

START OF TRANSCRIPT

[00:00:28] All right. Good afternoon.  
[00:00:30] This is a commission president, Stephanie Bowman, reconvening the regular meeting of  
[00:00:34] September 24th, 2019.  
[00:00:37] The time is 12 0 8.  
[00:00:38] We're meeting at the conference center at SeaTac International Airport.  
[00:00:42] President, with me today are commissioners Corkin, Spelman and Steinberg.  
[00:00:45] Commissioner Gregoire is excused.  
[00:00:48] This meeting is being digitally recorded and may be heard or viewed at any time on the  
[00:00:52] port's Web site and may be rebroadcast by King County Television.  
[00:00:56] Please join me in standing for the Pledge of Allegiance.  
[00:01:02] I two to the flag of the United States.  
[00:01:07] To the republic for which it stands, one nation under God, indivisible.  
[00:01:13] Really? Thank you.  
[00:01:18] So commissioners were now in the order of the approval of the agenda.  
[00:01:22] Are there any motions to add or rearrange the orders of the day, a request to remove any  
[00:01:28] of the items from the consent calendar?  
[00:01:31] No. OK, great.  
[00:01:32] So. Oh, Amy, scripting agenda is approved.  
[00:01:37] All right. Mr.  
[00:01:38] Metruck executive directors are quite good afternoon, commissioners.  
[00:01:42] I have through announcements the share and in some discussion about today's commission  
[00:01:46] meeting. Seattle, Seattle Tacoma Airport was recognized for its carbon reduction efforts,  
[00:01:51] achieving the airport carbon accreditation level three for the fourth year in a row.  
[00:01:57] Airport carbon accreditation is a global carbon management program that independently  
[00:02:02] assesses and recognize airports efforts to manage and reduce their CO2 emissions.  
[00:02:07] Level 3 The certification that was achieved requires that their airport to demonstrate  
[00:02:13] continued reductions in airport owned emissions and partnerships and programs to reduce  
[00:02:18] ground transportation and aircraft emissions.  
[00:02:21] Correct. Congratulations to our staff for their dedication to this work.  
[00:02:25] Commissioners, we are also fortunate to have except exceptional employees working  
[00:02:30] throughout the Port of Seattle, especially in our Port of Seattle Police Department.  
[00:02:35] One of our members of the police force, Commander Geoff Selig, has been awarded the John  
[00:02:40] Coleman Award of Excellence from the National Tactical ARM of Officers Association.  
[00:02:45] This is the highest honor given by the association presented to the person who  
[00:02:50] contributes the most to further the goals of law enforcement.  
[00:02:53] Tactical community is awarded to only one individual in the country, and that's  
[00:02:59] commander. So Commander Selig has worked in law enforcement since 1996 and has instructed  
[00:03:04] hundreds of officers in his role as SWAT instructor, as well as hundreds of patrol  
[00:03:08] officers attending our regional active shooter program.  
[00:03:12] We appreciate Commander Selig's Selig's dedication and tireless devotion to the tactical  
[00:03:17] law enforcement profession.  
[00:03:19] The exceptional work is a positive reflection upon the Port of Seattle and Police  
[00:03:22] Department. We're glad that his wife could join us here today.  
[00:03:25] This recognition.  
[00:03:30] As Chief Covey, did you want to add anything to that?  
[00:03:38] And congratulations, it's just a remarkable honor.  
[00:03:44] All right. Good work that's been done literally over decades.  
[00:03:54] Get recognized on a national level, as a director pointed out, won the award a year and  
[00:03:59] some years. It doesn't even get given.  
[00:04:02] I think Jeff is indicative of the quality of the men and women you have at the police  
[00:04:05] department. So thank you, director.  
[00:04:07] Thank you, commissioners. Thank you.  
[00:04:09] Congratulations.  
[00:04:12] I just want to say that I think our executive sort of understated it.  
[00:04:17] It's not just a positive reflection.  
[00:04:19] It's an extraordinary accomplishment.  
[00:04:20] Thank you so much. All right.  
[00:04:24] Thank you. Thanks, commissioners.  
[00:04:28] I have a couple of more.  
[00:04:29] One more announcement.  
[00:04:31] Last Friday, we dedicated two new electric vehicle fast chargers at the airports.

[00:04:36] Cell phone locked the port, contributed the design, construction and installation of the  
[00:04:42] electrical infrastructure for the project.  
[00:04:44] The State Department of Transportation contributed funding as part of its five chord or a  
[00:04:48] project to install fast charging stations in six communities.  
[00:04:52] These fast chargers can charge most electric vehicles up to 80 percent capacity and less  
[00:04:57] than 30 minutes. These charters are perfect for our SO lot due to the very short term  
[00:05:02] stay of users they are at.  
[00:05:05] And regarding today's commission meeting, I just have a couple comments about these.  
[00:05:09] There are several items that I'd like to highlight.  
[00:05:13] A moment ago I mentioned an environmental achievement bar aviation staff.  
[00:05:17] Not to be outdone, our maritime environmental staff has their own achievement to bring  
[00:05:21] forward. Item 7 recognizes achieving the second Salmon Save CERT certification for the  
[00:05:26] port for the port's maritime parks and public access sites.  
[00:05:30] You'll hear more about this during our meeting.  
[00:05:33] There are multiple items on our agenda today which will relate to enhancing the traveler  
[00:05:37] experience at SeaTac Airport and to help businesses which operate at the airport.  
[00:05:42] Item 60 is a request to proceed with the next phase of restroom upgrades.  
[00:05:46] Item eight A is to approve expansion of a project enabling plant projects, enabling  
[00:05:52] planes to get in and out the gates faster, benefiting travelers and airlines.  
[00:05:57] A B is a contract to continue management of two lounges used primarily by international  
[00:06:02] travelers and airlines in item eight d a suite of contracts where events and  
[00:06:07] entertainment in our terminals that enhance the traveling experience and also benefit  
[00:06:11] businesses operating at the terminal.  
[00:06:14] Item nine is the Central Services Polarity Budget briefing.  
[00:06:17] This kicks off our 2020 process and I'll have more to say about this when I introduce  
[00:06:21] that briefing. And as a final remarks, Commissioner, I'd like to to recognize and really  
[00:06:29] to say regarding our START program here at the airport.  
[00:06:33] As you know, we appreciate the concerns expressed by local communities about programs,  
[00:06:38] projects and operations at the airport.  
[00:06:41] Most recently, the action on preliminary funding for certain proposed sustainable airport  
[00:06:45] master plan projects.  
[00:06:47] In response, we have committed to increasing communication and awareness to airport  
[00:06:51] communities regarding port topics or commission actions that could be of interest that  
[00:06:55] remain committed. And we remain committed to working with airport communities to identify  
[00:07:00] or expand expand off areas of mutual interest.  
[00:07:04] One such engagement is the SeaTac Stakeholder Advisory Roundtable START convened by  
[00:07:09] aviation managing director Lance Little.  
[00:07:12] The unprecedented engagement through staff has led to successful new initiatives such as  
[00:07:17] the Late Night Noise Limitation Program, which began in July, a commitment to which to  
[00:07:22] adjusting 34 hour runways glide slope.  
[00:07:27] Working with the FAA to reduce the use of a third runway at night.  
[00:07:30] Initiating a ground noise analysis and requesting airlines to upgrade or replace older,  
[00:07:35] louder equipment or air on aircraft.  
[00:07:38] Finding common ground on challenging issues is not easy.  
[00:07:42] Only through collaboration can we find workable solutions.  
[00:07:45] That is the purpose of start to create a dialogue that can lead to productive and  
[00:07:49] impactful changes.  
[00:07:50] We hope that the Cities Bureau in Des Moines in federal way will join us in that work.  
[00:07:55] We welcome a conversation about how we can form and further partnerships to develop  
[00:07:59] positive outcomes for all.  
[00:08:01] With all parties held to the same standards and that spirit will be contacting the cities  
[00:08:06] to explore a constructive way forward in our work together.  
[00:08:09] And that concludes my remarks.  
[00:08:10] Commissioners. Great.  
[00:08:13] Thank you. Where you are now, the time for public comments so any written material can be  
[00:08:19] given to our clerk for inclusion in the meeting record if you wish to speak.  
[00:08:26] There we go. Please sign in and identify the item specific item that you are wishing to  
[00:08:30] address. The comments from will be limited to three minutes per person.  
[00:08:33] We've got several folks signed up today.  
[00:08:35] We're going to start with Greece Stiller followed by Jon Feeney and Jordan Louie.  
[00:08:41] Yes, please come on up.  
[00:08:43] And you're welcome. I know that you're several of your speaking on the same item.  
[00:08:46] You're welcome to come together, if you like.

[00:08:49] Welcome. Thank you.  
[00:08:51] Commissioners, his colleagues and the Port of Seattle community.  
[00:08:56] So I'm Grace Diller.  
[00:08:58] I'm a recipient or I should say the Weed Warriors Nature Stewards program is a recipient  
[00:09:04] of the ACE Grant Fund.  
[00:09:05] And I'd like to share what we've accomplished.  
[00:09:08] And I'm going to be reading a statement and also have brought pictures from some of our  
[00:09:16] projects. So I'd like to start by saying thank you for the opportunity to share what the  
[00:09:24] ACE Fund means to small environmental non-profits like the Weed Warriors Nature Stewards  
[00:09:30] program. So we are a small nonprofit.  
[00:09:33] We have no paid staff where we operate with volunteers.  
[00:09:38] We have a great volunteer force and partner with a lot of other environmental  
[00:09:44] non-profits. We've received two Grant 2 project grants that enabled us to deliver an  
[00:09:52] ongoing native plant restoration program in billions.  
[00:09:56] Matheson Park with residents and students of the Highline School District.  
[00:10:02] Last year on our project, we focused on planting trees for carbon sequestration and  
[00:10:08] habitat restoration.  
[00:10:10] We held classes at the Buren Community Center.  
[00:10:13] One class, which I'd like to highlight was how to assess your carbon footprint and how to  
[00:10:20] of how to effectively use your yard or your nearby park as a mitigating opportunity  
[00:10:29] for the fossil fuel, your fossil fuel carbon output.  
[00:10:35] Then we offered the opportunity to plant trees and other native plants in the Bay Area in  
[00:10:39] parks to offset your carbon footprint.  
[00:10:44] All the trees are not equal.  
[00:10:46] We found some trees actually sequester more carbon than others.  
[00:10:50] Surprisingly, other classes that we offered were ideas on how residents can plant native  
[00:10:56] plants and establish rain gardens and support wildlife and helped mitigate stormwater  
[00:11:02] pollution in Puget Sound.  
[00:11:04] This year we focused on native plants that provide habitat for our local and migratory  
[00:11:10] birds, butterflies and bees.  
[00:11:12] That was the name of this program for this project.  
[00:11:15] We partnered with the National Wildlife Federation and other Habitat Stewards Group to  
[00:11:21] deliver this project.  
[00:11:23] We established a pollinator garden in Matheson Park and we worked with adults and kids to  
[00:11:28] build birdhouses for our native birds.  
[00:11:31] In urban settings and suburban settings, dead trees are taken down.  
[00:11:35] They're called snags.  
[00:11:37] They're often dangerous.  
[00:11:38] But this is the habitat that's needed for the birds.  
[00:11:42] They actually the dead trees provide the holes in the cavities that they need for  
[00:11:48] nesting. So the bird houses that we built and put up in different places provided the  
[00:11:55] needed nesting for our local birds.  
[00:11:57] We reached out to our youth in the Latino community.  
[00:12:03] Is that my time? That is your time.  
[00:12:06] But if you can wrap it up, Grace.  
[00:12:07] Thank you so much. Yes, thank you.  
[00:12:10] And I would like to thank the Carpenters, the Regional Carpenters Union, who donated  
[00:12:15] their time to build the birdhouses and to thank the port.  
[00:12:20] This is an often awesome opportunity that small non-profits don't normally have and to  
[00:12:27] increase the opportunity for other small nonprofits.  
[00:12:31] You might consider lifting the match, making it 1 to 1 instead of 1 to 3.  
[00:12:36] We had no problem with that.  
[00:12:38] But going forward for a greater community support base, you might consider that.  
[00:12:43] And thank you so much. Thank you.  
[00:12:45] And thank you for your work.  
[00:12:48] So next up, John Feeney and then Jordan Louis.  
[00:12:57] I'm with New Start Community Garden in Berrien, and we're in our second round of funding,  
[00:13:07] New Start Community Garden is on the campus of New Start High School and we support,  
[00:13:16] first of all, support the students.  
[00:13:17] It's an alternative high school.  
[00:13:20] These kids don't have the opportunity to learn things that a lot of us maybe have learned  
[00:13:24] from our our our parents or grandparents are our neighbors.  
[00:13:30] And so as they as they grow up and come into the adult world, they don't they don't know

[00:13:36] things. And I'll just say that one boy was asked to pick some pickles or excuse me, asked  
[00:13:43] to pick some cucumbers.  
[00:13:44] And he said, well, these are too small.  
[00:13:47] And they said, no, no, these are being picked for cook for pickles.  
[00:13:52] And. And he said, you mean you mean pickles come from cucumbers?  
[00:13:57] I mean, it's just he said, why didn't anybody tell me?  
[00:14:00] And the teacher said that he kept going on all day long about that, that nobody had ever  
[00:14:05] told him that that's where they came from.  
[00:14:08] I had another lady who in the community garden who told me that she'd lived in the  
[00:14:13] neighborhood for 16 years.  
[00:14:15] But in the six weeks she'd had a garden, she had met more neighbors.  
[00:14:20] So. So as far as developing community, you can you can have meetings.  
[00:14:25] But if you have some central reason or core or things that people can share.  
[00:14:31] It just has has more meeting.  
[00:14:33] And it will and it will continue.  
[00:14:37] As far as the three to one grant, we we don't have a problem with that.  
[00:14:43] We it it it actually kind of helps us in a way because we have Boy Scout groups that need  
[00:14:51] a place they need to project.  
[00:14:53] We have church groups.  
[00:14:55] We have community service people that that need to put in their time.  
[00:14:58] So they will come to the garden and and do the work.  
[00:15:05] Every time you meet somebody, you get more information.  
[00:15:09] You learn about other opportunities.  
[00:15:14] What people have done to two in their gardens, how they how they've promoted the growth  
[00:15:22] and helped the environment.  
[00:15:24] And so.  
[00:15:28] We we just appreciate that this has worked for us the way you have it.  
[00:15:35] But. We're not going to be selfish there if you have if you had a little bit better ratio  
[00:15:45] of money to effort.  
[00:15:53] You're just going to bring more people in.  
[00:15:54] There'll be more work in scrutinizing who you want to give the money to.  
[00:15:57] But but that's that's part of it.  
[00:16:00] That's part of it. That's that's part of the the whole thing.  
[00:16:04] It's not just one.  
[00:16:08] One area that you want to promote.  
[00:16:10] So thank you.  
[00:16:12] Great. Thank you.  
[00:16:15] Jordan then followed by he and Couey and then Kelly Stephan.  
[00:16:20] Hello. Thank you.  
[00:16:21] My name is Jordan Louis, and I'm speaking to you on behalf of the YMCA of Greater  
[00:16:25] Seattle. The YMCA received ten thousand dollars in the spring cycle of the ACE grant to  
[00:16:32] support engaging our Taiji scholars at nearby Taiji High School.  
[00:16:37] So these scholars are now 10th.  
[00:16:40] Eleven and we just welcomed an incoming class of ninth grade cohort to our group.  
[00:16:46] So there's about 90 students, all of color.  
[00:16:49] And this program is a replication of what we've done at Garfield High School, which has  
[00:16:54] one hundred percent graduation rate and 100 percent college acceptance rate.  
[00:16:58] So we know that these students are ready for engaging in a meaningful manner.  
[00:17:03] And we were pleased to accept the ACE grant to integrate environmental education into  
[00:17:09] what these students are overlaid with extreme mentorship and acceleration into their  
[00:17:15] academic careers.  
[00:17:16] So we started with a summer learning program partnering with New Roots Farm, a  
[00:17:22] organization of people of color based in Beacon Hill, to connect with these students and  
[00:17:27] teach them a little bit about farming, the role we play as individuals in the environment  
[00:17:33] and the history and oppression of black farmers.  
[00:17:36] We culminated that month with a lesson on invasive and native plants and then a nature  
[00:17:42] scavenger hunt and campus cleanup.  
[00:17:45] We're working toward education every other month that's meaningful to the students,  
[00:17:52] including tours of the airport and its sustainable practices, since most of the students  
[00:17:59] live within a five mile radius of SeaTac.  
[00:18:02] And we're grateful for the opportunity to engage these young people.  
[00:18:07] And as far as an administration of the grant, we certainly love the match.  
[00:18:13] It is difficult to administer, but I understand the necessity of the program.

[00:18:20] So there's a lot of staff time involved in creating specialized application and backup  
[00:18:29] materials. Otherwise, the reimbursement process is fairly straightforward and easy to  
[00:18:34] complete. Andy has been wonderful to work with and we look forward to applying in the  
[00:18:40] next cycle. All right.  
[00:18:43] Thank you. Appreciate that.  
[00:18:45] And Kelly and then Linda Farnsworth.  
[00:18:49] Good afternoon, everybody.  
[00:18:50] My name is here and Cue and I am the executive director of Partner Employment.  
[00:18:54] It's a local organization just right out of the SeaTac Airport here.  
[00:18:58] So we received the ACE funding.  
[00:19:02] I think the last cycle and oh, my goodness, we did a lot.  
[00:19:06] So our project, we we were trying to engage the different cultural communities around the  
[00:19:13] SeaTac Airport to kind of teach them about some of the environmental justice.  
[00:19:20] And we incorporated some teachings into our ESL curriculum, our ESL class.  
[00:19:26] And so we incorporate some of that teaching and spent about one day a week in our ESL  
[00:19:31] classroom teaching about environmental justice.  
[00:19:35] And we did that for about a quarter or two.  
[00:19:39] Teaching them about, you know, the environment, for example, talking to them about  
[00:19:44] different places that, you know, in at least Washington state, that, for example, the  
[00:19:50] mountains that the parks, you know, these are places that they're not really familiar  
[00:19:55] with, but we're trying to teach them some of these resources that are available.  
[00:19:59] Other things such as, you know, recycling, composting, you know, what are those what what  
[00:20:05] are those things? And so we're we're just putting those in there into what you sell  
[00:20:09] class. I think one of the.  
[00:20:13] Thing, you know, part unemployment, we are a workforce development work.  
[00:20:16] But a lot of the work that we do is community engagement.  
[00:20:20] So working really with ethnic communities and culturally different cultural communities  
[00:20:24] to engage them in, you know, meeting with the poor, with the commissioner and, you know,  
[00:20:28] who are they coming for a tour?  
[00:20:30] And so we did a tour of the SeaTac Airport.  
[00:20:33] We had the chance to bring three different communities together, to come to the SeaTac  
[00:20:37] Airport, to do a tour, a full bus of them.  
[00:20:41] We also met with Lance, the director here, giving us a more insight on what are the  
[00:20:47] things that are happening at the SeaTac Airport.  
[00:20:49] I mean, the fact that they are living so close here.  
[00:20:52] All they know is that you go there to fly out somewhere else.  
[00:20:55] But there are so many opportunities here at the SeaTac Airport that they just don't know  
[00:20:59] about. And so I think one of the major thing that we achieved with that E funding was  
[00:21:06] really how we were able to connect and engage the refugee community around here.  
[00:21:11] To learn more were, you know, what the SeaTac Airport is all about, where the Port of  
[00:21:16] Seattle in general.  
[00:21:18] So we did some also clean up events a couple of times in a location where it's very  
[00:21:26] densely populated.  
[00:21:27] You know, a lot of small shops, ethnic shops where there were around.  
[00:21:31] And so we took people and recruited local business owners and residents.  
[00:21:36] Our clients came out.  
[00:21:37] And so we went around the block to to clean, to pick up trash.  
[00:21:43] And what this really taught our community was that that stewardship.  
[00:21:47] Right. You want to be able to make sure where you go to and your neighborhood looks looks  
[00:21:55] good, particularly with making sure that it looks clean and that trashes are out.  
[00:22:00] And so just to close, I know ACE is a great funding source.  
[00:22:05] To get small organizations like ours in there is great impact to it.  
[00:22:09] Obviously, I you know, that's my observation of it.  
[00:22:12] Just echoing again, back with the matching, it does create some difficulties.  
[00:22:17] So if we can change that.  
[00:22:19] Great. Thank you so much, Kelly.  
[00:22:22] And then Linda Farnsworth and then Amanda Leon.  
[00:22:27] Welcome. Hi, my name is Kelly, stepping on with Environmental Science Center.  
[00:22:31] I just want to thank you for the support that we've received for our program.  
[00:22:35] We fund funds are helped funds, our Beach Heroes program and this beach year program is a  
[00:22:42] much needed program here in Highline School District in the cities of Beary and SeaTac to  
[00:22:46] Moines. A lot of these students don't have a lot of access to the outside.  
[00:22:51] And so this grant allows us to reduce those barriers of cost of program as well as

