA title
[02:17:55] Vi plan is beginning to require that
[02:17:58] airports ask this question of travelers,
[02:18:01] what languages do you speak, what country
[02:18:03] are you traveling from? And even ethnic
[02:18:06] origin in some cases. So that's something
[02:18:09] that we're going to continue to look into
[02:18:11] and hopefully do next year. So the airport
[02:18:14] would plausibly gather that information of
[02:18:17] the traveling public, not the airlines,
[02:18:19] when they're booking tickets. The airport
[02:18:22] business intelligence already has team
[02:18:25] members who are walking around the airport
[02:18:27] and conducting surveys of the traveling
[02:18:29] public. And so our goal is to be able to
[02:18:32] either include language in those surveys
[02:18:35] or to conduct separate surveys. I'm sure
[02:18:38] everybody would be happier if it's the
[02:18:39] same surveys. Okay, thank you. And then on
[02:18:43] slide three,
[02:18:46] development. The third bullet point is
[02:18:48] development of a guidance manual for
[02:18:50] departments to create language access
[02:18:51] plans. And then they'll propose the
[02:18:54] budgeting resources necessary to
[02:18:55] effectively implement. Is that for both
[02:18:58] translation and interpretation services?
[02:19:00] Okay. Yes. And then does this include not
[02:19:04] just departments, but port programs, for
[02:19:06] example, green jobs or port jobs or the.
[02:19:09] A new apprenticeship, other things that we
[02:19:12] look to be able to facilitate access to
[02:19:16] jobs for non traditional communities?
[02:19:19] Absolutely. Okay. Absolutely. And
[02:19:21] actually, I'm glad you asked that. You
[02:19:24] said port jobs for our own jobs, but also
[02:19:28] mentioning port jobs, one of the things
[02:19:30] that the FAA actually is asking us
[02:19:34] is to include in our contracts that the
[02:19:38] companies that contract with us have the
[02:19:40] same obligation. That's great. Support
[02:19:42] jobs, for example, as a nonprofit entity
[02:19:44] that receives dollars from us would have
[02:19:46] the same requirements. Is that nuance
[02:19:48] described here in the plan? It will be.
[02:19:51] It will be. Very good. All right. Thank
[02:19:53] you very much. Oh, and I just thought I
[02:19:55] should clarify, although 98118 is
[02:19:59] near and dear to my heart, I actually
[02:20:01] proudly represent. Are you going to get
[02:20:03] 1440? Me, too. That's why I was saying
[02:20:05] almost right there. Thank you,
[02:20:11] commissioner. Any additional questions or

[02:20:13] comments? Commissioner Felleman,
[02:20:17] I appreciate you note the importance of
[02:20:19] the outreach part and how much work that
[02:20:21] we've been doing. And I just want to
[02:20:22] acknowledge the fact the years before
[02:20:24] this, we have Luis Navarro, who's been an
[02:20:27] ambassador in reaching out to the
[02:20:29] communities. And if we need to let folks
[02:20:31] know about the existence of these
[02:20:33] additional programs, we couldn't have had
[02:20:35] a better communicator for that end. Thank
[02:20:38] you for all your work. Agreed. Thank you,
[02:20:41] commissioner. Luis Navarro has been a
[02:20:43] language access department unto himself
[02:20:46] for all the years that he's been here.