[00:22:57] transportation. So we provide bus funding for the students to come out.  
[00:23:01] Beach Heroes is a two part program.  
[00:23:03] We first go into the classroom, teach about the beach, teach about stewardship,  
[00:23:07] introduced that concept to the students, and then they come out to see her speech in for  
[00:23:13] a two hour field study where they are working, exploring, learning about the seawall,  
[00:23:19] learning about the animals, and most of all, learning how to be better stewards of the  
[00:23:22] environment. All the students we served 83 Highline classes this past spring with our  
[00:23:28] grant, so it's over.  
[00:23:30] Nineteen hundred students came out.  
[00:23:32] They learned about the beach.  
[00:23:33] They picked up trash. We actually picked up over 20 pounds of trash this past spring from  
[00:23:38] Sea Hurst. So we got the students involved to get them excited.  
[00:23:42] And then we sent home information to continue those conversations at home so they can  
[00:23:47] then bring their parents back.  
[00:23:49] One of the things we notice is many of these students, even though they're within walking  
[00:23:53] distance or a short distance from the park, this is their first time there.  
[00:23:57] So we really do want to encourage them to to to get outside and to bring their families  
[00:24:02] back and enjoy this wonderful environment that we have.  
[00:24:07] Another thing that we are able to do with this program is we have a we call it a junior  
[00:24:13] naturalist program. So we train our local high school students to work with our paid  
[00:24:19] naturalists. And so that then at the high school, students are trained in how to teach  
[00:24:25] the students and work with them.  
[00:24:27] And it provides a wonderful way for them to give back to the community.  
[00:24:32] This program has been going on for many years.  
[00:24:34] And it is it's neat to see so many of this.  
[00:24:37] Some of the high school students actually participated when they were younger.  
[00:24:41] So it's the chance for them to give back to the students and the young kids that we  
[00:24:45] worked with just absolutely love it.  
[00:24:47] When the high school students are out there teaching them.  
[00:24:50] So thank you for the support of this band.  
[00:24:53] We really appreciate it and allows us to bring this program to students who need it.  
[00:24:59] Thank you, appreciate that.  
[00:25:01] Linda Farnsworth. And then Amanda and following Amanda, David Goebel.  
[00:25:10] Good afternoon. Good afternoon.  
[00:25:12] Commissioners and good afternoon, everybody.  
[00:25:15] This is really exciting to hear about all these grants that have been put out into the  
[00:25:20] community to serve all of the current generation and next generation.  
[00:25:27] My name is Linda Farnsworth and I am with the PTA.  
[00:25:31] I'm a PTA mom up in Berrien.  
[00:25:34] And I would like to share with you about Americans with Disabilities Act.  
[00:25:42] Playground equipment.  
[00:25:44] So this project that I worked on was born in 2016.  
[00:25:50] Gregory Heights Elementary Schools, existing playground equipment was in disrepair and  
[00:25:54] students were getting hurt on the broken pieces of equipment.  
[00:25:58] They were breaking arms and legs and twisting ankles.  
[00:26:02] So it was a concern.  
[00:26:03] So as somebody involved in the PTA, I said, well, what can we do?  
[00:26:08] You got a bunch of free volunteers here willing to do some fund raisers and that kind of  
[00:26:13] thing. So we realized that the structure was built when there were 450 students at the  
[00:26:20] school. But in 2016, there were around 700.  
[00:26:27] So we made a couple of friends of mine and myself.  
[00:26:30] We decided to go ahead and start researching.  
[00:26:33] How much would it cost to repair the existing structure after getting a committee  
[00:26:39] together and talking with students, talking with families, talking with the para  
[00:26:44] educators who stood outside at recess time with the kiddos.  
[00:26:50] Unlike the parents who were doing other things at the time, we asked what what would be  
[00:26:55] great to have here?  
[00:26:58] And through quite a bit of discussion, we realized that we didn't have anything inclusive  
[00:27:06] kiddos with limited mobility, whether they were in a wheelchair, had a walker or had a  
[00:27:12] hard time. There was nothing for them.  
[00:27:16] So we decided to start our journey of raising funds to have wheelchair accessible  
[00:27:26] playground equipment.  
[00:27:27] We went to the Port of Seattle and applied for the grant and we were approved.

[00:27:32] And I would like to share today in my last couple of little bit of time here.  
[00:27:39] I have an award here for Andy Gregory.  
[00:27:43] It is. We received a generous ten thousand dollar ace grant from the Port of Seattle.  
[00:27:49] This grant was probably the single greatest factor in ensuring our success due to  
[00:27:54] deadlines and the possibility of losing the grant if we couldn't stay on track.  
[00:27:59] Thank you to Andy and the Port of Seattle for your support.  
[00:28:01] Making our AIDS accessible equipment a reality for all of our students, not just our  
[00:28:08] students with mobility issues, but with.  
[00:28:12] But all students are able to use this amazing equipment.  
[00:28:16] So thank you so much for your support.  
[00:28:20] Perfect. Thank you.  
[00:28:23] All right. Amanda.  
[00:28:25] David. And then Jesse Harris.  
[00:28:27] And that's all I have.  
[00:28:28] So if there's anybody else, this would be the time to sign up.  
[00:28:31] Welcome. Hi there.  
[00:28:35] And then Mandalay on the city of Normandy Park.  
[00:28:37] Thanks for inviting us today to speak about the East grants.  
[00:28:41] Amanda. Could you get a little closer to them?  
[00:28:43] Sure. I'm kind of short.  
[00:28:45] They don't come to you. So thank you for inviting us to speak about the east grants  
[00:28:50] today. The city of Normandy Park has not directly benefited from the ACE grants in the  
[00:28:56] past, but we have participated with other organizations that have.  
[00:29:01] For instance, Storm Fest was a Highline school district.  
[00:29:05] Sixth grade, an outdoor environmental education day that took place in 2018.  
[00:29:12] Two events in 2018.  
[00:29:14] And students from the Highline School District participated.  
[00:29:19] All sixth graders. Twelve hundred students in two days.  
[00:29:21] And I helped out with that.  
[00:29:23] The city of Normandy Park would love to participate in a grant funding that I think that  
[00:29:28] you guys are working on in the future.  
[00:29:31] I run a bunch of environmental education programs that are a multigenerational, multi  
[00:29:36] lingual, all sorts of walks of life.  
[00:29:40] Join us. We have a Nature Trails Park Urban Forestry Restoration Management Program that  
[00:29:47] volunteers help with.  
[00:29:49] We have a Marine View Park Restoration Volunteer program that volunteers for that meet  
[00:29:56] every first Saturday of the month.  
[00:29:59] And we work on removing invasive sand, planting trees and making forest health important  
[00:30:08] in Marine Park.  
[00:30:09] Over the years, the past 10 years, we've worked on Walker Preserve, removing Ivey and  
[00:30:15] replanting. And that's twenty nine acres of ivy that we've removed over the years, and  
[00:30:20] that's with just volunteer effort.  
[00:30:23] So a lot of our environmental initiatives and normally park were pretty small.  
[00:30:27] We recruit from the whole area, but we're able to do it.  
[00:30:32] And so we're excited that you're continuing with the ACE program and we're excited to  
[00:30:37] hear about future programs that you might have.  
[00:30:40] Thank you. Great.  
[00:30:42] Thank you so much for being here.  
[00:30:44] All right, David.  
[00:30:45] Jaycee. And that'll do it for public testimony.  
[00:30:53] I think deep pockets, I mean, just one second thing.  
[00:30:57] I just wanted to mention, too, that we had a written public comment from Des Moines  
[00:31:01] Memorial Drive Preservation Association.  
[00:31:03] World War One Living Wrote of Remembrance, written by Rose Clark, also about the the s  
[00:31:09] community funds. And so, Rose, I know you couldn't attend today, but thank you so much  
[00:31:13] for getting this on the record as well.  
[00:31:17] Hi, David. Hi. I'm David Goebel, president of National Unfair Skies to 5 1 3 C dedicated  
[00:31:24] to restoring the pre NexGen National Viral Fashion Island.  
[00:31:27] I'm here to speak on. Some of you might suspect the installation of noise monitors under  
[00:31:32] the new ultra focused next gen flight paths are announced over Crash Island.  
[00:31:35] They're known as Hawks and Mariner.  
[00:31:38] The residents of Ashton Island presented a petition to the Port of Seattle last year at  
[00:31:42] Pier 69 for monitors, and I've been continuously pushing them since, most recently,

[00:31:47] another national resident.  
[00:31:48] At the height of the Kennedy debate also made a noise at the Port of Seattle Commission.  
[00:31:57] A few guys is on record to spend 750 thousand dollars of the five million s King County  
[00:32:02] fund this calendar year.  
[00:32:04] And noise monitors are really small fraction of that.  
[00:32:07] I believe summer months ago you determine exactly how much they would be, approximately  
[00:32:11] how much it would be. And it's completely aligned to the goals of that fund as well,  
[00:32:15] which is collecting data on the impacts of aviation noise.  
[00:32:18] And this and the Port of Seattle also has the opportunity to be pioneers by installing  
[00:32:23] noise monitors under one of these new next gen PBX performance based navigation.  
[00:32:28] Newly focused flight paths with PBR on flight tracks, which used to be randomly dispersed  
[00:32:33] in a diffuse swath of miles wide, are now focused on a G.P.S.  
[00:32:36] and razor sharp track.  
[00:32:37] One hundred yards wide, approximately on fashion.  
[00:32:40] There was also the extra bonus of lowering flight tracks thousands of feet at the same  
[00:32:44] time in an attempt to make that U-turn in Elliott Bay.  
[00:32:47] Instead of the trombone pattern, though, of course, as you all know, they still do the  
[00:32:50] trombone pattern that completely failed.  
[00:32:53] If this is approved by the last week of October, you can get extra credit by announcing  
[00:32:57] it at this year's AAA American Associate Airline Executives Noise Conference, which is  
[00:33:01] being held in Seattle this year, being held the last week of October.  
[00:33:05] And that would well, I was at last year's noise conference and ask specifically if  
[00:33:09] anyone, any airport had yet installed noise monitors.  
[00:33:12] Under these next gen PBS, because they've been very controversial all over the country  
[00:33:16] and have spawned lots of conflict and other substantial problems.  
[00:33:21] And as of last year, none none of the panelists on the noise monitor panel knew about  
[00:33:25] any. So you could really be pioneers and announce it in Atlanta speaking and several  
[00:33:31] other popular speaking. It would be great publicity for the part.  
[00:33:34] Thank you. Thank you, David and J.C..  
[00:33:42] Cjc various welcome.  
[00:33:53] Good afternoon. So as I'm sure somebody who's been briefed in the Empire.  
[00:34:00] The Des Moines and Buren Airport Committees got together last week and vented.  
[00:34:06] Much spleen about the SAM and you know, as is typical for our support  
[00:34:16] communities. There was not a tremendous amount of agreement on what to do.  
[00:34:22] Meaning what it would take to get them back to the start table.  
[00:34:31] I will suggest an even way that I am about 100 percent sure everyone would find it  
[00:34:41] pretty fabulous.  
[00:34:44] The port should undertake an audit of the port package system that you  
[00:34:54] had in place starting about 1998.  
[00:34:58] It is really tough for me, and I know it's thrilling for you to be good to have me come  
[00:35:05] here and all the time talk about stuff that happened 20 years ago.  
[00:35:10] But, you know, because your minds are on the newest contracts for bathrooms or labor or  
[00:35:17] what have you. But those.  
[00:35:23] That period when the majority of the pork packages were installed had really terrible  
[00:35:31] oversight with just thousands of these not being done properly.  
[00:35:37] It's just a fact.  
[00:35:40] One reason the cities run away from it other than they also being part time employees and  
[00:35:47] not wanting, you know, you've got to focus on today is that they dropped the ball in  
[00:35:53] terms of oversight as well.  
[00:35:55] They just said, hey, you know, they're doing a federal program.  
[00:35:59] It's probably just.  
[00:36:02] Bang on and they literally did not inspect hundreds and hundreds of these construction  
[00:36:11] jobs. And I'm happy to show you all the paperwork that proves that.  
[00:36:18] The thing going forward is that you're going to have to provide this mitigation for more  
[00:36:24] homes at some point.  
[00:36:27] And the public needs to feel like, okay, the new system is going to be better than the  
[00:36:34] old one. Right now you're doing 10, 20 a year.  
[00:36:38] OK. That doesn't stress the system.  
[00:36:42] But when you actually start to have to do many more of these, what assurance does the  
[00:36:48] public have that your system won't fall down as it did before?  
[00:36:53] And how will you ensure that the cities do their job of watching the watchmen?  
[00:37:02] Thank you very much. I think, Mr.  
[00:37:04] Polman, very quickly.



[00:37:07] I just want to reflect on all the good stuff we heard about the AIDS Fund.  
[00:37:10] And, you know, originally I was really, I think John Creighton that championed the idea  
[00:37:15] that in response to the air, the flight safety corridor work, we had to cut a lot of  
[00:37:21] trees. And so we were really thinking initially about in restoring the environment.  
[00:37:26] And what I was really delighted to see was how much of a community restoration effort had  
[00:37:30] spent as well. The fact that all these folks are bringing together around noble causes  
[00:37:34] like the environment. But the additional benefits, I think are fantastic.  
[00:37:39] And also here, Andy's recognized him for being really part of that.  
[00:37:43] And I had the pleasure of being at a briefing with he and Cuse effort.  
[00:37:47] And the folks that she brought together were very excited and through multiple different  
[00:37:51] ethnic backgrounds.  
[00:37:52] And I found it to be really rewarding to see this fund being put to such a broad and  
[00:37:59] community supported event.  
[00:38:00] So thank you for sharing that with us.  
[00:38:02] Great. Thank you. Michelle Carlson.  
[00:38:04] And I would add, if we had all these amazing groups doing amazing work coming up and  
[00:38:07] thanking us and next time just come up and say, you're welcome, we're doing great work in  
[00:38:11] the community. And you guys helped a little bit.  
[00:38:12] But truly, thank you for all the amazing work that you're doing.  
[00:38:16] Exactly. And I'll make one come in.  
[00:38:18] J.C., I just wanted to say that if you're listening ear, you have been heard on the noise  
[00:38:24] mitigation and the staff has been directed to get a a full.  
[00:38:27] Give us a full briefing on noise mitigation efforts around the airport.  
[00:38:31] And we're expecting that within the next month.  
[00:38:34] All right. With that, we're going to move on to the Union of Consent calendar.  
[00:38:37] All items on the consent calendar are considered routine and will be adopted by one  
[00:38:42] motion items.  
[00:38:44] We don't have any items removed from the consent calendars.  
[00:38:46] So with that, I will call for a motion to approve the consent calendar covering item six  
[00:38:52] A through six E so moved right through second there spent second move moved in second in  
[00:38:58] all those in favour please indicate by saying I I.  
[00:39:02] All those opposed nay i's have it.  
[00:39:05] Thank you. Now we're going to move on to two special orders of business, and then I'm  
[00:39:11] going to turn the gavel over to my colleague, Mr.  
[00:39:13] Feldman, and step out for a moment.  
[00:39:17] Item seven is the Salmon Safe recertification presentation to merit the maritime  
[00:39:23] division. Commissioners.  
[00:39:28] The port maritime parks have been made salmon safe since 2008.  
[00:39:32] We're Pleased report that the port has met the salmon safe requirements for parks and  
[00:39:36] public access sites for the recent 2013 2018 certification cycle certification cycle.  
[00:39:44] We are excited to begin the next five year certification cycle and have already  
[00:39:48] identified new initiatives involving project design, landscape guidance, facility best  
[00:39:54] practices in habitats and stormwater projects.  
[00:39:58] Presenters are Jane Dowell and Ellen's SDR s Art Sonja.  
[00:40:08] And you guys don't look like Sandy Calgary.  
[00:40:11] But I see it's noted that you are speaking in her stead.  
[00:40:16] Yeah, this is Jane Doe belongs to a money manager.  
[00:40:18] So I'm I'm I'm here with Ellen.  
[00:40:21] Thank you so much. Executive director in commission.  
[00:40:24] Today, we were celebrating the court's accomplishment of continuing salmon safe  
[00:40:29] certification for our maritime parks and public access areas.  
[00:40:34] Some of the staff who supported the effort are also attending this meeting.  
[00:40:37] If you wouldn't mind standing up.  
[00:40:41] There's more than that. So it represents our maritime, environmental and planning staff.  
[00:40:49] Our habitat staff who couldn't come because they're on a boat and on marine maintenance  
[00:40:52] staff are all involved in making sure that we stay salmon safe certified for the  
[00:40:57] maritime. Both the maritime and aviation divisions of the port have committed to and  
[00:41:02] fulfilled two different salmon safe certifications.  
[00:41:06] The port parks were the first in Washington state to be certified in 2008, and the SeaTac  
[00:41:12] Airport was the first U.S.  
[00:41:14] airport to achieve certification in 2016.  
[00:41:18] Ellen Suthers, Salmon Safe Puget Sound manager and a friend of mine predating my my  
[00:41:23] position at the port is going to tell you the significance of this accomplishment.

[00:41:31] Thank you all.  
[00:41:33] It's great to be here and we're really excited to continue our work with the port  
[00:41:42] salmon's safe, just so you know, as a market driven conservation program focused on the  
[00:41:46] biological needs of salmon.  
[00:41:48] We offer a science based third party peer reviewed system for land management.  
[00:41:53] Our primary focus is on stormwater, but we also address water conservation, biodiversity,  
[00:41:58] integrated pest management and the overall ecological functions of sites.  
[00:42:05] We were founded by Pacific Rivers Foundation.  
[00:42:07] The program started in 2003 to reward farmers and vineyard owners.  
[00:42:12] And from there, we've grown to a suite of standards, including standards for  
[00:42:16] infrastructure. And we also have professional accreditation programs.  
[00:42:22] Besides the work with Port of Seattle, we has also certified some notable sites,  
[00:42:28] including the University of Washington campus, 14 projects with Vulcan, the Facebook  
[00:42:35] campuses both in Seattle and now over in Redmond, the Expedia and Google campuses.  
[00:42:41] And we are now working at the Microsoft campus as well.  
[00:42:45] So the port is in very good company in terms of innovators and leaders in our region.  
[00:42:51] I've had the good fortune of being involved with the Port of Seattle from the very  
[00:42:54] beginning back in 2008 when Jane and I were working in the private sector.  
[00:42:59] Our firm actually sponsor the Ports Education and training program with salmon safe.  
[00:43:06] That was when the park system first decided to seek certification.  
[00:43:12] There was a five year renewal assessment in 2013 and again this year on the first day of  
[00:43:17] spring. One of my observations over the years is how dedicated the parks, the ports parks  
[00:43:24] team is to organic landscaping and in fire.  
[00:43:28] Environmentally friendly management of the land.  
[00:43:30] They demonstrate a passion and commitment that I've not seen with many other  
[00:43:34] organizations. And that's true.  
[00:43:37] I've been to hundreds of organizations over the years to sites.  
[00:43:40] And the port's team is really incredible in their stewardship.  
[00:43:46] And I know that Scott Vesey isn't here, but Scott was at all three assessments from your  
[00:43:52] landscape maintenance team and he's remarkable.  
[00:43:55] So it's really gratifying and motivating to be at a site with them and to hear about  
[00:43:59] their work ideas, their readiness to explore new methods of maintenance and technologies.  
[00:44:05] The same can be said for habitat, stormwater and maintenance teams.  
[00:44:09] The use of oyster shells for stormwater treatment, testing, floating wetlands and the  
[00:44:14] dual mesh habitat restoration projects that multiple river locations and the use of rain  
[00:44:20] gardens splash boxes at elevated highway all point to the commitment and invention of  
[00:44:27] these teams. Of course, the parks work is not our only partnership with the port in 2016.  
[00:44:33] As Jane mentioned, we certified SeaTac Airport, which was the first  
[00:44:37] Airport in the US to become salmon safe certified the airport team was just as impressive  
[00:44:43] when it comes to their commitment to protecting Puget Sound and providing healthy habitat  
[00:44:48] for salmon to thrive.  
[00:44:50] Just a few of the things that the maritime team achieved or how they achieved this  
[00:44:56] accomplishment of recertification by meeting the goals of the last cycle and committing  
[00:45:01] to efforts over the next five years include ensuring that all new development and  
[00:45:05] redevelopment projects meet the salmon safe design standards, updating habitat  
[00:45:11] restoration and stormwater treatment opportunity analysis of sites complete at least one  
[00:45:18] more habitat restoration project conduct water use trends analysis for irrigation at each  
[00:45:23] park. Update the maritime maintenance landscape management guidelines to be consistent  
[00:45:28] with salmon safe standards and coordinate with other landowners to evaluate restoration  
[00:45:33] opportunities on Elliott Bay.  
[00:45:35] So today I'm proud to join Jane and all of you to present you with your plaque for your  
[00:45:41] renewed commitment to salmon friendly parks.  
[00:45:43] I will mention each plaque is unique.  
[00:45:46] It's made by an artist and it is actually made from recycled highway signs.  
[00:45:50] So there is a transportation link to the plaque itself.  
[00:45:55] I see that Stephanie had to step out and do it when we can all stand up together.  
[00:46:00] Lobby group and or to prevent injury.  
[00:46:07] Whereas Cedar Rapids is not a bone.  
[00:46:09] Well, I think we'll be right back. Okay.  
[00:46:11] All right. I know that picture of Courtney on the website.  
[00:46:14] Oh, yeah.  
[00:46:16] Courtney was very involved with the airport.  
[00:46:20] It's lamps here. Give it to him.