[02:20:48] Absolutely. Hats off to Luis. I know he's
[02:20:50] in the room. I have a couple
[02:20:54] of, I guess, comments and not necessarily
[02:20:57] questions. I know. I'm glad that you guys
[02:20:59] are coming before us and asking for an
[02:21:01] extension. This work is a heavy load. And
[02:21:05] I appreciate the fact that you said that
[02:21:07] it's going to need additional staffing or
[02:21:08] a consultant to do it. And I'm glad
[02:21:11] that you guys are also looking at
[02:21:13] different tools. The one that I've
[02:21:15] recommended, or we've had success in the
[02:21:17] city of Seattle has been smartcat,
[02:21:20] which is basically a translation tool that
[02:21:24] creates a language bank. And so, as
[02:21:27] translators are doing these translations,
[02:21:29] it actually memorizes what has already
[02:21:31] been translated, and it cuts the
[02:21:33] translation time into half. And I just
[02:21:36] happen to know a little bit about the city
[02:21:37] of Seattle. What it showed, too,
[02:21:40] for the city is that it reduced the city's
[02:21:44] translation cost by 17% overall
[02:21:47] for all of the departments when they're
[02:21:49] streamlining and using one system, as
[02:21:51] opposed to every department translating
[02:21:52] their own sort of material. So that's one
[02:21:56] thing I wanted to point to. And
[02:21:58] Commissioner Calkins and I have had
[02:22:00] conversations about ethnic media, and I do
[02:22:03] wonder how that intersects or
[02:22:06] if that's something that you all have
[02:22:08] thought about when you're thinking the
[02:22:10] intersection between language access and
[02:22:13] ethnic media and the translations. I've
[02:22:15] seen some of our press releases being
[02:22:18] translated, and so is that something that
[02:22:20] came up for you guys when you were talking
[02:22:22] to external relations? Yes, absolutely.
[02:22:25] And I saw Kathy Swift walk in earlier.
[02:22:29] Kathy, do you want to walk up here for a
[02:22:31] moment and address that question? Not to
[02:22:34] put you on the spot. Kathy,
[02:22:40] please introduce yourself. aye.there. I'm
[02:22:42] Kathy Swift. I work in the external
[02:22:43] relations department, managers of the
[02:22:45] website and the advertising. We have done
[02:22:48] ethnic media ads in second languages.

[02:22:51] We've been doing that for at least four or
[02:22:53] five years, kind of primarily for job and
[02:22:57] career advertising. We've also run some
[02:23:00] sponsored content that's been translated
[02:23:02] and also translations on the website. So
[02:23:05] we've been doing that not as much as we
[02:23:06] would like to because it's a little bit of
[02:23:08] a longer process when it has to go through
[02:23:10] a manual translation, but that's
[02:23:12] definitely something that's important.
[02:23:14] And we do have, think, a list of 15 or 16
[02:23:17] different ethnic media outlets that we
[02:23:19] work with every year. That's great.
[02:23:21] That's super informative. Great. Well,
[02:23:24] that concludes my questions and
[02:23:27] hearing. No further questions. I
[02:23:28] understand that there is a staff request
[02:23:31] in this briefing to extend order number
[02:23:33] 2023, five deliverable deadlines
[02:23:37] to February 28, 2026. Is there any
[02:23:40] objections from Commissioner Cho this
[02:23:42] request for an extension hearing?
[02:23:46] None. Staff may proceed with their
[02:23:48] deliverable timeline. So that February 28,
[02:23:51] 2026 deadline works for us.
[02:23:55] Thank you again for the presentation. I
[02:23:58] will move us along in the agenda now.
[02:24:00] Thank you so much. Thank you,
[02:24:01] commissioners. Absolutely. So we
[02:24:05] are at item twelve, which is questions
[02:24:08] on referrals or committee and closing
[02:24:11] comments. That concludes our business
[02:24:13] meeting agenda for the day. Are there any
[02:24:15] closing comments at this time or motions
[02:24:17] related to committee referrals from
[02:24:19] commissioner? Commissioner Hasegawa?
[02:24:22] Just three things. First, happy Women's
[02:24:25] History Month to everybody and
[02:24:29] Ramadan Mumbarak, also to everybody.
[02:24:32] And I also wanted to acknowledge that on
[02:24:36] the note of our last presentation, the
[02:24:39] role that Luis Navarro had in not
[02:24:43] just that, but in many good works here at
[02:24:45] the port of Seattle. We recently learned
[02:24:47] that he will be retiring and that this is
[02:24:49] aye. last week here with us at the port of
[02:24:52] Seattle. Well, aye. final meeting with
[02:24:55] us before the commission. And so I just
[02:24:57] wanted to recognize you. Senor Mucis
[02:25:00] portoro Sutravaho mendiciones into Camino
[02:25:08] proximo.