[00:46:22] No, he's not. Let's just hold it a minute.  
[00:46:26] I don't believe Lance is here today.  
[00:46:29] The question for Ellen.  
[00:46:31] Ellen, may I ask you a question in the meantime?  
[00:46:33] Thanks so much. And it's great to see you.  
[00:46:35] Great to see you. I'm curious about the term market driven conservation.  
[00:46:41] Does that mean that there's an economic component that drives the efforts?  
[00:46:49] What did you mean by that?  
[00:46:51] Market driven? Well, market driven, meaning that Salmon Safe provides public awareness  
[00:46:56] around the stewardship of its clients.  
[00:46:59] But, yes, there's also a market awareness as well in terms of revenue generation.  
[00:47:07] One of the good examples would be our work with golf courses.  
[00:47:11] All of the assessments are done with a golf course expert, expert, designer.  
[00:47:16] And so, for instance, with the golf courses, we do our best to keep all of the course in  
[00:47:22] play without removing any areas that might generally incur revenue for the golf courses.  
[00:47:31] So we do look at the triple bottom line on the certifications for five years.  
[00:47:36] So from the standpoint of fiscal planning, we plan these changes with you.  
[00:47:41] It's not an immediate requirement to meet all the conditions, but it's a hierarchy of  
[00:47:47] conditions. That's based on a fiscal plan.  
[00:47:49] Oh, good. That's a good explanation.  
[00:47:51] I appreciate that. If I could ask one more question.  
[00:47:53] I am also interested in it's remarkable that our airport has received this recognition  
[00:48:02] for these efforts.  
[00:48:04] I don't know if there are any others in the country that have cane field was just awarded  
[00:48:09] its plaque last week and why we are not in the U.S.,  
[00:48:14] British Columbia. So given that, it could really set an example because airports  
[00:48:20] obviously had a pretty big environmental footprint.  
[00:48:23] This is an accomplishment of pure of ensuring cleaner water for as much as one billion  
[00:48:30] bathtubs full per year, if I got that right.  
[00:48:33] Correct. Of stormwater runoff at SeaTac Airport.  
[00:48:37] That's an awful lot of water.  
[00:48:38] And using bio filtration, other eco service approaches, which I'm sure are integrated  
[00:48:45] into this makes all the sense in the world versus putting this in to a piped engineered  
[00:48:51] system that we know our region is already overwhelmed by.  
[00:48:55] Wonderful work there.  
[00:48:56] And I'm really pleased.  
[00:48:58] Thank you. Thank you, Peter.  
[00:49:04] Yeah, I was.  
[00:49:06] And we also have a treatment system, right?  
[00:49:08] We are. We are at the storm water treatment facility on the airport, right?  
[00:49:13] Correct. And we have to do that.  
[00:49:15] Traditional capture for foam throwing all that.  
[00:49:19] This is supplemental, which is phenomenal.  
[00:49:21] And I think we're proud of.  
[00:49:22] I was just thought of. I thought when regarding to Commissioner Steinberg's question  
[00:49:26] about the market based, I would think that the golf course or other certified facilities  
[00:49:32] would use this as a marketing thing as a instead of not impacting their business, it  
[00:49:38] actually would be used to advance their business.  
[00:49:40] Is that. Did you say that or am I misunderstand?  
[00:49:43] Yes. Most most of the organizations we work with are promoting their salmon safe rating  
[00:49:51] standard in a variety of ways.  
[00:49:53] And I think probably one of the ways that is that sets us apart and that it's also most  
[00:50:00] important to the people in this audience is we also certify farms and vineyards and so  
[00:50:06] beyond working in a salmon safe place or becoming a salmon safe, accredited practice.  
[00:50:12] You can actually bring that food home to your families and be part of the solution.  
[00:50:16] So we have an entry point into the program for just about anybody.  
[00:50:22] Thanks so much. Thank you.  
[00:50:25] All right. So. Cut the net.  
[00:50:28] We want to keep them here until Commissioner Roman gets back.  
[00:50:32] Or can we just ask you to come back up so we can get the photo when not with the full  
[00:50:38] quorum is here? So we'll move on to the next item on the agenda, which is the Airport  
[00:50:45] Community Ecology Fund briefing.  
[00:50:49] Commissioner, this briefing will update you on the response to what we heard so much

[00:50:52] about in the public comment period, which this was authorized by the commission in  
[00:50:57] November 2016.  
[00:50:59] It's designed to serve three near port communities which are impacted by the port's  
[00:51:03] flight court or safety program or move into the presenters are which are Andy Gregory and  
[00:51:10] Allie Yates, Lockhart, senior project manager for Green Cities for Terra.  
[00:51:22] There we go. Thank you.  
[00:51:23] Executive Director Metric and thank you, Port Commission, for having us here today.  
[00:51:27] As you heard, I'm Andy Gregory.  
[00:51:30] I'm the program manager for environmental engagement here at the airport.  
[00:51:33] And with me today is Ali Yates Lockhart, who's the senior project manager for the Green  
[00:51:37] Cities Program for Tara.  
[00:51:40] And I guess I'd just like to start off by thanking all of our grant recipients that are  
[00:51:45] here today for coming in and providing that public testimony.  
[00:51:48] It's really as much as we're going to be up here and trying to paint a picture of what  
[00:51:51] we've done here. It's really hearing from you guys.  
[00:51:54] There's there's no other way to hear about the impact that these grants are having.  
[00:51:57] So. So the East Fund was created by the commission in 2016 to support projects and  
[00:52:06] programs that improve ecological and environmental attributes in nearby airport  
[00:52:10] communities. In developing the program, the fund was bifurcated into a small matching  
[00:52:17] grants program and a contract with Fortier to create Green City partnerships with in  
[00:52:22] SeaTac and Des Moines.  
[00:52:24] The small matching grants program operates on a semi annual funding cycle and supports  
[00:52:29] community groups to make improvements to parks and public lands for terrorist green city  
[00:52:34] partnerships. Provide long term urban forest management plans to each of the three cities  
[00:52:38] and support on the ground activities, including invasive species removal and volunteer  
[00:52:43] tree plantings. Additionally, the fund supports the replanting of historic Ellen trees  
[00:52:48] along the Moyne Memorial Drive.  
[00:52:51] And so I'd like to introduce Ali and she's going to talk a little bit more about four  
[00:52:57] terrorist Green City Partnerships program.  
[00:53:00] Good afternoon, Commissioner. Thanks for having me here.  
[00:53:04] For Tara is a non-profit that is a sustainability organization.  
[00:53:09] One of our our programs is the Green City Partnerships.  
[00:53:12] It is a regional initiative with 15 entities currently participating.  
[00:53:16] We have 14 cities, a Green county, Snohomish County.  
[00:53:20] We serve almost two million residents in our region.  
[00:53:23] And and we're a partnership of nonprofits like some of the grant recipients.  
[00:53:29] You've heard from cities ourselves for Tara.  
[00:53:32] And now, of course, support in funding these projects is joining three partnerships.  
[00:53:37] And this network meets quarterly for information and for presentations.  
[00:53:45] And we are stewarding over 13000 acres of land together and use me all green cities start  
[00:53:54] with a partner partnership process.  
[00:53:57] And so that is true in the three cities.  
[00:54:00] The variance you talking to Moines?  
[00:54:02] So for Tara, we have already completed collecting the baseline data, including collecting  
[00:54:08] feedback from over 300 community members in four languages and completing a land cover  
[00:54:13] and land use analysis for each city, as well as a force at Parkland Health Assessment.  
[00:54:19] Our plans are nearing completion and are in the design and graphics phase.  
[00:54:23] We just submitted a plan to the city of Syrian City Council last night for their input  
[00:54:28] and policy directives and the implementation phase is also underway.  
[00:54:34] So I'll share with you some of those exciting outcomes.  
[00:54:37] And we continue to monitor in depth and adapt these.  
[00:54:40] This partnership and these these plans kind of as as we work with these cities.  
[00:54:48] And I'm going to draw your attention to these three maps, land cover analysis were  
[00:54:54] completed for all three of our cities and from these kind of we can pull out information  
[00:54:59] about canopy cover that's that brilliant green color as well as impervious surfaces and  
[00:55:05] more. And these maps were created to highlight where canopy exists in cities or and also  
[00:55:11] where it's concentrated.  
[00:55:12] And through this process, we found that 30 percent of the ground, the land is covered  
[00:55:18] with trees. Tree canopy, Nigerian Des Moines has a canopy cover of 29 percent and SeaTac  
[00:55:24] has a canopy cover of 25 percent.  
[00:55:28] And the plans we analyze this data and this can be cover for each city.  
[00:55:33] And we created graphics and maps that reflected this.  
[00:55:37] Each of these plans end up being about one hundred and twenty pages of information,

[00:55:41] implementation strategies and just baseline data about where a city's urban forest is and  
[00:55:47] how healthy it is. So for the purposes of this presentation, I just wanted to highlight  
[00:55:51] one city. So we're looking today at variance information.  
[00:55:55] So as you heard, there is a canopy cover of 30 percent and Buren.  
[00:55:59] It's a very strong number.  
[00:56:00] It reflects Seattle's goal, for example.  
[00:56:02] That's their goal for canopy cover.  
[00:56:05] And it really taught speaks about the awareness and benefits of canopy cover that already  
[00:56:10] existed and vision from the city and the residents who live there.  
[00:56:17] But, you know, this number wasn't known before the port's funding.  
[00:56:20] This wasn't known by the cities.  
[00:56:22] It wasn't data that the cities had.  
[00:56:24] And so the other thing that we were able to do is really dive in and kind of extract.  
[00:56:29] Okay. All right. We've got a 30 percent canopy cover.  
[00:56:31] Can we improve that number?  
[00:56:33] And so the first thing we wanted to look at are where are the trees in Varian?  
[00:56:38] Where is, you know.  
[00:56:40] Where do we retain? Can be cover.  
[00:56:42] Where can we increase canopy cover?  
[00:56:44] And so the graph that you're looking at, if you look at the left hand side, the bar says  
[00:56:49] tree canopy, that is, you know, current tree canopy and Varian.  
[00:56:54] And it looks like in those two with the colors you're seeing are tan and green and those  
[00:57:00] are residential areas and parks.  
[00:57:03] So we knew that if we want to retain variance 30 percent canopy, we need to focus  
[00:57:07] programs on retaining canopy and parks and residential areas.  
[00:57:11] But then when you're looking at increasing canopy cover, which the city actually spoke up  
[00:57:15] last night, they're interested in increasing their canopy cover.  
[00:57:18] We want to look at residential areas because they have the majority of shrub land,  
[00:57:22] grassland and bare soil.  
[00:57:23] So now we know that that projects should focus on those areas and that we should retain  
[00:57:29] trees and parks and on residential areas and we should look to increase canopy cover in  
[00:57:34] residential areas. And also, I should say, institutional areas, which means schools,  
[00:57:39] hospitals, community spaces like that.  
[00:57:42] The other thing that the port asked us to do and the environmental engagement team asked  
[00:57:48] us to do was look at canopy in relation to equity.  
[00:57:51] So we have lots of cool maps.  
[00:57:53] These are just two of them.  
[00:57:55] But this is can we cover in relation to public housing and canopy cover in relation to  
[00:57:59] schools. And the map on the right shows that seven of Syrian schools have a canopy cover  
[00:58:05] of 10 to 20 percent across the city.  
[00:58:10] Can it be cover for schools within a quarter mile as only twenty two point five percent?  
[00:58:14] So it's less than the average of the city.  
[00:58:17] So we know that that that should be one of their implementation strategies is to increase  
[00:58:21] can't be cover in and around schools.  
[00:58:24] And thanks to the ports funding, we actually have already received a grant of three  
[00:58:28] hundred thousand dollars from the U.S.  
[00:58:29] Forest Service to do this work with Highline School District.  
[00:58:32] And just want to acknowledge that obviously there are other organizations, we Warriors  
[00:58:37] and Environmental Science Center who are also doing this work.  
[00:58:39] So hopefully we can clearly create a collaborative collective effort to do that.  
[00:58:45] The other thing we looked at and this is kind of the core of our program is forested park  
[00:58:50] land, right, because we know that we want to retain canopy in the city.  
[00:58:54] So the question is this the trees that do exist, especially on public land, or we can  
[00:58:58] make an impact because, you know, these cities own this land.  
[00:59:03] What is the health of those of those acres?  
[00:59:06] And so collectively, these cities have seven hundred and thirty eight acres of forest at  
[00:59:11] parkland in period.  
[00:59:13] There are three hundred and twenty six acres.  
[00:59:15] Again, I'm going back to that city.  
[00:59:16] But we did the same analysis for all the cities and the Matrix shown shows you that.  
[00:59:24] So the up down the y axis shows you that there is we rated low canopy to high canopy  
[00:59:31] cover within a park. We also on the right hand side or the x axis, you know, left, right.  
[00:59:36] We low rated, low invasive weed covered, high invasive weed cover.

[00:59:40] Basically that dark, beautiful green.  
[00:59:42] That's the best, most healthy forest.  
[00:59:46] And Varian has 24 acres of forest that are like that.  
[00:59:49] And these are part of current restoration efforts.  
[00:59:52] And they're in some of those beautiful iconic parks like Salmon Creek Ravine and see her  
[00:59:55] spark. They also have nine acres sorry, four point nine acres that are slipping into the  
[01:00:02] potentiality of of no longer being forest.  
[01:00:06] Within 20 years, these places could no longer exist as forest because of invasive  
[01:00:11] pressures. We already see low Kennedy cover.  
[01:00:15] And so those are places to really dig in and get involved.  
[01:00:18] And that's what this data hopes to do, is help the cities to make implementation  
[01:00:22] strategies that make sense, that work.  
[01:00:25] And it's kind of neat to say, but a lot of the.  
[01:00:28] The restoration that's happened is in those dark green areas.  
[01:00:31] So it's showing that it is possible to turn these areas around and continue to maintain  
[01:00:35] tree canopy in our cities.  
[01:00:38] So our implementation has been shaped by these findings, by the community feedback that  
[01:00:44] we received from you.  
[01:00:47] Like you said, over well over 300 people.  
[01:00:49] And so, too, really to implement these programs, we have a two prong approach.  
[01:00:54] We are going to do increasing canopy on private land.  
[01:00:57] So this funding allows us to do tree distribution events in each city to have community  
[01:01:02] tree walks and tree plantings, to also maintain canopy cover restoration programs.  
[01:01:08] We have a forest steward program and we are also, of course, hosting Green Cities Green  
[01:01:13] City Days, which we love to have you all attend.  
[01:01:17] And kind of to wrap it up.  
[01:01:18] I wanted to share a story about a park and really about a person killing was a mom and a  
[01:01:24] neighbor who was scared to bring her kids to this kiddie city park in Des Moines.  
[01:01:29] There closest park. It had been marked closed on Google, had a little playground that was  
[01:01:34] still being maintained. But the natural area, the staff just literally didn't have the  
[01:01:38] resources to do this work.  
[01:01:40] They she heard about the port funding and she called us at Port Arthur and she called the  
[01:01:44] city of Des Moines and she said, all right, I'm ready.  
[01:01:47] Let's turn this park around.  
[01:01:49] And so far, we've had four work parties.  
[01:01:51] We posted an over 100 volunteers in this space.  
[01:01:54] We've removed seven truckloads of garbage and 700 pounds of invasive plants.  
[01:01:58] And we are soon to plant many, many.  
[01:02:01] We probably have at least 200 plants that we're gonna be planting, including trees back  
[01:02:06] into this park. And we have it marked open on Google.  
[01:02:09] People are using it.  
[01:02:10] We have a church group involved.  
[01:02:12] And this is all thanks to the E!  
[01:02:14] Funding. So thank you.  
[01:02:18] Can I ask really quickly, what are the invasive species and what would prevent you when  
[01:02:23] you replant the natives?  
[01:02:24] What prevents the invasive from coming back?  
[01:02:27] That's a great question. So we do know.  
[01:02:29] That's right. To govern restoration ecologist So there is like science.  
[01:02:33] Thought about this. First of all, I think that it takes committed effort.  
[01:02:37] I mean, these these plans, these partnerships are intended to be 20 years.  
[01:02:41] Obviously, the funding is not for that.  
[01:02:43] This is the seed funding. Right.  
[01:02:44] But the city is taking on an initiative at 20 years.  
[01:02:47] So first off, it does take long term investment.  
[01:02:50] But I know you know, Grace's work with this.  
[01:02:52] We'd worriers know.  
[01:02:53] I think the commitment there is is continuous removal, but also mulching can do a lot.  
[01:02:59] I know it sounds kind of wild, like really just mulch, but doing mulching can do a  
[01:03:04] lot. There are times in a in an area with like that really goes the nines, those really  
[01:03:10] tough areas. We might actually employ a skilled field crew that might use herbicides or  
[01:03:16] other measures to really make sure that weeds do not come back.  
[01:03:19] It kind of depends on what you're fighting in the area.

[01:03:23] Surprisingly, BlackBerry, which is one that we all maybe I assume a lot of us know about,  
[01:03:28] it doesn't likes shade.  
[01:03:30] So one of the things that's planting trees, especially conifers that year around shade,  
[01:03:36] that's kind of a turning point.  
[01:03:37] It can really flip that ecosystem back to a place that doesn't harbor invasive.  
[01:03:42] So it kind of depends on, you know, on the weed that you're talking about.  
[01:03:46] But some of these strategies are are really simple and they can be employed by volunteers  
[01:03:50] and they don't have to take you know, this is management cost from the city.  
[01:03:58] Isn't Ivy one of your big nemesis as well?  
[01:04:00] Absolutely, because they they climb the trees and then also we actually kill the tree and  
[01:04:05] that's why it's fun to yank on it.  
[01:04:08] Absolutely. Yes.  
[01:04:09] Yeah. English Ivy is the bane of my existence.  
[01:04:13] Yes. It also harbors rats in other things.  
[01:04:16] So it's just you know, it's just kind of gross.  
[01:04:19] GROSS reality. Absolutely.  
[01:04:22] I'm really grateful for the work that presented here, the work under this grant funding  
[01:04:29] process. And it just it shows the real benefit and multiple benefits, community  
[01:04:34] volunteerism, ecological restoration, aesthetics as well.  
[01:04:40] And I've done some work with Green Turtle Partnership volunteering in the past to remove  
[01:04:45] those invasive species.  
[01:04:47] Blackberries. I love Blackberries for a short time.  
[01:04:50] Yeah, the year.  
[01:04:53] But I can tell you Blackberries and Ivy English Ivy are it's a lot of hard work to get  
[01:04:59] those out and get them out in a thorough way with the root structures and all.  
[01:05:03] And I learned some skills during that.  
[01:05:06] So maybe I'll have to jump back.  
[01:05:08] Yeah, absolutely. Volunteer.  
[01:05:11] There are ways, effective ways to get root them out.  
[01:05:15] But it is very hard work.  
[01:05:16] Yeah, I seem to recall Tom Robbins first book referred to blackbirds as like the  
[01:05:21] northwest top predator.  
[01:05:22] Something something of that sort.  
[01:05:24] It was. But, you know, just to get to the planning exercise, you know that expression,  
[01:05:29] you don't know what you got till it's gone.  
[01:05:31] Well, now we know what we got.  
[01:05:32] So I think that's great. And targeting the restoration is a phenomenal guidance to that.  
[01:05:38] And one of the things that because you've done all these other communities as well.  
[01:05:43] The connectivity between these and migratory corridors and things like that, to have, you  
[01:05:48] know, the fact that, you know, the schools and underrepresented areas.  
[01:05:52] I mean, that's like immediately good things.  
[01:05:56] I'm just wondering, because you have this broader context.  
[01:05:59] Are you looking at. You know, a lineal protections?  
[01:06:05] Yeah, I think it's an interesting idea.  
[01:06:07] I mean, one thing we're just think I really mean, this time we.  
[01:06:11] Because of the funding for the first time for Terra has taken on look in looking at a  
[01:06:15] scope that's much larger.  
[01:06:17] We're looking at urban canopy.  
[01:06:18] We have never done that work before.  
[01:06:20] I was just telling Andy, because of Syrian city council and Syrian staff being interested  
[01:06:26] as well, and hopefully they'll be leaders for others in the cities getting all this  
[01:06:32] information. I was talking to him last night about policy.  
[01:06:34] So I think our next steps are also like, how do we help cities with tree ordinances?  
[01:06:39] How do we help cities kind of find those best management practices and apply them  
[01:06:44] hopefully regionally?  
[01:06:45] Like I said, we have that Green Cities network.  
[01:06:47] We had, I think, 11 cities represented represented at our last meeting and so on those  
[01:06:53] kind of workshop problems like this.  
[01:06:56] So looking at, you know, how we make those connections and how we create regional change,  
[01:07:02] but then also how does this model apply to other cities throughout the nation?  
[01:07:06] I think that's a really great question.  
[01:07:08] And so we know that there are many fantastic urban forestry stewardship programs  
[01:07:13] throughout the nation. I will say.

[01:07:15] But then, you know, this committee minutes, it's similar to that salmon.  
[01:07:18] Say if you're sitting there making a commitment.  
[01:07:20] Right, that they are going to put this initiative, you know, into their planning for 20  
[01:07:27] years. That's kind of the long amount of time.  
[01:07:29] So I agree with you. I think there's some some real cultural and structural changes that  
[01:07:34] we could see as this network grows.  
[01:07:39] That's great. And I just wanted to remind my colleagues that the commission supported a  
[01:07:44] very small budget authorization last year.  
[01:07:48] And there's another one this year to expand the work that is represented here for the  
[01:07:55] entire port properties, not just at SeaTac.  
[01:07:59] And this.  
[01:08:00] This is important groundwork that will be.  
[01:08:02] We can build upon.  
[01:08:04] We have various parks and other areas of public and port operated areas that include  
[01:08:14] untold numbers of trees, mature, maybe some significant, maybe some heritage trees.  
[01:08:20] But the effort is to to map our tree canopy for our entire port footprint, if you will.  
[01:08:29] And then to work to develop stronger port tree preservation and practice management  
[01:08:37] policies and practices.  
[01:08:38] So so that we recognize and the value of art, our trees and our tree cover its  
[01:08:48] ecological value, its aesthetic value and its value in terms of climate protection.  
[01:08:54] What's with the idea that we can strengthen our commitment there and be a leader in this  
[01:09:01] area of tree preservation and stewardship and management of what we have and maybe  
[01:09:09] even begin to to look at the offsetting value and expand on the carbon offsets that are  
[01:09:17] available for pretty little.  
[01:09:19] You know, when you think about it, to plant a tree as a carbon offset is is an easy thing  
[01:09:25] that everybody can participate in.  
[01:09:26] So, again, thanks.  
[01:09:29] Just one more thing.  
[01:09:30] So you mentioned there was a three hundred thousand dollar grant you got from Foreign  
[01:09:34] Service. Yes.  
[01:09:35] OK. So I'd just like to hear a moment about that.  
[01:09:38] But to so the I've been just concerned previously about.  
[01:09:42] You heard from the other speakers about the three to one match.  
[01:09:45] Sounds like right there you've it hit the ball out of the park.  
[01:09:48] But the.  
[01:09:51] To great start there.  
[01:09:52] So I'm just waiting with the for terror portion of the screen.  
[01:09:55] Also subject to the to the match.  
[01:09:57] Were you having to do this?  
[01:10:00] You weren't. It wasn't indeed.  
[01:10:02] You wanna speak about that? Yeah.  
[01:10:04] So the four term contract was a was a competitive contract or was up?  
[01:10:10] Yeah, it was. It was a public contract.  
[01:10:12] So we were not required to meet the three to one match that says that said we've already  
[01:10:18] raised. So because of the funding three or fifty thousand dollars have.  
[01:10:22] And so there was another fifty thousand dollar grant that we're working on.  
[01:10:26] I I want it. I want to announce it for the city.  
[01:10:28] But I'm working with the city to it looks sounds like we've gotten approval.  
[01:10:32] So for a project based restoration.  
[01:10:35] So I think that, you know, we see the value of this as an investment and we're seeing  
[01:10:39] cities like return as the I can answer that a little bit more about the Highland School  
[01:10:45] District Department, Department of Natural Resources for Tara and others are  
[01:10:51] participating on a grant that was awarded by the U.S.  
[01:10:54] Forest Service. And it's to create it's kind of to formalize the curriculum.  
[01:10:59] There is some curriculum in Highland School District, but to really work on enhancing  
[01:11:04] canopy on school grounds and then also encouraging restoration and adoption of local  
[01:11:12] parks that are walkable.  
[01:11:14] So there isn't a need for field trips and that kind of thing.  
[01:11:17] Buses and stuff like that from school sites.  
[01:11:20] And so that's kind of and we just got we just got it.  
[01:11:24] That's all I really can tell you about it.  
[01:11:25] But it's really exciting because I just really feel like, you know, this this is a huge  
[01:11:30] match for it and a huge source of funding.



[01:11:34] Just having this information, this data and some of the equity data that we pulled was  
[01:11:39] the reason why this grant was so successful.  
[01:11:41] So. Well, I guess hoping the accounting for this, we're not just talking about amount of  
[01:11:45] tree cover, the fact that it's leveraging this other money.  
[01:11:47] No, there's all this goodwill.  
[01:11:49] I think that's really an important accomplishment.  
[01:11:51] Thank you so much for all that work.  
[01:11:56] Ok. Well, thank you, Ali.  
[01:11:58] So I'd like to talk just briefly here about the small matching grants program.  
[01:12:02] Obviously, we've heard some great stories from grant recipients.  
[01:12:05] I want to just kind of overview where we are and where we're going with this program.  
[01:12:08] So since the fall of 2017, two hundred forty thousand dollars has been distributed to 20  
[01:12:15] organizations for 28 unique projects under our small matching grants program.  
[01:12:20] But the inclusion of the required three to one match.  
[01:12:22] This represents a total community value to date of nine hundred and sixty thousand  
[01:12:26] dollars. So. And some some organizations hit that 3 to 1 match out of the park beyond the  
[01:12:32] requirement. So that number is probably over a million dollars.  
[01:12:36] So earlier this month, we received seven eligible applications for this fall's cycle,  
[01:12:41] which should bring the total funding commitments to about three hundred thousand dollars  
[01:12:45] by year's end. Currently, the fund is being expended at a rate of about one hundred  
[01:12:49] thousand dollars a year.  
[01:12:51] And at this rate, we should expect two and a half more years until the five hundred and  
[01:12:55] fifty thousand dollars is fully committed.  
[01:13:03] So a couple quick graphs here to represent this.  
[01:13:07] The the distribution of awards across the three cities has been fairly even.  
[01:13:12] We see seven and beer in eight in Des Moines, seven in SeaTac and sixth in two or more  
[01:13:17] cities. And then you can see that the percentage of the funding was also fairly evenly  
[01:13:22] distributed, about a quarter for each city and about a quarter for all cities together.  
[01:13:29] And I just wanted to emphasize that the port has really made an effort to advertise the  
[01:13:33] program across all the three cities and that each funding cycle we do drop in information  
[01:13:40] sessions in each city.  
[01:13:44] So I'm going to kind of breeze over this part because a lot of these projects you guys  
[01:13:48] have heard about already through public comment, but on the left there you have a picture  
[01:13:52] of the Highline Botanical Garden.  
[01:13:54] The ports funded two projects.  
[01:13:55] They are already on the right.  
[01:13:56] Are some members of partner in employment doing one of their street cleanup events?  
[01:14:02] On the left, you've got the Bureau in Environmental Science Center, Beach Heroes Project  
[01:14:07] and then Weed War, Weed Warriors doing treat tree and plant distribution event for the  
[01:14:12] Make Bureau, an awesome project.  
[01:14:15] And then on the left there is the key tech labs did a project called Farm Bot and this  
[01:14:21] combines STEM education with healthy food awareness and a bunch of youth created a robot  
[01:14:28] that could attend a community garden that was a really cool project.  
[01:14:32] And then on the right we've got the Friends of Saltwater State Park who have done two  
[01:14:37] projects with our so far to do a combination of invasive species removal, as well as  
[01:14:42] working with Washington scuba license and divers to do near shore marine ecology surveys.  
[01:14:49] So I want to spend a couple minutes talking about some of the challenges.  
[01:14:52] And you've heard, I think, comments about the three to one match from a lot of folks.  
[01:14:58] But while the program has been a success by many measures, staff has identified three  
[01:15:02] challenges to distributing the funding within the three year time period anticipated at  
[01:15:06] the program's inception.  
[01:15:08] First, the Washington state statute requiring organizations to demonstrate a three dollar  
[01:15:12] match for every dollar of pork funds.  
[01:15:14] This favors larger organizations with bigger budgets and is present prevented many small  
[01:15:19] community organizations from participating.  
[01:15:21] We've also heard anecdotally through our grant reporting that folks are asking for less  
[01:15:27] money because they're concerned that they won't be able to meet that match.  
[01:15:31] So maybe they've got a project that has ten thousand dollars worth of need, but they're  
[01:15:34] only asking for three or four thousand dollars.  
[01:15:37] Second, the application process can be burdensome for these small organizations.  
[01:15:41] And while staff have worked to streamline the process, cultural language and bureaucratic  
[01:15:47] barriers still exist.  
[01:15:49] Third, the traditional ecological messaging of the grant promotional materials excludes

[01:15:54] many groups which experience the environment differently.  
[01:15:57] This includes immigrant and refugee communities looking to define a sense of place for  
[01:16:00] their communities in their new home.  
[01:16:05] So few recommended solutions from staff moving forward.  
[01:16:10] First, we have it on the state legislative agenda this year to work on removing or  
[01:16:15] reducing this 3 to 1 match requirement.  
[01:16:18] So we're beginning to do the legwork on that.  
[01:16:22] Next, we're going to work with the Office of Equity, Diversity and Inclusion to conduct  
[01:16:26] an equity assessment and evaluation of the program and work to redevelop the application  
[01:16:32] process in collaboration with community members.  
[01:16:37] And then finally, we would like to really utilize the results of that equity evaluation  
[01:16:43] to co create culturally relevant messaging to better connect with diverse communities in  
[01:16:47] their ideas of welcoming and sense of place.  
[01:16:53] And so in closing, I just want to emphasize what a positive impact that this small  
[01:16:57] matching grants and Green City Partnerships program have had for the near poor  
[01:17:02] communities. You've heard from several folks here today.  
[01:17:05] But on behalf of several folks who were unable to come in today to disperse and  
[01:17:09] participate, as well as staff working on this project, I just want to thank you all for  
[01:17:14] your continued support. Great.  
[01:17:17] Thank you. Just a quick question on the recommended solutions.  
[01:17:22] Are we doing. Is there any consideration for communities that are impacted by the airport  
[01:17:27] but might not be near airport communities?  
[01:17:31] Sure, that's a that's a good question.  
[01:17:33] So the this program has been set up to serve beer in SeaTac in Des Moines.  
[01:17:38] Right. You know, I think that in the development of the we've heard.  
[01:17:44] Amanda was here from the city of Normandy Park today talking about her interest in seeing  
[01:17:49] the program expanded.  
[01:17:51] We also, I think, have an opportunity through the South King County Fund to leverage a  
[01:17:55] similar statute that we have here to develop environmental programs in more broadly.  
[01:18:01] And so I think that we're looking at that on the staff level for recommendations beyond  
[01:18:07] this funding limit to see how we could extend this this further.  
[01:18:13] And I'm sure, you know, the reason I'm bringing this up is that yet again, Beacon Hill is  
[01:18:17] not included in either the South King County Fund or the East Fund.  
[01:18:20] And so there's communities in Vachon Island wouldn't be either.  
[01:18:24] And so I'd love to see a staff recommendation that takes into consideration communities  
[01:18:29] that are impacted by airport so that we can think about a little bit more holistically.  
[01:18:35] Ok. Thank you. Thank you, Mr.  
[01:18:39] President. I don't know.  
[01:18:41] We finalize the jurisdiction for the South King County Fund yet.  
[01:18:45] Right. So don't count yourself out yet.  
[01:18:47] Or she lives there.  
[01:18:49] But I just I really appreciate them.  
[01:18:53] The only other thing was we have a sort of a separate allocation for the Moyne Memorial  
[01:18:57] Drive. Right. Wasn't there?  
[01:18:59] So that demo and Memorial Drive funding is specifically called out in the for terror  
[01:19:02] contract and so for terror.  
[01:19:04] It's been working really closely with roads, Clark and her her group to identify some  
[01:19:09] opportunities to get some elm trees replanted.  
[01:19:12] Ali, do you want to talk briefly about that portion?  
[01:19:15] Yeah. So. Thank you.  
[01:19:18] We've been working with the Preservation Association really closely and have developed,  
[01:19:23] which, you know, they are really excited about a map for them so that if you were a  
[01:19:29] homeowner along the drive, you can actually look and see if your property has plentiful  
[01:19:34] area. We also have the same thing for businesses, for entities like the port.  
[01:19:39] You can look up your parcels and see if you have you know, if there are impervious  
[01:19:45] surfaces there, if there are if there is space for a tree.  
[01:19:48] So I've done some calculations and analysis and we've also been working with them on some  
[01:19:53] programming and some, you know, getting trees in the ground initiatives, including just  
[01:19:59] outreach and education around the drive.  
[01:20:03] And and heard a lot from cities as well that, you know, what they would like to have is a  
[01:20:08] bunch of residents really excited about this incredible memorial and kind of reminded of  
[01:20:14] that. So we worked with the Nature Conservancy, have done we haven't they haven't  
[01:20:17] published yet. We've done some outreach pieces with them that they're going to publish

[01:20:21] about the drive and just how significant it is to have this living memorial that there is  
[01:20:26] a know Treme related memorial and talking county.  
[01:20:30] So hopefully that will as well encourage this kind of grass roots support for the  
[01:20:36] initiative and encourage cities to try to implement projects as well.  
[01:20:42] So kind of a combo effort kind of moving up the ladder and down the ladder.  
[01:20:47] So my understanding is for multiple wars.  
[01:20:50] And then I was wondering, is it just for it's just for World War One.  
[01:20:54] I mean, that is that is the intention of the preservation association.  
[01:20:57] Well, it was one one tree planted every 80 feet for the fourteen hundred Washington state  
[01:21:04] residents that died in World War 1.  
[01:21:05] Yes. Thank you.  
[01:21:08] I stand corrected. I was also just thinking there was some.  
[01:21:12] Poetic justice with I thought there is like a veteran corps that that does dirt work and  
[01:21:19] they just seem to be particularly appropriate if they were engaged in this.  
[01:21:23] Absolutely. Ok.  
[01:21:26] Thank you very much.  
[01:21:29] I understand we were going to do a photo op that I missed.  
[01:21:31] I appeal. I apologize.  
[01:21:34] So let's do that quickly and then move on.  
[01:21:35] We've got a lot on the agenda still today.  
[01:21:57] Interesting.  
[01:22:43] I'm certain about this.  
[01:22:46] Why does.  
[01:22:51] Yes. Yeah.  
[01:23:03] All right, as.  
[01:23:15] Give a man a fish. All right.  
[01:23:19] We're going to move on to action item, so it looks like the first one is item A?  
[01:23:24] Amy Yes. Item A is authorization for the executive director to advertise and execute a  
[01:23:31] major works construction contract for installation of advanced visual docking guidance  
[01:23:37] systems for gates on current concourses B, C, D and the S satellite at the Seattle Tacoma  
[01:23:45] International Airport.  
[01:23:47] This authorization request is for twenty four million six hundred and fifty four thousand  
[01:23:52] dollars. Commissioners, this project enables digital docking of aircraft at the gate,  
[01:23:57] which proves safety and helps planes get in and out of gates faster and reduces taxiway  
[01:24:02] congestion. Presenters are Robert could kill us and Chris Coulter.  
[01:24:15] There you go. OK. I thought Dan would be on.  
[01:24:17] Thank you. Mr.  
[01:24:19] Metruck. Mr. Metruck.  
[01:24:20] And good afternoon, commissioners.  
[01:24:22] I am Rob to kill us air fro airfield operations manager.  
[01:24:25] And next to me is Chris Colter Airfield program lead for the project management group.  
[01:24:30] SeaTac is now the eighth fastest growing airport by aircraft operations in the world.  
[01:24:37] We also number 23 in the world for total aircraft operations and number 28 in the world  
[01:24:43] for passenger throughput.  
[01:24:45] As you're aware, SeaTac was not built for these levels of operations.  
[01:24:48] So anything we can do to eke out a little bit more efficiency is money well spent.  
[01:24:54] This project provides that efficiency and by design, this project also provides enhanced  
[01:24:59] safety benefits and additional operational data.  
[01:25:04] So safe talk is essentially an aircraft safety and guidance system.  
[01:25:08] But just as a reminder before we go into this project's benefits is that the Northstar  
[01:25:12] Project is installing safe dock on the North satellite and the International Arrivals  
[01:25:18] Facility Project. The IAF is installing safe dock on the concourse a gates.  
[01:25:23] This project completes installing safe dock at the remainder of the terminal gates on  
[01:25:27] concourse B, C, D and S satellite.  
[01:25:31] Solving for unmet flights is their primary efficiency benefit of the system.  
[01:25:37] An unmet flight is when an aircraft taxis to a gate and the gate is available, but  
[01:25:41] aircraft cannot enter the gate area because the ground staff are not there to meet the  
[01:25:45] aircraft and guide it into the gate.  
[01:25:47] That airplane then blocks a taxi lane, which has a domino effect of aircraft operational  
[01:25:53] impacts down the road.  
[01:25:56] Safe Doc will also provide gay utilization information that we don't know we haven't had  
[01:26:01] before. We will have actual gay in and gay out times as well as jet bridge usage  
[01:26:06] information. Now, you may recall that the commission recently authorized a safety area

[01:26:11] management system project.

[01:26:13] The safe dock data will feed into the sea surface area management system, providing a

[01:26:18] more complete holistic look at airfield operations.

[01:26:22] This data will be actual data, for instance, where we have three games in a row.

[01:26:26] We can look at the aircraft, turn times on those three gates and where you have to the

[01:26:30] gates might have a say, a 45 minute turn time and one has a 60 minutes or time.

[01:26:35] We can focus on that one gate to try to reduce the turn time, an increased gate

[01:26:39] efficiency. And again, efficiency is so extremely important as we continue to grow at

[01:26:43] SeaTac. The CFD docks system has a laser scanner that will scan the ramp prior to

[01:26:49] enduring aircraft docking to ensure that there isn't any equipment parked in the wrong

[01:26:54] location. There are unfortunately too many examples of aircraft pulling into the gate

[01:26:58] area and striking striking equipment that is parked within the aircraft safety antelope.

[01:27:05] For example, just earlier this month, a Boeing 737 was pulling into the gate and struck a

[01:27:10] fuel truck that was parked in the wrong location.

[01:27:14] Other examples include a 737 striking a fuel cart and a 747 striking a catering truck.

[01:27:21] I'd like to point out that no one was hurt in these incidents, nor were there any fuel

[01:27:25] spills. We can see how it could have been substantially worse.

[01:27:29] The safe dock system isn't unique to SeaTac.

[01:27:33] The commission memo provides an update on additional SeaTac initiatives are taking place

[01:27:37] in North America. Since your last commission presentation.

[01:27:41] But it doesn't include the hundreds of existing units at Dallas, Miami, San Francisco,

[01:27:46] Chicago and Atlanta. So this is what a safe dock system looks like.

[01:27:53] The image on the left is a unit hanging outside the north satellite and one of the gates

[01:27:58] there. The image on the right hand image of the center screen there is the ground display

[01:28:04] that that ramp information display that shows to the ground operators the information

[01:28:10] they need for turning the aircraft quickly.

[01:28:13] So you have the flight number, the aircraft I.D.

[01:28:16] number, the destination airport, in this case, Philadelphia.

[01:28:20] The current time and a countdown clock to push back this way.

[01:28:23] The ground crew knows. Twenty nine minutes left.

[01:28:25] We need to get hopping to get this plane off on time.

[01:28:30] Above the display is the laser scanner and the video camera from for monitoring.

[01:28:35] Ramp operations.

[01:28:38] In summary, the scope is to install safe dock units and all go all gates on concourse B,

[01:28:43] C, D S satellite as well as connecting them to the central database.

[01:28:50] We're looking for an end state second quarter 2021.