[02:25:11] Gracious Luis. Language,
[02:25:14] accent I think we just found our
[02:25:17] spanish translation.
[02:25:23] Any additional comments?
[02:25:28] I would just like to pile on and thank
[02:25:30] you, Luis, for your service. I know we'll
[02:25:31] see you back here. There seems to be a
[02:25:34] trend of retirees always coming back in
[02:25:36] some sort of capacity, which is why I
[02:25:38] always like to know, obviously, you have
[02:25:41] a home here at the port of Seattle,
[02:25:44] regardless of where your journey takes you

[02:25:46] post retirement. But over the last four
[02:25:51] and a couple months here, years, in a
[02:25:53] couple of months here, I've been here.
[02:25:54] It's been such a pleasure. You've done a
[02:25:56] tremendous amount of work filling the
[02:25:58] pipeline for our workforce, and I hope
[02:26:02] you realize that a lot of the work that
[02:26:05] you've done over the years will obviously
[02:26:07] outlast you and that that legacy lives on
[02:26:09] beyond your tenure here. So I really
[02:26:10] appreciate the legacy that you've brought
[02:26:13] here into this organization, and we look
[02:26:15] forward to having you back. I'll just pile
[02:26:18] on and say I'm willing to do an exit
[02:26:21] interview, but only if we get to do it in.
[02:26:26] Awesome. Ready? Commissioner Felleman.
[02:26:30] Well, we've already been talking about
[02:26:31] Costa Rica. It is the ultimate ecotourism
[02:26:33] destination, so I totally intend to find a
[02:26:36] way to make that a business trip with you.
[02:26:38] But I've so much appreciated working with
[02:26:40] you and will continue, I hope. And that's
[02:26:43] why I want to acknowledge your history of
[02:26:46] work here, long before we had an office of
[02:26:48] equity, diversity and Inclusion. So thank
[02:26:51] you, Louise. I do want to reserve a
[02:26:53] comment after this, but I don't want know
[02:26:56] spoil this moment. So if you want to
[02:26:57] address us, I just didn't want to. But
[02:27:00] I'll comment on something else. Sure,
[02:27:03] Louise. Madam Commissioner, president,
[02:27:05] IDC executive director Metruck has aye. hand
[02:27:08] up as. Oh, ok, maybe we'll start there.
[02:27:11] Executive director Metruck, in hopes that
[02:27:13] you're going to say comments about.
[02:27:15] Exactly. Commissioner, I do want to thank
[02:27:18] Louise for. Let me just comment on my.
[02:27:21] Since I arrived over just over six years
[02:27:24] ago, he was a really reliable
[02:27:28] confidant, talking about making engagement
[02:27:30] in the community and making connection
[02:27:32] across the community and all the work that
[02:27:34] he had done. All those connections were
[02:27:36] incredible. And he knew everyone. He knew
[02:27:39] who to introduce me to and he helped me
[02:27:42] make those introductions and continues to
[02:27:44] do that to this day, and then
[02:27:45] transitioning in multiple positions that I
[02:27:48] know he served throughout the port in
[02:27:51] aye. career at the port, and he succeeded
[02:27:54] in every one of those in different
[02:27:55] positions, and then with the stand up of
[02:27:58] the office of equity, diversity,
[02:27:59] inclusion, and then in the workforce
[02:28:02] development as well. He's always
[02:28:04] undertaken all those duties with
[02:28:07] dedication, and I greatly appreciate aye.
[02:28:11] mentorship and aye. collaborative effort in
[02:28:14] carrying out that work. So you will be
[02:28:16] Miss Luis. We hope to see you around, and
[02:28:18] I hope to look forward to more
[02:28:21] celebrations in your fabulous career.
[02:28:23] Thank you. Thank you, director Steve

[02:28:26] Metruck. Director Bookda Gheisar.