[01:28:55] With a total budget of 28 million two hundred eighteen thousand two hundred and fifty

[01:28:59] dollars. And this at work is a video that shows.

[01:29:07] The system in use is an older unit, older style unit, but it still gives you an idea of

[01:29:12] how the system works as it's looking for 7, 6, 7, 200, which is what this aircraft is.

[01:29:18] If a different aircraft type started coming in, it would halt the gate.

[01:29:21] The docking procedure right there.

[01:29:25] But a guy aircraft in.

[01:29:29] And then once it captures the aircraft, starts doing a countdown on how many feet are

[01:29:34] left before they need to stop to get the chemical bar at the bottom.

[01:29:38] Tells the pilot to move to the right or left with the arrows.

[01:29:45] And then the bar gets shorter and the bottom as the aircraft is getting closer to the

[01:29:49] end. Then it starts counting down with the actual feet remaining before has to stop.

[01:29:53] Was pretty, pretty foolproof really from a pilot's perspective.

[01:29:58] I need this for my garage.

[01:30:00] Well, wouldn't it be great for a tennis ball?

[01:30:07] And that's it. We're happy to entertain any questions.

[01:30:14] Commissioner Collins, you know the question.

[01:30:16] No, I just think the question in terms of airline support.

[01:30:19] So it looks like there is strong airline support for this.

[01:30:22] Oh, yeah. Delta came to us coincidentally at the same time, a handful of international

[01:30:27] carriers came to us all saying, hey, we want this is great.

[01:30:31] And then were there any it wasn't clear from the memo any increases in the from the

[01:30:35] original estimates in terms of construction.

[01:30:39] There's been a no increase since the original scope was defined.

[01:30:47] Originally, there was only going to be three units and then it became 78.

[01:30:52] So after the airlines came out, we wanted everywhere.

[01:30:56] So I think after this, the safe back everywhere, the verdict came out.

[01:31:03] There was there was there's been no cost increase to.  
[01:31:06] Since then. Great.  
[01:31:09] Questions. All right.  
[01:31:10] So then looking for a motion for approval of item eight, a move.  
[01:31:15] Excellent. And it's been moving seconded to all those in favour, please indicate by  
[01:31:20] saying I. I always oppose any.  
[01:31:22] I have it. Thank you. And is your voice to clarify the funds that this comes from,  
[01:31:26] though? As always, I just keep on forgetting those revenue lines.  
[01:31:30] But did he say that?  
[01:31:32] I mean in the memo? I did.  
[01:31:34] I did not say where the funds were coming from.  
[01:31:35] But if you believe it is in the memo.  
[01:31:38] Just I just thought for the public when we do that, especially for airport related  
[01:31:42] expenditures, you asked if the airlines are on board.  
[01:31:45] Reason why that's relevant, because I believe this one is coming from revenue bonds as  
[01:31:52] revenue bonds. At least that's what the memo is.  
[01:31:55] And I will add to your question, is there any Steve or Dan, I thought I saw Dan here is  
[01:31:59] anybody that wants to speak to why it's revenue bonds in particular?  
[01:32:05] The airlines wanted it and we went from three to 78.  
[01:32:08] That is an impressive.  
[01:32:12] Thank you, Commissioner. I don't have the memo in front of me, it sounds like it is  
[01:32:15] identified as revenue bonds.  
[01:32:16] As you know, that's a major funding source for the airport.  
[01:32:19] We just actually issued revenue bonds this summer.  
[01:32:21] So probably a combination of existing bond proceeds and I suspect it will be finished  
[01:32:26] before the next bond issue.  
[01:32:27] But it's a typical funding source.  
[01:32:30] Sure. Yeah.  
[01:32:31] And knows the source of those revenues.  
[01:32:34] It's not just a general tax base.  
[01:32:36] Absolutely. Past airport is.  
[01:32:38] It's a diamond hawk. And the fees.  
[01:32:39] Yeah. And that is the something that I think there is a lot of misunderstanding about  
[01:32:43] that these airport costs are not comforting, supported through any property taxes or  
[01:32:49] other that is asked outside of everybody around the airport.  
[01:32:52] Right. Airport revenue.  
[01:32:53] All right. Sounds good.  
[01:32:55] Thank you for that clarification.  
[01:32:57] All right. Item B, item AP is authorization for the executive director to execute a  
[01:33:03] management services contract for up to 10 years, a five year contract based with options  
[01:33:09] to extend for an additional five years to operate the ports.  
[01:33:13] Common use premium lounges at Seattle Tacoma International Airport.  
[01:33:18] The estimated contract cost to the port is 60 million dollars over the 10 year contract  
[01:33:24] term, which includes the management fee, incentive management fee and operating expenses.  
[01:33:30] Commissioners, this contract is for the management of the two common use lounges, which  
[01:33:35] are primarily used primarily by international travelers.  
[01:33:38] The service is very popular with our international airlines and travelers.  
[01:33:42] Presenters are James Jennings in Denise Stratum.  
[01:33:49] Here we go. Good afternoon.  
[01:33:51] Executive Director Metric.  
[01:33:52] President Bowman and Commissioners.  
[01:33:54] My name is James Jennings.  
[01:33:56] I am the interim director in the new department established by Lance Little, the Aviation  
[01:34:03] Properties, Airline Affairs and Air Service Development Team.  
[01:34:06] So excited to be here. With me today is Denise Brogdon.  
[01:34:08] She's one of our senior property managers and she happens to manage our two club at SCA  
[01:34:14] premium lounges at SeaTac.  
[01:34:17] So as indicated, we have two common use lounges at SeaTac, one on Concourse A and one  
[01:34:24] actually at the South.  
[01:34:25] Satellite is a little graphic there that represent their geographical location.  
[01:34:32] In essence, the company's lounges are really important to our international flag  
[01:34:36] carriers. As you can imagine, not every international airline can have their own  
[01:34:41] exclusive lounges. We currently have 17 carriers using our two shared lounges, so space

[01:34:47] just does not facilitate that.

[01:34:49] A premium lounge is really important to the success of an international carrier

[01:34:56] specifically to help attract to maintain the highest yield first and business class

[01:35:00] passenger. And then having the two lounges at SeaTac also is very critical, a critical

[01:35:06] tool and asset for Air Service Development team to continue their success in attracting

[01:35:12] additional air service to SeaTac Airport.

[01:35:15] And more emergent trend actually has been our ability to attract the domestic traveler.

[01:35:21] So we're really in this business to serve our international traveler.

[01:35:25] But in the long international peak time, we've been opening up the lounges to the

[01:35:29] domestic travelers and have seen some some great success.

[01:35:33] In fact, we've had some sizable revenue increases to the tune of four point two million

[01:35:39] dollars of net operating income in 2018, which is really quite phenomenal.

[01:35:46] Based on the history that this revenue source a number of years ago didn't even exist.

[01:35:53] So the port, one of the ways that we've really maximized this new revenue source is we've

[01:35:57] taken an innovative approach to the management structure, which is really relevant to why

[01:36:01] we're here today. Specifically, we're if not the only one of the few airports nationwide

[01:36:07] that have basically taken a hands on approach.

[01:36:10] And we've hired a management contractor essentially to run our companies lounges for us.

[01:36:16] Typically, an airport would just do a concession type of agreement with a developer who

[01:36:21] would invest in run the shared lounge.

[01:36:24] And so we've taken more of a hands on approach for various reasons to have some control

[01:36:29] and it's really paid off for us financially.

[01:36:32] One thing to note, although this new revenue stream is sizable, we've not yet had the

[01:36:38] need to make significant capital investments to to net this new revenue source.

[01:36:45] So that will be forthcoming where essentially have built this business on the leftovers

[01:36:50] from previous airline lounges.

[01:36:53] So there will be a need in the future to invest, to maintain and expand this.

[01:36:59] This new revenue source.

[01:37:01] But it's definitely been a great success.

[01:37:04] And we're preparing for both the IMF changes forthcoming and new service that we hope to

[01:37:11] be coming in the future.

[01:37:15] Mr. Felmy, I just hope we're not in competition with the Alaska and Delta Lounges.

[01:37:21] We're working within the world of public assets, right?

[01:37:25] Good. Good question. Absolutely.

[01:37:26] No doubt that the carriers have their own airline lounges and successful programs.

[01:37:32] They, too, are busting at the seams.

[01:37:34] So essentially, again, our our primary purpose is to serve the international flag

[01:37:39] carriers. And in really the domestic piece is really, really we've accommodated some of

[01:37:46] the passengers that the Alaska is and deltas of the world that no longer are able to

[01:37:51] access their lounges through kind of third party credit card services like Priority Pass

[01:37:55] and other programs. So we've essentially taken those folks in who have been kind of not

[01:38:01] had the availability and access to those lounges over the last number of years.

[01:38:06] So that Denise is going to talk a little bit more about the specific contract.

[01:38:10] I just had a question about a demand for these premium while lounge opportunities SeaTac.

[01:38:18] And given that the two locations are far south, how is the rest of the airport and the

[01:38:26] other terminals and concourse that serve?

[01:38:29] Good. Great question.

[01:38:31] So, again, the the two lounges that we have today are really in place to serve our

[01:38:35] international flight carriers.

[01:38:37] And so that's why our satellite has historically been the staple.

[01:38:41] We added concourse a a number of years ago and we're working towards preparing for some

[01:38:47] future plans with the conversion of IAF to more international gates.

[01:38:52] So the domestic growth, we currently don't have a shared lounge on the north end.

[01:38:56] And again, depending on the airline, some of those carriers do on occasion, depending on

[01:39:02] their demand and capacity to open their lounges up to kind of walk up passengers or those

[01:39:06] credit card companies. There may be opportunities in the future as we expand and build

[01:39:11] additional space that we could possibly have an additional land.

[01:39:14] But that's not anything that we're prepared to talk about today.

[01:39:17] Okay. You're always looking for them, right?

[01:39:19] You're looking for spaces that could be used.

[01:39:22] Absolutely. It's it's part of our long term strategy.

[01:39:25] The reality is, as you can imagine, we don't have a lot of available space today.

[01:39:29] And so but we are in in our expansion plans that will be forthcoming.

[01:39:34] We'll be talking about some of those potential opportunities in the future.  
[01:39:37] And just a quick question in terms of future capital investments.  
[01:39:40] What do you anticipate and where is that included?  
[01:39:43] Would it be, Steve, in the five years, the IP or what's the timeframe and scope?  
[01:39:48] Yeah. So we actually have a project right now, scope to expand the existing club at SCA  
[01:39:54] on Concourse A.  
[01:39:56] There's a fourteen hundred square foot undeveloped portion that's just adjacent that we  
[01:40:00] hope to convert into lounge space, expanding that footprint to a little over 6000 square  
[01:40:06] feet. So that's kind of our short term plan.  
[01:40:09] We have some longer term investments that really we're not in a position to talk about  
[01:40:13] today, but that's kind of the again, in preparation for IVF and those additional gates on  
[01:40:18] Concourse A, that's something that at least is in the shorter term five year capital  
[01:40:24] plan. So there's nothing in the five years CIPA right now besides that.  
[01:40:27] Fourteen hundred square foot expansion.  
[01:40:30] Correct. All right, Denise, you want to talk about the contract a little bit?  
[01:40:36] I just want to reiterate it and underscore what James just mentioned in terms of demand  
[01:40:41] from these third party membership programs.  
[01:40:46] So the Nash internationals are in our lounge is typically between 10 a.m.  
[01:40:50] and 1 p.m. and our lounge is currently are open from 5:00 a.m.  
[01:40:54] till midnight and they are full.  
[01:40:58] This is a national phenomenon.  
[01:41:02] The traveling public wants lounge space.  
[01:41:05] United Airlines plans to open for new united clubs this year and begin construction on  
[01:41:10] two more. Alaska opened, as you know, the third lounge on the north satellite, and  
[01:41:17] they're spending 50 million over the next few years to refresh and expand their lounges,  
[01:41:23] including new ones in New York and San Francisco.  
[01:41:26] And Delta Air Lines in our airport just recently closed its spa business in order to  
[01:41:33] provide more seating for their traveling public.  
[01:41:37] Their traveling members.  
[01:41:39] And they're also planning five new lounges and expanding 18 others this year and next.  
[01:41:46] So the demand is there.  
[01:41:48] We're surprised by it.  
[01:41:49] And it's now directing some of our focus and future planning for additional lounge space  
[01:41:56] at SeaTac. So descriptive here.  
[01:42:03] Here's a snapshot of just the year 2015 through 2018.  
[01:42:08] You can see the numbers of passengers that have used our lounges is pretty significant.  
[01:42:15] Of the five hundred and seven D six thousand five hundred two, three hundred and forty  
[01:42:20] four thousand two twenty nine were from these third party membership programs.  
[01:42:28] The NY that we've achieved through this period of time has been pretty significant and  
[01:42:36] has enabled us to fund other initiatives in the airport that the public is  
[01:42:46] looking to see.  
[01:42:50] And also, just as a way to underscore our future, look to lounge demand, in August this  
[01:42:59] year there were forty two thousand seven hundred ninety two guests visits versus our  
[01:43:06] forecasted thirty five thousand eight hundred sixty five.  
[01:43:10] They Gates Lounge hosted twenty seven thousand guests and in one day on August 30th, they  
[01:43:18] hosted fourteen hundred.  
[01:43:20] Yes. And the Escapes Lounge in August hosted fifteen thousand guests.  
[01:43:27] And the other a stack thing is in Q1 19.  
[01:43:31] We turned away.  
[01:43:33] There were 74000 lounge visits and we turned away three hundred and seven people in the  
[01:43:40] second quarter. We had over 2000 turnout ways.  
[01:43:46] So just important to clarify.  
[01:43:47] So some of those turn ways were because we were protecting those seats for those  
[01:43:52] international flag carriers again, which is why we're in the business.  
[01:43:56] But some of those turned ways were just allows us to fall.  
[01:43:59] So the point there is the demand is actually greater than the facilities we have  
[01:44:02] available today. And so we are working on some longer term strategies to help potentially  
[01:44:08] meet some of that demand in the future.  
[01:44:10] Can you tell me more about the third party sales programs and beyond?  
[01:44:15] Sure. And do we see?  
[01:44:17] I mean, it really accounts for the vast majority of the growth over the last five years.  
[01:44:22] It does. That probe.  
[01:44:25] Those programs include programs like Priority Pass, Diner's Club.

[01:44:31] There are a lot of credit card benefits now that are being extended to these lounges in  
[01:44:37] airports. So collectively, they make up this third party program.  
[01:44:43] What is our revenue look like from how do we get paid on those?  
[01:44:48] So we get paid.  
[01:44:51] Well, we get paid are our international airlines.  
[01:44:55] Pay us three hundred dollars per flight and they or the or 30 dollars per passenger,  
[01:45:01] whichever is greater. So that's the the primary international source.  
[01:45:07] Other than that, we get thirty two dollars per passenger for the third  
[01:45:17] party memberships.  
[01:45:19] And. Yeah.  
[01:45:22] Every time somebody comes in and shows us the Diners Club thing that allows them access.  
[01:45:27] We build Diners Club 32.  
[01:45:28] Yes. Okay. So if.  
[01:45:36] I'm just thinking about it as we consider this.  
[01:45:40] Are there? Additional partnerships that we forego because we're thinking through other  
[01:45:48] options for revenue growth.  
[01:45:50] We invest heavily.  
[01:45:54] Returning way opportunities for other partnerships because we're at max capacity at this  
[01:45:58] point. Oh, today. Well, so.  
[01:46:00] So right now, again, the management company that we use.  
[01:46:04] They basically have some existing contracts with you know, they work on our marketing  
[01:46:10] plan and targeting those credit card companies.  
[01:46:13] And then they're essentially pretty broad nationwide, you know, programs and more come,  
[01:46:18] you know, as we go right now.  
[01:46:20] We're not we don't have an exclusivity to any particular credit card or affiliation.  
[01:46:24] Right now, it's fairly open.  
[01:46:26] But no doubt our capacity constraints limit our ability to capitalize on the revenue.  
[01:46:31] I think the reality is the demand for increased air traffic in the the gate lobbies and  
[01:46:37] in crowded airports really is just driving.  
[01:46:40] You know, the normal passenger who historically may not have had access to a premium  
[01:46:44] lounge through their airline to say, hey, you know, I want to get away and I want to have  
[01:46:49] a quiet seat now. I want to get, you know, some business done or, you know, get a  
[01:46:52] beverage or some some some quick food.  
[01:46:55] And so the really that it's just a growing market, I think, nationwide that we're just  
[01:46:59] well positioned to capitalize on today and then into the future.  
[01:47:05] I'm just a quick question and he's helped me out here and tell me there's another way  
[01:47:08] that I should be doing my math.  
[01:47:10] If we are if I'm subtracting or dividing, I should say the A.I.  
[01:47:16] by the number of passengers to kind of get to a how much are we getting per passenger?  
[01:47:21] Would that be a good way to do some seeing that it looks like in 2015 we are getting  
[01:47:25] about sixteen dollars and 66 cents per passenger.  
[01:47:30] Fast forward to 2018.  
[01:47:31] That's down to fourteen dollars and 73 cents.  
[01:47:36] Is that. I have not done that gas prices per passenger basis.  
[01:47:39] But there's a couple of pieces there, right?  
[01:47:41] Yes. At what cost of service?  
[01:47:44] Both labor and then food and beverage.  
[01:47:46] You know, as we try and improve the level of service, because, again, passenger  
[01:47:50] expectations have increased, we've been trying to increase in meet some of those  
[01:47:55] passenger expectations. So that has eroded some of our our A.I.  
[01:47:59] And then again, as we have looked to try and reach out to some of those other walk up or  
[01:48:06] credit card affiliations, they're not necessarily paying the premium.  
[01:48:11] You know that we would, you know, if somebody just walked in off the street without an  
[01:48:15] affiliation. So there has been some negotiation.  
[01:48:17] All right. And the reason I ask is just that there's no expense listed on this chart.  
[01:48:20] So that's why it's not.  
[01:48:22] I see. That was it.  
[01:48:23] But I would hope that we would that number would continue go up rather than down.  
[01:48:27] Yeah. Rep for NY.  
[01:48:29] Yeah. That information is contained in the commission memo.  
[01:48:32] Yeah. But just this.  
[01:48:34] I just want to call it that again.  
[01:48:35] There's just no expense.



[01:48:36] So it just Commission Coppins I think you a question yet.  
[01:48:40] Give us just a quick understanding of what the base management fee and the incentive  
[01:48:45] management fee and how those are triggered.  
[01:48:47] So at the initiation of our last contract, the prevailing proposals are proposed, a  
[01:48:56] monthly base management fee.  
[01:48:58] It was fifteen thousand eight hundred fifty dollars per month and then they receive a  
[01:49:04] percentage of gross sales based on their performance as an incentive management fee.  
[01:49:12] And those two combined are our represent our operating expense in addition to the  
[01:49:22] labor, food and beverage.  
[01:49:24] So the operating expense is our expense and they just layer on.  
[01:49:30] And what happened between 18 and 19 to 4 that we've gone from one 86 per year then to  
[01:49:37] seven 17.  
[01:49:39] I guess this is 18 to 19.  
[01:49:42] So what changed in the base management fee or is that just about from is that in total to  
[01:49:46] 19? Oh, God, it's okay.  
[01:49:48] Yeah. So in the upcoming one.  
[01:49:53] Are we sticking with that same monthly fee?  
[01:49:56] Well, you know, we are.  
[01:49:58] We're going to solicit proposals.  
[01:50:01] And, you know, frankly, five years ago, this business wasn't what it is today.  
[01:50:08] And the management firm that is currently in place was conservative in their management  
[01:50:14] fee. We do expect that number to be higher this next go around.  
[01:50:21] And we've anticipated that in our calculation, the cost of the contract.  
[01:50:27] So. So to your point, you know, we actually expect the whoever the the accepted Rick's  
[01:50:34] selected provider, the costs that we're getting today, we feel are very conservative in  
[01:50:40] that the next round, now that this business has really begun to evolve and grow and we  
[01:50:45] see that there's revenue to be made.  
[01:50:47] We expect that the next round of bids for us not to probably make as much as we have in  
[01:50:53] this first set. Are we allowing for bidders to present in different ways of receiving so  
[01:50:58] that we might not be a base fee?  
[01:51:00] Might all be based on saying that profit.  
[01:51:02] Yes. Yeah. I think for a comparison point, our standpoint, again, just to compare them  
[01:51:07] across the board. There's a standard proposal based management fee and then a percentage  
[01:51:13] and then they can alternatively propose an alternate method.  
[01:51:16] But that way we at least have a basis to compare the proposals and then we can look at  
[01:51:21] that alternate and see how that would financially pay off for the portrait that would be  
[01:51:24] included in the selection process.  
[01:51:28] No questions? No.  
[01:51:30] Ok. Thank you very much.  
[01:51:32] So I would call for a motion for adoption of Item 8 B.  
[01:51:37] It's been moved and seconded.  
[01:51:39] All right. All those in favour please indicate by saying I I.  
[01:51:43] All those opposed nay eyes have it.  
[01:51:45] Thank you very much. Thank you.  
[01:51:50] Amy Item ADC is authorization for the executive director to approve the action to execute  
[01:51:58] a contract for natural gas supply to the Seattle Tacoma International Airport for  
[01:52:03] facility heating and for compressed natural gas leak fuel.  
[01:52:09] Commissioners. As you know, we are currently in the selection process for renewable  
[01:52:14] natural gas.  
[01:52:15] Our energy contract, which is one of the key one of the key strategies for the port in  
[01:52:21] pursuing to meet its century agenda carbon reduction goals because the port has initiated  
[01:52:26] a procurement process in pursuit of this renewable fuel.  
[01:52:29] We cannot discuss any details related to the procurement at that procurement at this  
[01:52:33] time. The current natural gas supply contract is due to expire October 30, first 2019,  
[01:52:40] and a new contract must be issued to maintain uninterrupted natural gas supply to the  
[01:52:44] airport. Once the RNC contracts is signed, it signed.  
[01:52:48] In the coming months, there will be a standard arrangement between the two gas contracts  
[01:52:52] to replace fossil gas volumes with Orrin G.  
[01:52:55] I just put that out in front because I wanted to connect those two issues that were  
[01:52:59] before that. The presenters today to talk about the natural gas contract is Mike Tasker  
[01:53:06] and Keith Warner. Good afternoon, commissioners and Mr.  
[01:53:10] Metruck. Thank you for that great introduction.  
[01:53:11] I think I'm done. Just kidding.

[01:53:16] Keith is I'd like to ask for this.  
[01:53:17] Keith, when I tell you this manager, he's responsible for management of the utility  
[01:53:21] contracts for the poor or the aviation division.  
[01:53:25] So why are we here, as Mr.  
[01:53:26] Metruck already mentioned, during the procurement of renewable natural gas?  
[01:53:30] We discovered some items that needed to be addressed.  
[01:53:33] One was something required to ensure the successful delivery of renewable natural gas.  
[01:53:37] Another was for continued operations of the airport, and the last one is for successful  
[01:53:41] management of our natural gas utility.  
[01:53:44] And with that, I'll turn over to Keith to address specific issues with the contract.  
[01:53:53] About now, okay. I think we've covered many of these items on the situation, talking  
[01:54:01] about the integration with the natural gas contract.  
[01:54:04] Just a reminder, this is the gas supply both for our heating loads within the airport,  
[01:54:09] which is both winter time heating as well as sanitation needs and then also the fuel for  
[01:54:15] the CNG fleet.  
[01:54:16] And as was noted, the current contract expires at the end of October.  
[01:54:21] We are seeking authorization to go forward with a natural gas contract.  
[01:54:24] Again, this will provide full integration and alignment with the eventual natural gas.  
[01:54:28] It's renewable natural gas supplier.  
[01:54:31] This is going to be a full requirements contract, just as we have today with our current  
[01:54:35] supplier. So it is not only the commodity of natural gas, but it is the daily  
[01:54:40] nominations, forecasting and integration on the pipeline, which is the transportation  
[01:54:45] piece we are seeking a two year contract with to one year options.  
[01:54:51] The total price for this is not to exceed five million dollars and we do pursue this  
[01:54:57] through a competitive process.  
[01:55:00] And so that's a fairly short and sweet.  
[01:55:02] We're ready to address any questions.  
[01:55:05] Mr. Steinberg. Yeah.  
[01:55:06] I've since there's been recent increased attention to the use of natural gas and its  
[01:55:16] environmental implications.  
[01:55:18] This is distinguished from that product too, in that it's a renewable source.  
[01:55:24] Is that correct? And would be exclusively the RNC or would it be a blend or would it be  
[01:55:33] eventual conversion or what are we using currently?  
[01:55:39] Or if you were, we're currently using natural gas for our supply for boilers and our bus  
[01:55:45] fleet. The future is going to include the renewable natural gas as part of this  
[01:55:50] procurement. But the curve going I've got to be cautious on with procurement rules is the  
[01:55:56] future renewable natural gas supply.  
[01:55:59] We'll also be able to fuel our boilers and our transportation fleet.  
[01:56:03] The volume of that is something that we'll be discussing in the next block.  
[01:56:08] I'm just trying to understand better what is and what isn't.  
[01:56:13] And also, maybe you could provide us with a definition and criteria for the renewable  
[01:56:21] source or this natural gas energy form.  
[01:56:27] This is okay then.  
[01:56:29] Okay. I wasn't clear about that.  
[01:56:31] So yes, let's start that one over again.  
[01:56:33] Okay. No, it's this is important for the public to understand.  
[01:56:38] This is a procurement for our natural gas contract, not renewable natural gas.  
[01:56:43] Renewable natural gas.  
[01:56:44] We will bring to commission at a future date for that procurement.  
[01:56:48] So the question would be, why did we not marry their renewable contract with this one?  
[01:56:55] Part of it was timing, and part of it is the fact this contract is ending October 30  
[01:57:01] first. The other part is a contractual methodology with a supply and a potential swap  
[01:57:06] arrangement. It's getting the renewable natural gas to the actual source or not the  
[01:57:12] source, but to the delivery point.  
[01:57:14] So with that, we have contractual arrangements to do some swaps, so we make sure we get  
[01:57:19] all the environmental attributes for that source.  
[01:57:23] So part was timing that we intended to marry the two requirements up.  
[01:57:27] But during that procurement, we discovered some of these issues had to be addressed that  
[01:57:31] Keith is already mentioned.  
[01:57:32] And I think a really helpful point that you guys helped explain to me in an earlier  
[01:57:37] briefing is that these are not mutually exclusive contracts.  
[01:57:42] One sort of builds upon the other.  
[01:57:43] And so if you could describe a little bit how signing this contract will actually enable

[01:57:48] the later arms contract if that comes to fruition.  
[01:57:51] I think that would be helpful to understand why it's important.  
[01:57:54] Any idea? I'm trying to be cautious with procurement sensitivities, but it's partially  
[01:57:58] dealing with a swap arrangement.  
[01:58:00] We have to do this. We have to supply a natural gas in our future.  
[01:58:03] Procurement will allow us to do a contractual swap or they will cover this.  
[01:58:09] And we will we will have all the attributes associated with renewable natural gas to meet  
[01:58:14] our demand. We had a graph I don't have the graph here that talks about how we have a  
[01:58:19] supply that we need to meet here at this point and we inject renewable natural gas.  
[01:58:24] If you look at it from a electricity perspective, it's like bringing solar and wind  
[01:58:28] energy and energy into a grid with renewable natural gas or natural gas supply is  
[01:58:33] effectively a grid in rejecting renewable natural gas.  
[01:58:36] And there's natural gas in the grid as well.  
[01:58:38] We have to have a contract for both to allow those to swap.  
[01:58:42] So this doesn't preclude our ability to take on an orange contract later should the  
[01:58:46] opportunity arise.  
[01:58:47] Not prejudging any procurement process right now, but it's an it's a necessary step in  
[01:58:53] order to be able to do that later and make sure we keep operating in the interim.  
[01:58:57] Gentlemen. I appreciate that the necessary aspect of this.  
[01:59:03] The only thing in the executive summary that I have a little bit of heartburn about is  
[01:59:08] that is that it present presumes that that we would be only being able to meet 65 percent  
[01:59:16] of our demand with our energy.  
[01:59:18] I think ultimately that depends on the contract, depends on how much we're willing to  
[01:59:22] pay. So, I mean, this is maybe a recommendation that may come to us in the future.  
[01:59:28] But as a background statement, it is unto itself, not a fat.  
[01:59:34] You're right with that. That's true.  
[01:59:38] The question that I would have, I think that's a great point.  
[01:59:41] Moment and the question I would have is what opportunities do you see us?  
[01:59:45] So this would essentially be in theory for up to six year no.  
[01:59:49] Eight. And my ending that right up to six years to tell you 1 1 just 2 and 1 1 4 years,  
[01:59:54] four years over years. Yeah.  
[01:59:57] I was one year two and two and one one.  
[01:59:59] Are we. Do you see an opportunity accelerate in terms of the renewable again.  
[02:00:05] Not presupposing anything that would be great to see us try and transition to renewable  
[02:00:09] as soon as possible. And with that comeback, could this contract come before the  
[02:00:13] commission, Steve, rather than just the starfish you mean.  
[02:00:16] And I'm assuming that it would.  
[02:00:18] So we get through the first two year contract before the next one year is let.  
[02:00:22] It would come before the commission for authorization.  
[02:00:26] Could could we have Stephanie's on the subject?  
[02:00:27] I think so. Wait a minute. Joy is deep in the weeds and that she understands all this.  
[02:00:32] I was thinking you were talking about subsequent to option year.  
[02:00:35] Where the question is get on.  
[02:00:36] Yeah, I'm just fine with option years.  
[02:00:38] Yeah. So to clarify this.  
[02:00:41] This fossil delivery contract is for the services to bring the fuel and we would work  
[02:00:48] with them once we have a renewable natural gas supply in place to then swap those  
[02:00:52] volumes. So it is public knowledge that when we put the RFP for the renewable natural gas  
[02:00:58] on the streets, that was for a long, long term 10 year contract.  
[02:01:03] And so it is still our intention.  
[02:01:05] That is what is on the streets, that is public knowledge, that it is our intention to  
[02:01:09] have a long term contract for the renewable natural gas supply, for the fossil delivery,  
[02:01:14] the fossil supply, whatever volumes we direct them to, to basically swap and deliver.  
[02:01:20] Here is what is the volume that we would tell them to.  
[02:01:24] And that service would now be for two years plus one year, one year extension.  
[02:01:28] But the RNC volumes per our intention in the RFP that is public is 10 years.  
[02:01:38] So we would match that up and sorry, Stephanie, mine climate protection program manager.  
[02:01:41] I forgot to mention that at the beginning, but to the point, the volume of one versus the  
[02:01:46] other is flexible, correct?  
[02:01:49] It's as a futures. So we're not locked in, say, where we have the option to right this.  
[02:01:55] Right. 5 percent was based on some projections that we think we might.  
[02:01:59] But that is a that's more like a minimum.  
[02:02:03] We could we could theoretically supply the entire volume that.

[02:02:07] But the question about whether we do that is, is for a future commission item.  
[02:02:13] Right, this is really just get us to the whole balance.  
[02:02:15] We have the demand and then this will just enable both sides of that equation and then  
[02:02:19] we'll as we go forward.  
[02:02:21] We will balance those with the with a bias towards the renewable natural gas.  
[02:02:26] Exactly. This has a simple, significant implication of us meeting our greenhouse gas  
[02:02:32] goal. So that will be a decision into the future.  
[02:02:35] And this is a very significant thing that had that RFP out on the street.  
[02:02:40] It's very exciting and then happy for me to support this as a necessary step towards that  
[02:02:45] end. Exactly.  
[02:02:48] OK. We're just going to move it.  
[02:02:52] Great. So I think it's been moved.  
[02:02:54] Item eight, see?  
[02:02:56] Is there a second circuit?  
[02:02:57] I got great. It's been moved in second.  
[02:02:59] All those in favor of adoption of item eight.  
[02:03:01] See? Please indicate by saying I I.  
[02:03:04] All those opposed. Nay. I have it.  
[02:03:06] Thank you very much.  
[02:03:09] I guess we tried to make that more simple.  
[02:03:11] We maybe we complicate it.  
[02:03:14] Did I say that is the question?  
[02:03:15] I mean, it's clearly this is a big public issue these days.  
[02:03:18] And so it's important for that clarification.  
[02:03:20] We appreciate it. Thank you.  
[02:03:22] All right. Item eight D is authorization for the executive director to execute multiple  
[02:03:28] contracts for one marketing and advertising, two in terminal entertainment, three music  
[02:03:35] program for mobile ordering and delivery software applications along with the Associated  
[02:03:41] Hardware. Five, quality assurance customer service.  
[02:03:45] And all in support of the airport dining and retail program.  
[02:03:49] And six concessionaire ad hoc expenditures.  
[02:03:53] The value for all five contracts will not exceed an estimated 10 million dollars over  
[02:03:58] five years, with the funding to come from the airport dining and retail tenant marketing  
[02:04:03] fund, plus the port's contribution of one million one hundred forty two thousand five  
[02:04:10] hundred dollars to the music program commissioners.  
[02:04:14] These contracts enable us to provide services which enhance the traveler experience at  
[02:04:18] SeaTac, improve customer service, and provide employment and business growth  
[02:04:22] opportunities. To present, this is Don Hunter.  
[02:04:27] Good afternoon, Commissioner, President, Moment Commission and Executive Director Metric.  
[02:04:33] My name is Don Hunter. I'm the senior manager for the Airport Dining and retail program  
[02:04:36] here at SeaTac Airport.  
[02:04:38] And I'm very excited to be in front of you today to really talk to you about all the  
[02:04:42] wonderful work that the ADR tenants have been doing inside the terminal to increase the  
[02:04:47] passenger experience through the tenant marketing fun.  
[02:04:51] Fun itself supports a variety of activities.  
[02:05:03] The marketing fund supports a variety of activities that enhance the customer experience  
[02:05:08] in the airport, and not too many people know that these are all supported through the  
[02:05:13] tenant marketing fund.  
[02:05:14] As you can see, there are a variety of different items that we're asking for  
[02:05:20] authorization for today.  
[02:05:21] Before I move on, I wanted to just highlight casting a reg who manages all my staff.  
[02:05:28] She manages the tenant marketing fund on behalf of the tenants and she has for a while  
[02:05:32] now. And before we get it, the procurement, I wanted to give a brief overview of the  
[02:05:37] tenant marketing fund and how it works and where the funds come from so that everyone can  
[02:05:42] understand the tenant marketing fund is funded solely by the airport dining and retail  
[02:05:47] tenants. With exception to our small business key US tenants.  
[02:05:51] But all tenants are marketed through the program, even though the small businesses don't  
[02:05:55] put in. The funds are generated through a provision in the concessions agreement where  
[02:06:00] each tenant contributes point 5 percent of their gross sales capped at thirty thousand  
[02:06:05] dollars per unit.  
[02:06:07] The funds are managed through the port by the ADR staff and their approval for the fund  
[02:06:13] expenditures come through the Tenant Marketing Committee.  
[02:06:16] The committee is comprised of representatives from each one of our concession tenants and

[02:06:21] they meet quarterly and they provide the eight hour staff with direction on how they want  
[02:06:26] the funds spent in the fund.  
[02:06:31] So the first line item that we're talking about is marketing and advertising, I'm sure  
[02:06:35] that you have gone through the airport and you've seen the E shop and more branding for  
[02:06:39] the tenants throughout the terminals.  
[02:06:43] So our thought is that as soon as the branding effort for the airport is solidified, our  
[02:06:49] branding will be complementary to that and bring that more Pacific Northwest sense of  
[02:06:54] place that we're looking for inside the airport.  
[02:06:56] The tenant marketing fund also pays for all of the tenant marketing and advertising at  
[02:07:01] the airport. That includes print ads and radio ads and all of the marketing and  
[02:07:06] advertising. The question is, do we how much do we market outside the airport?  
[02:07:11] Because obviously we've all seen the eat shop and more.  
[02:07:14] While you're in the airport.  
[02:07:16] But what about when you're outside the airport?  
[02:07:18] So outside of the airport, we are in the Delta magazine.  
[02:07:21] We're in the Alaska magazine, we're in the Weather magazine.  
[02:07:24] We have ads that we have on.  
[02:07:32] You went to the microphone.  
[02:07:34] Thank you. I've also heard it on the radio arts as well.  
[02:07:38] Yeah, yeah, I've heard it just read.  
[02:07:39] I think I've heard radio, but that's it.  
[02:07:40] Yeah, I think are radio.  
[02:07:43] We've looked at billboard, but so far it's not unheard.  
[02:07:51] Hello. So we are advertised in various areas outside the airport, mainly print ads,  
[02:07:59] cruise ship magazines, radio.  
[02:08:03] So we're we we're pretty permanent.  
[02:08:07] And in addition of that, we have with all of our new local small businesses onboard,  
[02:08:11] they're pretty savvy on how they want to be marketed.  
[02:08:14] And so you will see a very intentional advertising campaign coming up.  
[02:08:20] And we have to admit, in the past, as we our department is transitioning, we weren't  
[02:08:23] doing that great of a job casting.  
[02:08:25] It was holding on to the ship, but really focusing on how we want to market.  
[02:08:30] And now this group is very intentional on what they want and how they want to see  
[02:08:34] themselves marketed outside of the airport.  
[02:08:37] How did these marketing efforts enter or integrate with our social media efforts?  
[02:08:42] I know that at this point most organizations have pretty significant advertising budget  
[02:08:48] through social media. And I know the port staff has done an excellent job developing the  
[02:08:54] SeaTac Airport social media channels.  
[02:08:56] Yes, I suspect there is also a demographic difference.  
[02:09:00] You know, if you're trying to reach a certain segment, you might advertise on NPR radio,  
[02:09:05] but another segment is probably more likely to hear about us through Instagram or  
[02:09:09] Snapchat. So we are doing a variety of things.  
[02:09:12] We are not here, but we want to just give a great shout out to Kate Hudson and to Abby  
[02:09:18] Lambert, who work in our public relations.  
[02:09:21] We are on Facebook live.  
[02:09:23] We are we're doing Instagram live, which some of some of the things we're doing I didn't  
[02:09:26] even know existed until my daughter told me I was dated.  
[02:09:29] But they are really working with us and I really want to call them out to really make  
[02:09:33] sure that the tenants are being marketed through our social media avenues as well as  
[02:09:39] working with us to put on different events throughout the year.  
[02:09:44] But are any of the funds being used to buy advertising on social media?  
[02:09:48] Because that's all earned media as far as I can tell.  
[02:09:50] So not currently we have in the past, but not currently.  
[02:09:55] Again, the marketing advisory committee, they decided not to use that money yet until we  
[02:10:02] rebrand. We're more in sync with the port's branding.  
[02:10:06] So more to come and we will in the future go back to that.  
[02:10:10] OK, great. Thank you. Thank you.  
[02:10:13] Yes. Dina, in addition, you can say in addition to all of the marketing and advertising  
[02:10:21] the fund pays for in terminal and cultural events that we have throughout the terminal,  
[02:10:27] casino has done a great job with our end of year holiday party that we get a lot of  
[02:10:34] feedback from our passengers and port staff.  
[02:10:36] So every year when you run, you're out there and you see the big holiday party that lasts  
[02:10:40] for about nine days, nine days.