[02:28:29] Should we call you up? We're going to just
[02:28:32] pile on. Louise,
[02:28:35] thank you for this opportunity, and thank
[02:28:38] you, commissioners. As you know, I just
[02:28:40] came to the port five years ago, but I had
[02:28:43] worked with Luis for many, many years
[02:28:46] prior to that. And of course, once I got
[02:28:49] here, everyone in the community who had
[02:28:53] ever found a door into this organization
[02:28:56] had been introduced to this organization
[02:28:58] by Luis Navarro. And so I think,
[02:29:02] Commissioner Felleman, you're absolutely
[02:29:03] right, that long before there was the
[02:29:05] office of Equity, there was Luis Navarro,
[02:29:07] who has always welcomed people, built
[02:29:11] effective and trusting relationships with
[02:29:13] the organization, and made us a friend in
[02:29:15] the community. So thank you, Luis, for all
[02:29:18] of your work. We have a fantastic
[02:29:20] retirement party for Luis in April. I'm
[02:29:23] sorry that I don't remember the date, but
[02:29:25] it's on your calendars, and I hope that
[02:29:27] you're able to attend. Thank you,
[02:29:29] Director Gheisar, and I will just say
[02:29:31] quickly, and then I'll turn it over to
[02:29:32] you, Louise, thank you for your public
[02:29:34] service, and I'm looking forward to
[02:29:36] attending your retirement party and really
[02:29:39] just appreciate the work that you've done.
[02:29:41] Your name is well known in the community,
[02:29:43] and so your legacy will live on at the
[02:29:45] port of Seattle. Thank you for your
[02:29:46] service, and I'll turn it over to you.
[02:29:48] You have the floor. Well, I just want to
[02:29:50] say thank you and probably won't say much
[02:29:53] other than my first connection to the port
[02:29:55] of Seattle was in actually 1994,
[02:29:59] when I represented one of my former
[02:30:02] employers, the airline industry. And I was
[02:30:05] introduced by then, 1994,
[02:30:08] to Gina Marie Lindsay, the former director
[02:30:11] of the airport, who proudly presented us
[02:30:14] with the new design of the airport office
[02:30:17] tower and the third Runway.
[02:30:21] Have I mentioned this? Because I was very
[02:30:24] impressed with the presentation, and I
[02:30:26] believe my airline then, along with Alaska
[02:30:29] and others, we were the early signers of
[02:30:32] the third Runway in what is today the AOB
[02:30:36] airport office building. So somewhere in
[02:30:40] some basement and some storage box, my
[02:30:43] name is there, signing on as a great
[02:30:45] project. And it was. And little did I know
[02:30:48] then that ten years later, I would be
[02:30:51] managing that same project as part of the
[02:30:54] properties of the airport. But from there
[02:30:56] on, it's been a great journey, serving the
[02:30:59] community, serving CEOs and
[02:31:02] commissioners. And I'm so proud of all of
[02:31:05] you and what you continue to do and the
[02:31:07] work. My colleagues, every single
[02:31:09] colleague on board and my employees in the

[02:31:12] office of equity, this is just a great way
[02:31:15] to finish and to move on. So muchas
[02:31:18] gracias. And as they say in Costa Rica,
[02:31:20] where I'm from, Puravida. Thank you.
[02:31:33] So, hearing no further comments and having
[02:31:35] no further business, if there is no
[02:31:37] objection,
[02:31:41] I haven't touched the gavel. You can add
[02:31:43] your comment now. Go for it.
[02:31:48] I just want to express my dismay that we
[02:31:50] do not have a ceasefire come Ramadan, and
[02:31:53] it pains me and it pains all of us that
[02:31:56] we're in this situation. So thank you.
[02:31:58] Yeah,
[02:32:02] I really appreciate you saying that. And
[02:32:05] to all the port staff members who are
[02:32:07] practicing and observing Ramadan, I say
[02:32:10] Ramadan cream to you all. And I wished you
[02:32:13] all very well this month. Appreciate your
[02:32:15] comments, Commissioner Felleman. That was
[02:32:17] important to say before. I adjourned the
[02:32:19] meeting hearing. No further comments and
[02:32:21] having no further business. If there's no
[02:32:24] objections, we are adjourned at 02:35 p.m.
[02:32:27] Thank you. Thank.

END OF TRANSCRIPT