[02:10:43] That's paid solely through the tenant marketing fund, even though the handouts and the  
[02:10:47] giveaways that we give to kids.  
[02:10:48] If you notice, you'll see the USO out there wrapping people's gifts because they had to  
[02:10:54] unwrap it. Yes. When it comes to TSA, the tenants of the tent marketing fund pay for the  
[02:10:59] tape and all the wrapping and all of those items that go into that.  
[02:11:03] So that is solely for the tenant marketing fund.  
[02:11:05] And then last year, the ADR tenants recognize the need for more cultural events in the  
[02:11:11] terminal and to reflect more of a Pacific Northwest sense of place.  
[02:11:16] So with that and through the ADR group, we partnered at that time with Luis Navarro from  
[02:11:21] the Office of Social Responsibility, it's now the Office of Diversity, Equality and  
[02:11:25] Inclusion. And a lot of our employee resource groups, a sponsor, we did our first lunar  
[02:11:30] new year in the airport and we had dragon dancers that went from North Satellite, South  
[02:11:35] satellite and all the way out throughout the concourses.  
[02:11:38] And that was the first time that we've had that event here.  
[02:11:40] That was the tent marketing fund.  
[02:11:42] We also partnered with Latinos with needles, and we had our first annual Day of the Dead  
[02:11:46] celebration. Thank you so much, Mr.  
[02:11:48] Steinberg. And comments were coming.  
[02:11:49] We had such a great time.  
[02:11:51] And we also want to special thanks to SSP America who gave us that fabulous food, but  
[02:11:56] that was funded with our partnership for the Tenant Marketing Fund.  
[02:12:00] We also partnered with the Native American IRG to introduce the first Native American  
[02:12:05] tenant in the airport with our Native American celebration.  
[02:12:08] So there is a definitely that through the partnership with the Tenant Marketing Fund,  
[02:12:13] using those funds to be able to support cultural events throughout the year.  
[02:12:19] The other area that everyone loves and it is a crown jewel, I think of our program is a  
[02:12:25] music program and it is co-sponsored with the Port Tami Cake and actually manages the  
[02:12:30] music program from the very inception of it.  
[02:12:33] And the program has won numerous awards.  
[02:12:35] And we're actually used we get a lot of calls from other airports who want to use us as  
[02:12:40] the model to bring music into their airport.  
[02:12:42] So it's a very successful program.  
[02:12:45] And as you can see in our requests, we asked for an increase in Port Cole sponsorship.  
[02:12:51] The increase is because the old amount that we had had a limited scope.  
[02:12:55] It was only for a certain amount of places and it was a very limited scope.  
[02:13:00] And that has grown over time.  
[02:13:02] And that's right. Now we're asking for those additional eighty thousand dollar fund to  
[02:13:05] cover this contract year because we are using the music program and a lot more places  
[02:13:09] than we were before. Also, the increased budget will advance our opportunity, increased  
[02:13:14] diversity in genres, diversity in musicians.  
[02:13:17] We really want to take the success of this program and build upon it and do more  
[02:13:22] innovative things with the music program.  
[02:13:26] We also have are going to have dedicated stage points, nor satellite concourse a central  
[02:13:32] terminal. And the hope is to have these dedicated spaces throughout the terminals with  
[02:13:36] where the air with the artists can shine and we have better acoustics instead of we're  
[02:13:41] kind of shifting them around right now because of construction.  
[02:13:44] And we are currently looking I know there was a request by Commissioner Beaumont for some  
[02:13:48] pre security music and I've been working with airport operations to try to figure that  
[02:13:53] out. The other item is the mobile ordering application.  
[02:13:59] This came as an innovation to increase the passenger experience.  
[02:14:03] But in addition, as we know, we had forty nine point eight million passengers last year  
[02:14:08] in 2018, and we just do not have the food and beverage capacity to handle all of those  
[02:14:14] passengers. And you will see a lot of people just walking off because they're frustrated  
[02:14:18] with the long lines and what we want to do in order to capture those those people and to  
[02:14:23] maintain and increase our non aeronautical revenues as we're gonna have.  
[02:14:26] We want to put out an RFP for mobile ordering app.  
[02:14:28] Why? Under the tenant marketing fund, because the tenants have agreed to pay for all of  
[02:14:33] the equipment and auxiliary costs for having this mobile ordering app.  
[02:14:39] We want to have it embedded inside of our C tech app so that when you go to see sexy tech  
[02:14:44] app, it's one place. It's not multiple applications and a lot of these there's three or  
[02:14:50] four major people who do it for concessions across the country.  
[02:14:53] So we're looking at it in two phases.  
[02:14:54] 1 implementing the mobile order actually application in the phase 2, ultimately having

[02:14:59] delivery to the gate where the passengers can just go to their gate and order and then  
[02:15:03] have it delivered to the gate.  
[02:15:05] Can I point out that my colleagues all rolled their eyes at me when I suggested this last  
[02:15:09] year. So I'm so glad we're doing this.  
[02:15:11] I did not rule. I love this.  
[02:15:14] Don, I wanted to ask you.  
[02:15:15] Sure. I also think so.  
[02:15:19] I'm sort of operating under the premise that.  
[02:15:22] The greater the saturation we have amongst airport users also being app users, the better  
[02:15:31] for us because it's a we use it for.  
[02:15:34] I mean, we could use it for emergency notification.  
[02:15:36] You can use it to find your car, you can use it to find a place to refill your water  
[02:15:43] bottle. There is a whole host of reasons why it's helps us for them to have it and to use  
[02:15:48] it. And I know that a lot of significant retailers have that.  
[02:15:54] I have a couple of let's call them Fortune 100 restaurant apps on my phone that are very  
[02:16:02] good about using notifications selectively to get me to utilize their services at low  
[02:16:09] capacity, at low utilization rates for them.  
[02:16:12] In other words, is there a way that we can use this mobile ordering app in conjunction  
[02:16:19] with our SeaTac app to to say.  
[02:16:23] Here's an incentive to download the app.  
[02:16:25] You know, it's a it's a free.  
[02:16:27] Burrito, you know, or, you know, something like that to get them to sign up for the app  
[02:16:33] or to download the app in the first place in conjunction with our ADR tenants.  
[02:16:38] All of those possibilities are there.  
[02:16:40] We just want. We're just so excited to be at the point we can get it.  
[02:16:43] But everything. I mean, all of the things that we want or we could potentially have is  
[02:16:48] all possible with with any company that we choose.  
[02:16:51] We would just have to give them the parameters.  
[02:16:54] But I'm sure that the tenants definitely want to be at a place where people can order and  
[02:16:58] they they are not walking off from their business.  
[02:17:01] They're actually being able to order and receive food from them.  
[02:17:04] That was definitely incentives would be a big part of that.  
[02:17:08] The only other question I had is, is it possible to have this pre security?  
[02:17:13] So, folks, look. That's really what I was talking about when I brought it up last year  
[02:17:17] was because you folks are waiting in the line to go through TSA.  
[02:17:21] Is there the ability for them to do mobile ordering before security?  
[02:17:26] Because we've got a few concessionaires outside of security.  
[02:17:29] Yes. Yeah. So will they be included in this?  
[02:17:31] They will be. Everyone will be included in this.  
[02:17:33] So all of the tenants that so are look, why we're going for an RFP is our intent is not  
[02:17:38] to just do a sample section at some airports.  
[02:17:41] You can't order from every tenant.  
[02:17:43] The tenants have all agreed that they will be part of this platform.  
[02:17:46] So pre security and post security.  
[02:17:49] Great. Filming following on Commissioner Bowman's comment, it seems like when you're  
[02:17:54] standing in the TSA line, it's great place to have some hope.  
[02:17:57] You know, signs that say, take this moment, download the app and order your meal right  
[02:18:01] before, you know, before you walk in.  
[02:18:03] It's like a great moment to get some time on your hands.  
[02:18:07] With regards to the music program, you know.  
[02:18:11] It's great and I enjoy being able to walk by it.  
[02:18:14] But you don't typically get to sit there and maybe hear a whole song.  
[02:18:18] But I was thinking that, you know, like the bridges, instead of hearing some commissioner  
[02:18:24] yakking at you with a suit on.  
[02:18:26] You know, it seems to me that hearing the music that seems to me to be and I really like  
[02:18:30] the fact that we have local musicians on the on the bridges, it just seems to me.  
[02:18:34] And if you want to hear more, you know, it just it does strike me as like if somebody is  
[02:18:38] gonna be performing to be able to have a little bit more contact time with the visitor  
[02:18:42] would be one of the places.  
[02:18:45] And the acoustics are pretty good.  
[02:18:46] And I'd get to hear myself.  
[02:18:48] It's for years. I don't believe I'm really what I'm going to record it for you because I  
[02:18:51] hear it everywhere here every day.

[02:18:53] So I'm going to record it for you.  
[02:18:54] But there's multiple opportunities then.  
[02:18:57] Like we said, the initial ask for the music program was very limited.  
[02:19:01] And so now that we want to expand that based on your approval today, there's more  
[02:19:05] opportunities to look at that.  
[02:19:06] But one of the other key things we need to recognize is in addition to what we pay the  
[02:19:10] musicians, they also make money and tips and selling.  
[02:19:13] And so we want to make sure we put them in the best possible location for people to hear  
[02:19:18] them. And so we've been working with airport operations to really look at some pre  
[02:19:22] security locations to find that out.  
[02:19:26] The next item is a quality assurance mystery shopper.  
[02:19:29] Oh, yes, good. This will be in conjunction with our customer service department.  
[02:19:36] Lance has really Lance Little, our airport director, has really impressed upon us that he  
[02:19:41] wants that great guest experience from curb to airplane.  
[02:19:45] And so part of this is us looking with working with the tenants, working with a our  
[02:19:52] customer service department.  
[02:19:54] We first made them all of our key tenants have to take customer service training.  
[02:19:58] So as part of this, as being able to hire a company to go back in and say, are we really  
[02:20:03] following through on this training, increasing the passenger experience, highlighting  
[02:20:07] what they're doing well and then working with them with the things that they're not doing  
[02:20:10] so well. So this is very important.  
[02:20:12] It's important to the tenants. So they definitely wanted that quality assurance component  
[02:20:16] to it. But it would be in tandem with the quality assurance program that is being put in  
[02:20:21] place by our customer service department.  
[02:20:25] And last but not least, are ad hoc expenditures.  
[02:20:30] On here we talked about photography first and middles for, you know, a HCI, eggs and a  
[02:20:35] Mac. Those are the main concession conferences where we want awards.  
[02:20:38] But addition to that, its new photographer Web sites for advertising in our print ads and  
[02:20:44] food photography is very specialized.  
[02:20:46] So we want to make sure that we get the right people in there to take our pictures.  
[02:20:51] When the central terminal was opening, we had a lot of pipe and drape, as you saw, as we  
[02:20:55] were getting everything ready to protect the traveling public from our mess behind.  
[02:20:59] That came through the tent marketing from the tables and chairs on the stage for the  
[02:21:03] Native American event that came through the tenant marketing fund.  
[02:21:06] We use that when we're not able to get the port equipment and we want to put on event  
[02:21:10] that comes to the tenant marketing fund, the purchase of promotional items.  
[02:21:13] I talked about the wrapping paper and the gifts.  
[02:21:16] They go off for Christmas for Lunar New Year's.  
[02:21:18] We had a cute little red bag with the gold coins in them.  
[02:21:21] So we purchase different items throughout the year.  
[02:21:24] Maintenance of our digital directory.  
[02:21:27] And I want to thank Frank Aranda from our facilities and infrastructure because he really  
[02:21:30] works with Casino to make sure that those are updated in a timely manner.  
[02:21:34] And then there are different events that come up during the year that the Tennessee hey,  
[02:21:38] this is great. For instance, the National Cheeseburger Day, you know, and we work with  
[02:21:43] our public relations folks and we highlight the cheeseburgers in the terminal or national  
[02:21:48] beer or wine day. We are very proud that we represent the state of Washington with local  
[02:21:53] beers and wines. And we want to highlight these things.  
[02:21:55] So we use funds for that throughout the year.  
[02:21:57] And then our biggest event that's coming.  
[02:21:59] I went to Atlanta Airport and they had it there.  
[02:22:01] So I'm like, why can't we have it here?  
[02:22:03] That's a taste of the region.  
[02:22:04] And so on October 19th, we're gonna highlight all of our tenants and they will be putting  
[02:22:10] on a taste of a regional event.  
[02:22:11] We'll have celebrity chef cook offs.  
[02:22:13] We'll have all sorts of things going on.  
[02:22:16] And one of the things we're very proud of is that the tenants we've partnered a lot with  
[02:22:19] the fire department. And so this will all of the proceeds from this will go to a burn  
[02:22:24] local burn foundation.  
[02:22:26] So we do a lot of events with them throughout the year.  
[02:22:28] Don, it sounds like a wonderful idea.  
[02:22:30] We'd love to get this on the commission calendar and have more visibility to it.



[02:22:34] I think it's first for any of us have heard of it.  
[02:22:36] I think that we'll do so.  
[02:22:39] With that said, to continue all of this wonderful work.  
[02:22:42] We need your authorization for the executive director to be able to procure contracts on  
[02:22:47] behalf of the tenants.  
[02:22:49] If you have any additional questions, I'm prepared to take them.  
[02:22:53] I think we've run through them.  
[02:22:54] So with that, a call for a motion for adoption of Item 8 D.  
[02:22:59] So that's good.  
[02:23:02] Amy, you can just figure that one out.  
[02:23:04] Okay. Thank you so much.  
[02:23:05] It's been moved in second. All those in favour please indicate by saying I I.  
[02:23:09] All those opposed nay i's have it.  
[02:23:11] Great. Thank you so much. Thank you so much work.  
[02:23:14] This is exciting. And it'll be fun to hear about the about the chefs.  
[02:23:17] And also, I think the mobile app is something the public surely gonna be interested in.  
[02:23:22] So it's gonna be fun to advertise commissioners.  
[02:23:24] Another idea, another idea we're throwing about the music program was to create a Spotify  
[02:23:29] list of performances at the airport.  
[02:23:31] So that would be an actual list that you could do, of course.  
[02:23:34] As I said, maybe we want to produce a C.D.  
[02:23:36] I was told that's old thinking.  
[02:23:37] We don't do that anymore.  
[02:23:44] Ok. Item nine is the twenty twenty Central Services preliminary budget briefing.  
[02:23:52] Commissioners, this briefing kicks off a series of presentations on our proposed 2020  
[02:23:58] budget. Before our presentations were setting the stage and now we're going to move into  
[02:24:02] those. And I'd like to share my approach in assembling this budget and provide you with a  
[02:24:06] preview of the full report budget.  
[02:24:08] So we'll actually we'll see that kind of like an early preview of that bottom line up  
[02:24:14] front on some of the numbers.  
[02:24:15] But those have to be finalized, but it's kind of like an overview first.  
[02:24:19] To do that, the proposed 2020 budget is a strategic strategic budget that is fiscally  
[02:24:25] responsible and responsive to the region's needs through increased resources for safety  
[02:24:29] and service, healthy habitats in communities and better equity across the way that we  
[02:24:35] work here at the port.  
[02:24:36] There's also a disciplined budget that achieves the port's fundamental mission of  
[02:24:40] investing for the future.  
[02:24:43] This budget will help the port increase our revenue, carefully, manage the money that we  
[02:24:47] are entrusted with by the public, and expand investments in our assets of regional and  
[02:24:52] state wide significance.  
[02:24:54] In October, we'll begin presenting our division operating in capital budgets.  
[02:24:58] That briefing on our capital budgets will include our five year capital investment plan  
[02:25:04] and how we have advanced that plan from last year, updating it as we're going into the  
[02:25:09] future today.  
[02:25:11] Next, you'll receive a briefing on central services after I'd give my overview, which  
[02:25:16] includes resources that that make our port more responsive to the regional need,  
[02:25:20] including priorities such as expanding equity and sustainability in the ports work.  
[02:25:25] This budget offer also reflects growth in key departments like human resources,  
[02:25:30] contracting and engineering, changes that are essential to carrying out the business of  
[02:25:34] the port and delivering capital projects with greater speed and efficiency.  
[02:25:39] So I will start off first and then I'm going to turn it over to Dan to Dan Thomas to go  
[02:25:44] into the central services.  
[02:25:49] So much so that we go down, you'll drive it from there.  
[02:25:53] Yeah. So I was already talking about this.  
[02:25:57] I just want to set the stage here for our overall budget.  
[02:26:00] Just to let you know that we would look at allocating resources according to advancing  
[02:26:06] the port's mission strategies and key objectives.  
[02:26:09] And we have vertical alignment next previous slide than the previous slide.  
[02:26:15] Yeah, right. Right there.  
[02:26:16] Thank you. These are derived from the long term century agenda in our 2020 port goals.  
[02:26:22] Next, please. That just shows.  
[02:26:24] These were my draft goals that we developed early on because we wanted to make sure as we  
[02:26:28] built our budgets that we had our port wide goals for 2020 that were in line vertically

[02:26:34] aligned with our long term, long term plans and with our century agenda.  
[02:26:40] So rather, I'm not going to run through these, but this is just to show you that we do  
[02:26:43] have vertical alignment and that as we build our budgets, we're building within the lines  
[02:26:49] accomplishing these goals for 2020.  
[02:26:52] Next slide, please. This also was recaps my budget guidance that I provided that we were  
[02:27:00] taking a zero based approach that were in line analyzing spending trends to reduce  
[02:27:05] underspending and developing realistic spending plans.  
[02:27:08] So then we simply were not adding to our budget, but wouldn't said you were looking at  
[02:27:12] starting from the programs, from reviewing the programs, looking to say that each program  
[02:27:17] is valuable unto itself.  
[02:27:19] We also undertook what you'll see in reflecting here, which is a new concept which is FTD  
[02:27:25] unfilled for more than a year, require real approval and that I'm going to talk about  
[02:27:30] other FTE that so that they couldn't just have him on the books.  
[02:27:33] The problem is sometimes FTE sit there for years and years.  
[02:27:36] You have money for them.  
[02:27:37] It could be years and years, probably at least one year is probably the longest one  
[02:27:41] without action taken on them.  
[02:27:42] So we asked if they're out there.  
[02:27:44] They've been not filled for a year.  
[02:27:46] Is the work getting done?  
[02:27:47] What's the reason? If it's not getting done, then to reassess whether an FTA is still  
[02:27:52] needed, could I get to ask for a report back?  
[02:27:56] At some point on a number of FTD that fit this category?  
[02:28:01] Sure. That exists today.  
[02:28:02] And twenty one year more.  
[02:28:05] We did. We had. I don't have it with me in the slides, but we did do that.  
[02:28:08] And we we have that.  
[02:28:09] That number wasn't as high.  
[02:28:11] But let me talk I'll talk up more about FTD here in a second.  
[02:28:17] But. But we'll get that information to you.  
[02:28:19] Commissioner. So also, new request should be accompanied by looking at savings  
[02:28:24] opportunities from existing budgets.  
[02:28:26] That is, look for your savings within your additions budget before you want to be placed  
[02:28:30] up across the operating divisions.  
[02:28:33] And then lastly, we add, we looked at.  
[02:28:36] There's also money that's unspent in a given year because if you have unfilled FTD, you  
[02:28:42] know, for over 2000 employees, sometimes for various reasons.  
[02:28:47] Those billets or those positions are unfilled during the year.  
[02:28:50] So they're actually if you figure out how long those are empty, their savings.  
[02:28:54] And so we're actually well, this year, for the first time, we'll be playing a factor we  
[02:28:58] don't know within a given year, but we're reducing the budget by little bit, knowing that  
[02:29:02] you'll be filling positions throughout the throughout the port.  
[02:29:06] And that will actually allow us to take the money out of the budget for those it's  
[02:29:11] recognition that that exists, that we have an unfilled capacity, that we're constantly  
[02:29:16] filling that. But there is there is a monetary thing that you can't spend that money.  
[02:29:21] So anyways, we're applying that for the first time this year.  
[02:29:25] Next slide, please. And this is kind of a bottom line up front, but I just want to show  
[02:29:31] this. I'm not we're not going to dig into this to look at this right now, but you'll see  
[02:29:35] it through about the presentations of where we are and the FTC process.  
[02:29:39] I just want to show this that we went through at the beginning of the whole process for  
[02:29:43] the budget, the request for two hundred and thirty point eight five FTE ease and that  
[02:29:50] through that process we eliminated some FTD, but we also approved other ones.  
[02:29:54] So the net gain that we'll be looking at in total and then we'll be talking about these  
[02:29:58] as we go through, especially on the we're talking today about the central services, but  
[02:30:03] there will be discussion about the FTD total on that.  
[02:30:06] But we have done this a rigorous process to review of when you when you're requesting an  
[02:30:11] increase for an FTE.  
[02:30:12] What is the reason for that increase?  
[02:30:14] And that's what we presented as we present the different the different budgets to you.  
[02:30:19] Next slide, please. So there is just some budget highlights as we look forward to 2020.  
[02:30:24] The whole the whole budget, we're projecting higher revenues for 2020, operating revenues  
[02:30:31] up 17 1/2 percent, operating expenses up three point nine percent, we anticipate, which  
[02:30:38] would give us an operating net, operating income up 14 percent and in just four increase

[02:30:45] as we talk about these just 5 percent above our adjusted 2019 baseline.  
[02:30:51] I just have a question that I kind of go through this every year when we do this.  
[02:30:55] I think sometimes that when we do this all in that obviously we're going to get the  
[02:31:00] aviation budget. Usually we do that first more.  
[02:31:03] We separate out aviation.  
[02:31:05] Aviation will. Yes.  
[02:31:07] After the central right.  
[02:31:08] The first one you'll see right after central.  
[02:31:10] But I just wonder sometimes when we wrap it all in this way that it doesn't necessarily  
[02:31:15] give the full picture because the public sometimes we have to remind them that revenues  
[02:31:19] raised at the airport.  
[02:31:21] Yes, it's the airport.  
[02:31:23] And yet this would maybe give a different impression of the overall health of the  
[02:31:27] organization. I mean, the health organization is good, but we don't have money.  
[02:31:31] A great surplus in maritime and EDT, for example.  
[02:31:35] That's great, Commissioner, because I have some slides at the end that we actually showed  
[02:31:38] that difference because you're right, when you put them all together and roll it up.  
[02:31:41] It tells a different future story because of the because of aviation.  
[02:31:46] And when you look at the number of hires, right, there's forty nine pilots in aviation,  
[02:31:53] right and right when we write a percentage wise and then we'll explain as we look at  
[02:31:58] that, whether we're adding an increased capability or resulting because of the growth and  
[02:32:03] those will be discussed when we present the budgets for aviation.  
[02:32:07] So this is just like the overall looking at it, but in kind of frame some of those  
[02:32:11] questions as we go forward.  
[02:32:12] So can I just understand that the request so you have new FTD requested for Marathon was  
[02:32:18] eight point seventy five.  
[02:32:20] You prove a point five.  
[02:32:23] Then you eliminate three.  
[02:32:25] So. So these are.  
[02:32:27] And so the net gain. Right.  
[02:32:28] We need it. So we.  
[02:32:30] So you took three out that were already there and then added.  
[02:32:34] Another one. So not the same people now?  
[02:32:38] No. And that's what it is.  
[02:32:39] Some decisions. Six.  
[02:32:41] Some positions are eliminated.  
[02:32:42] Then you're adding other positions.  
[02:32:43] But we want to be transparent about that, about what we were doing.  
[02:32:50] Great. So. And then this just the takeaway on this.  
[02:32:52] This is again, this is a I would say, as Dan would say, this is a work in progress  
[02:32:57] because we still don't have this does not reflect.  
[02:33:00] We don't have the numbers from the Sea Port Alliance.  
[02:33:02] That's correct. And we don't have the final numbers on some of the operating divisions.  
[02:33:07] So. So this is just where we are now that I'm looking at as I'm looking at balancing the  
[02:33:12] whole equation going forward.  
[02:33:14] But it just to focus on I already talked about this is the numbers behind the other  
[02:33:18] summary that you saw.  
[02:33:19] You know, the budget change of the growth beings, seven point nine percent.  
[02:33:24] But I'll talk about this. When you look at just to reflect on the budget change.  
[02:33:28] Commissioner Bowman, to go back to your you know, to your.  
[02:33:35] The thing that you the issue you brought up between aviation and opera.  
[02:33:39] You know what our operating revenue is and what our operating expenses.  
[02:33:42] You can see some negatives there as opposed to all of Rome.  
[02:33:44] So but I'm not going to dive into this now.  
[02:33:46] This is simply to show the numbers behind the summary that I said about that, about the  
[02:33:51] growth. Though, as you quickly.  
[02:33:53] We don't. Dan, it would be great to get from you in moving forward.  
[02:33:57] The 2018 budgeted is the first column and then 2018 actual.  
[02:34:03] For all of us, we're moving through all the division budgets.  
[02:34:05] Moving forward, I'd love to be able to see the comparison between budget 18 actual.  
[02:34:10] Sure, we've got a great things.  
[02:34:15] Next slide, please. And this is good.  
[02:34:19] And this is my life. Much better we're doing.

[02:34:23] I think there's just FTD.  
[02:34:24] So this just goes into more.  
[02:34:25] Again, just the math behind the numbers that we talked about before the FTC that showed  
[02:34:30] our total are told no for our proposed numbers for FTC it would be for employees would be  
[02:34:37] two thousand three hundred sixty nine point for three employees.  
[02:34:41] So and it just shows that that will reflect when we look at it, when you roll them all up  
[02:34:48] at the end. So next, please.  
[02:34:51] And then this is just the show that we are tracking.  
[02:34:53] You're gonna get a detailed dive on this.  
[02:34:55] This does not include the thing I want to point out on these numbers.  
[02:34:58] This shows for that five year plan that includes aviation.  
[02:35:01] Usually we see them separate.  
[02:35:02] But this one shows our capital investment plan based on based on last year.  
[02:35:09] And in that, we're going to update this.  
[02:35:11] This is not include Sam projects because they have not been approved.  
[02:35:14] So they're not included in this.  
[02:35:16] In this as we look forward. But our SO rate without the SAM projects are our total budget  
[02:35:21] for that five year twenty twenty four five year period will be three billion  
[02:35:25] dollars to do it.  
[02:35:27] So next, please.  
[02:35:29] So this shows, Commissioner Bowman, kind of your point.  
[02:35:32] If we just look at this, this is the steady growth in net operating income since 2015.  
[02:35:38] So it shows where we are.  
[02:35:39] And then that growth going forward.  
[02:35:42] But then if we look at the next slide that shows aviation and aviation is the  
[02:35:47] overwhelming factor that contributes to that upward growth.  
[02:35:51] Now, that just shows the growth of the airport and within Greece.  
[02:35:55] Growth comes increased the increased revenues as well cost and in our revenues.  
[02:36:00] But your revenues are going up and much.  
[02:36:01] This is what the shows you put.  
[02:36:03] But then when you look at maritime, maritime and EDTA, it kind of looks like this.  
[02:36:10] Now, this is not a bad thing.  
[02:36:12] It just shows that we have and we have different programs.  
[02:36:16] Actually, we are making.  
[02:36:18] We often outperform because this is budgeted.  
[02:36:20] We often outperform what we're budgeted as far as cost in our revenues are usually a  
[02:36:25] little bit higher than that.  
[02:36:26] So this shows that.  
[02:36:28] But also we're making investments that includes investments, the RFP coming through for 1  
[02:36:34] or 6, which will be a large income increasing for us.  
[02:36:37] The cruise opportunity at 46 has the promise to increase maritime revenues.  
[02:36:41] And so our investments that we're working within both economic development and maritime  
[02:36:48] should increase our performances.  
[02:36:50] If you remember and you'll hear when specifically on maritime and EDT we look at here are  
[02:36:56] our plans for increasing revenue going forward.  
[02:37:00] So but this is something that is concerning when you look at our performance compared to  
[02:37:04] overall to tonight, aviation can turn on aviation.  
[02:37:08] Mr. Steinberg Feldman, thank you.  
[02:37:10] Under the net operating income for non aviation, you're projecting somewhat of a dive  
[02:37:16] between 2019 and 2020.  
[02:37:20] What what is behind that?  
[02:37:22] Well, we'll see. One of the things is it actually is the costs for paying for the cruise  
[02:37:26] ship terminal before the cruise ship terminal comes on.  
[02:37:29] That's the that's part of that is a piece of it.  
[02:37:32] Some increased expenses that I thought that would be capital losses.  
[02:37:37] That's where the a payment to the alliance for the use of the 20 9 0 0 0 4 6.  
[02:37:43] Yeah. That's an operating expense.  
[02:37:45] It would include five.  
[02:37:47] Not yet. Now, that's all capital at this point.  
[02:37:50] And yeah, that would come through the alliance, but and those revenues, again, as per the  
[02:37:54] note here that are not haven't been updated yet on the alliance revenue, but Terminal 5  
[02:37:59] right now, as is capital.  
[02:38:00] There is some expense to it.

[02:38:01] But what we have.  
[02:38:04] So but all that would be captured under the alliance.  
[02:38:06] So the question about we're paying we're paying the alliance rent.  
[02:38:10] Yeah. So that that's what I'm doing.  
[02:38:13] Yeah. Sally's property that kicks in next year in January.  
[02:38:20] Ok. And with that, I'm going to turn over to Dan to cover the central service.  
[02:38:25] Got it. Thank you, Mr.  
[02:38:28] Steinberger. So you saw you shake your.  
[02:38:33] We will get. Like I said, we will.  
[02:38:34] But we'll have more discussion about the non aviation budgets as we move forward again.  
[02:38:38] I just wanted to have an overall view of this moving into the budget discussions.  
[02:38:43] So moving to central services, the central services actually comprise twenty for two  
[02:38:48] dozen different departments, departments that are providing support services to the  
[02:38:52] enterprise. We categorize them into two buckets.  
[02:38:56] Core services which reflect more the traditional administrative kind of support  
[02:39:00] functions. And then what we call missed other services, things like police and  
[02:39:05] engineering and environmental sustainability, which tend to have a little bit different  
[02:39:10] cost drivers behind those kind of departments.  
[02:39:13] I would add Steve reorganized the former capital development division.  
[02:39:19] So the seaport and aviation project management groups have now moved back to the  
[02:39:23] divisions. So what we have now in Central Services is just the engineering and port  
[02:39:28] construction services departments in this group.  
[02:39:33] Again, just to echo some of Steve's comments about some of the key drivers, again, that  
[02:39:38] the budget has been driven by responding to the business and community needs of different  
[02:39:43] stakeholders, building internal organizational capability through innovation and  
[02:39:48] developing greater efficiencies and effectiveness.  
[02:39:51] Of course, environmental sustainability, a key port priority and an also improving  
[02:39:56] customer service to all users of port facilities.  
[02:40:00] So those were really taken into account in developing the South Central Services Budget  
[02:40:04] this year. Just a little bit about business contacts, and I think you've seen a lot a lot  
[02:40:10] of these kinds of graphs really just reflecting the growth of the organization  
[02:40:14] experiencing both in the capital plan.  
[02:40:16] Again, this does not include any future SAM projects, just the growth in operating  
[02:40:21] revenues, FTD and in placements and all of these various lead drive corporate costs,  
[02:40:28] whether it's through a jar capital delivery, contracting police.  
[02:40:33] So again, just to provide a little bit of context of the trends that we're facing into  
[02:40:37] the future growth in those areas.  
[02:40:41] So I'll turn it over to Michael to talk a little bit about our budget development process  
[02:40:45] this year. Thank you and good afternoon.  
[02:40:47] Commissioners and external thought imagine except the daughter metric item briefly  
[02:40:54] mentioned the budget plus a skylight that we had for 2020.  
[02:41:00] And we did in fact go into very Vickers process to look at the colorful art.  
[02:41:08] For the past five years, the spending trend, as far as you know, didn't need for the  
[02:41:12] actual need for the coming years.  
[02:41:15] And we identified by one over one point five million, saving an offset from the baseline  
[02:41:22] budgets of this week. And then also we moved eight point three point eight excuse me,  
[02:41:29] three point eight billion of it, one time item and non occurring item.  
[02:41:33] And again, you can see that detail in the appendix on slide forty seven to fifty.  
[02:41:41] And then we also asked Ben Nelson really earlier because the budget transferred ought to  
[02:41:46] be art VHS for those pages as well as a couple other B art charts, budget transfer  
[02:41:54] including to a TIF engineering department transfer to aviation maintenance earlier this  
[02:42:01] year. We also add that they analyze the market for the be occurring empty turns up and  
[02:42:08] meet mostly. Yep, although our this year we have about 20 at T to that.  
[02:42:16] Well put it earlier in the year as well as some of the puzzle yet that you know for some  
[02:42:21] of the new FTE in the 2019 budget that we know for some department of some FTB budget for  
[02:42:28] the past nine months or so, we know mostly stuff on April 1st.  
[02:42:34] So we analyzed those as well as some cost increase increases, the contractual increase  
[02:42:40] and some some other areas.  
[02:42:43] And then we also add that the incremental average pay increase and benefit costs.  
[02:42:50] That total is about three point nine million to the baseline.  
[02:42:55] And then as except Doctor mentioned, DP area we be view of the US audit department to  
[02:43:00] provide a justification for the new budget requires this and we spend lots of time  
[02:43:10] for the full week to be viewed as a new budget request item, item by item.

[02:43:17] So FY total up almost 15 million total request been reported.  
[02:43:23] A point four million of that.  
[02:43:24] That's about 57 percent.  
[02:43:28] But I should also note that some of them might be more light on going to some extent, but  
[02:43:33] some outside the services item, for example, for example, some of that the inclusion  
[02:43:37] check is in the baseline.  
[02:43:40] We we took that out and we view it, have some discussion and B2C so that even with that  
[02:43:45] as dealing with it, the fifty seven percent.  
[02:43:49] Question here on the budget request as part of that.  
[02:43:54] Have you received budget some medals that include savings opportunities, as you have  
[02:44:01] stated as part of your direction?  
[02:44:03] I think that's part of the justification.  
[02:44:07] New budgets, justification, better especially.  
[02:44:09] And we are very department to identify somebody and have you because you've only listed  
[02:44:13] an increase budget requests.  
[02:44:17] But yeah, I think I've just identified about one point five million dollars of savings  
[02:44:22] and reductions. Okay.  
[02:44:24] I think it's good the report where you identified savings as well.  
[02:44:29] Why does this lie actually?  
[02:44:31] So was it the and and, you know, particularly initiated by the slide 35.  
[02:44:38] Okay. Are you human on 17?  
[02:44:39] I was one point five million in savings identified.  
[02:44:42] Okay. You see. What's represented when the operating divisions present?  
[02:44:50] Well, we do have that information, actually, we have.  
[02:44:52] Yeah. Summary in the appendix on slide 35, we have a detailed list of the savings that  
[02:44:59] were identified and where they identified at the division level or by the executive and  
[02:45:05] the executive review or these were identified within the division level, dissented.  
[02:45:11] And then we took these as part.  
[02:45:13] And then we of course, we didn't approve all their requests going forward.  
[02:45:17] So it was a collaborative process on this and trying to see how the two compare what we  
[02:45:22] challenge them. That was my guidance.  
[02:45:24] You couldn't just come forward with increases.  
[02:45:26] You had to come forward with savings this way.  
[02:45:28] Yeah. And that's what I was getting.  
[02:45:29] Were you looking for more specifically?  
[02:45:36] So I would like to go into a budget detail, I would like to just provide a key budget  
[02:45:42] highlight here. Be as I mentioned, you know, we received sixty point five new FTB passes  
[02:45:50] and be approved thirty five FTE.  
[02:45:54] But we also eliminate to percent empty years.  
[02:45:58] So the net is 333 are empty, which is three point eight percent of poverty adjusted 2019  
[02:46:07] baseline budget. And then we're also reported in and out that I mentioned in the previous  
[02:46:13] slide, the total proposed budget increases eleven point one million or eight point one  
[02:46:21] percent compared to that 2019 adjusted baseline.  
[02:46:25] And we'll go into a little bit more detail later in in a few minutes.  
[02:46:30] And then finally, we also for the 2020 post budget, we included a two point six million  
[02:46:37] payroll expense offset that except to to metric medicinally B areas.  
[02:46:42] So you can see that 3 percent vacancy where you translate to a two point six million  
[02:46:48] people reduction there.  
[02:46:54] And so here's a overview of the central surface budget.  
[02:46:58] If I may, I would like to direct your attention to their last two columns.  
[02:47:02] Are budget changes for the core central service services are to increase its eight point  
[02:47:09] five million or a little bit over 10 percent.  
[02:47:12] And I mean that you can buy for five different factors.  
[02:47:14] I would go to a little bit of a bit of that.  
[02:47:19] So we at a top twenty two point five, you empty in the Co-op Core Support Services Group  
[02:47:26] and including three from the aviation finance and budget and the maritime finance and  
[02:47:31] budget. So it's those are greatly supporting the opening division.  
[02:47:36] And then we're also adding resources for some community program.  
[02:47:41] And NTSB Gottlieb earlier on the sub King County Fund this year in 2019 budget, we have  
[02:47:47] tempting 550000.  
[02:47:50] There was budget into my mentor group, my mentor at substantive equip.  
[02:47:54] And for next year we increased it.  
[02:47:58] Bye bye. Bye.

[02:48:01] Seven fifty to one point five million.  
[02:48:05] To be fair that we didn't we have not as a policy made that decision.  
[02:48:09] That's why I just want to be really is everybody paying attention to this when so we have  
[02:48:14] not made the decision to not spend the King County Fund this year.  
[02:48:18] But. That's a staff recommendation.  
[02:48:19] But that's not right.  
[02:48:21] You said England, France and violate.  
[02:48:23] So. So that's part of the increase because last year it's not in the, you know, go up to  
[02:48:27] the core core central service area here, that that's part of the reason you see the  
[02:48:33] amount and momentum suspected as a production of 3 engine 37.  
[02:48:38] That's part that we wonder maybe isn't there.  
[02:48:42] And then the third reason is also, you know, I was at that.  
[02:48:45] You know, we also added some resources put to publish barely in committee program and  
[02:48:50] then some of the the key 46 support programs there.  
[02:48:55] So for total, more than half million.  
[02:48:58] And the third reason is we also added a new some additional resources for the new office  
[02:49:04] of the Equity Trustee and cushion.  
[02:49:08] So does Peterson can increase as well.  
[02:49:12] And then the other areas also some of the contractual increase are in the software  
[02:49:18] licensing in the Eyes I.T.  
[02:49:20] department as sort of network maintenance costs and some of the PCV fare.  
[02:49:24] So you're seeing some, you know, increase nicely, I think, to department there.  
[02:49:30] And finally, you know, those that the eight point five million in quarter 3 to 1 6 are  
[02:49:36] the 3 percent vacancy officer numbers there.  
[02:49:40] So I just want to point that out.  
[02:49:43] And therefore, for the police department, you can see us very moderate, two point two  
[02:49:47] percent increase state at the two new police officer for next year.  
[02:49:52] But they also are committed to do some overtime by 450000.  
[02:49:58] That's why, you know, that's in there.  
[02:50:00] So pretty moderate increase in the capital development.  
[02:50:03] That includes the engineering and construction services.  
[02:50:07] You know, two point three million increase.  
[02:50:10] And mainly because more supportive capital projects.  
[02:50:13] No. And somewhat also some of the other six new FTE.  
[02:50:20] But that will, you know, reduce soon became the audit of the onsite consultant course.  
[02:50:27] So overall, you know, that's double help.  
[02:50:29] You know, if those increase are new, FTD are increased, though, obviously the number is  
[02:50:35] even higher than this one.  
[02:50:38] So, yeah.  
[02:50:41] So that's for I. So I'm going to put a little bit of a finer point on some of these these  
[02:50:45] next two slides actually show all of the different departments and the year over year  
[02:50:50] budget increases. We're going to talk a little bit more in detail on some of the  
[02:50:53] highlights related ones that Michael referenced.  
[02:50:57] One thing I wanted to call attention to was internal audit about midway down through  
[02:51:01] their internal audit budget has actually decreased slightly.  
[02:51:05] And that's because they are building capability for I.T.  
[02:51:08] audits internally. So they're relying less on outside consultants for I.T.  
[02:51:12] audits. The internal audit budget was recently reviewed by the audit committee, I believe  
[02:51:19] endorsed. But I will turn turn to Commissioner Steinberg and Calkins just to reinforce  
[02:51:24] and I think recommend the approval of the internal audit budget.  
[02:51:31] Yeah. So if I can just get a point on that.  
[02:51:36] Just on sometimes we pay for consulting services and then we do make.  
[02:51:39] Need to make that analysis, is it cheaper to bring it in house?  
[02:51:42] And that's a continuous process and you'll see that a few times.  
[02:51:45] I think that, Dan, is that there's actually savings as we bring a capacity of that  
[02:51:49] capability in-house.  
[02:51:50] That's correct. This has been the development of the audit committee for some time, and  
[02:51:57] there is also the benefit for security purposes.  
[02:51:59] Having that capacity all in-house, so.  
[02:52:01] Right. I think it's got the multiple benefits.  
[02:52:03] Yeah. Yeah. They're building some good capacity.  
[02:52:06] And again, as Mike referenced, the vacancy factor that's included at the very bottom in  
[02:52:09] the contingency account, that's where you put that 3 percent or two point six million

[02:52:13] dollars as the vacancy factor.  
[02:52:17] And then here, I guess I would just point out again, an environmental sustainability that  
[02:52:23] looks like costs are actually going down.  
[02:52:26] We actually have added significant resource in that area, but there were a lot of onetime  
[02:52:31] items that were budgeted for 20, 19 that come off so that it's being absorbed to some  
[02:52:38] extent by that. And by the way, requests for two additional staff.  
[02:52:42] Yeah. And they're all going to tick through those.  
[02:52:44] And just also we're going to fly fairly high.  
[02:52:46] We're going to highlight some of the major changes here or additions, full details are  
[02:52:50] included in the appendix.  
[02:52:51] So we have every new every new budget item in the appendix and some of the other  
[02:52:55] transfers and they're all that detail.  
[02:52:57] It's in the appendix if you want to more detail, we can jump at the some of those lies  
[02:53:00] as well. So just to tick through some of the department level highlights and we have many  
[02:53:07] of the folks here in the audience in case there are detailed questions that we can't  
[02:53:12] answer. So external relations, two and a half new FTE is part of that.  
[02:53:18] One of those is for aviation graphic design.  
[02:53:20] We only currently have one graphic design airport wide and these at the airport are  
[02:53:24] growing significantly for things like, you know, the Britain new brand initiative,  
[02:53:28] signage, way finding and so forth.  
[02:53:30] So they really believe they need an additional resource.  
[02:53:32] This it's effectively telling our story, which is.  
[02:53:35] Yeah, which is pretty important.  
[02:53:38] And then the environmental engagement program manager, this relates again to the ACE  
[02:53:43] Fund. That's a limited duration position.  
[02:53:45] But as you know, that work now is going to continue and actually expand quite  
[02:53:49] significantly with the New South King County's fund with sunk the South King County fund,  
[02:53:55] which is another 10 million dollars that has to be administered.  
[02:53:58] So that position was turned into a permanent position.  
[02:54:01] There is an internal support, the regional transit transportation initiatives and then  
[02:54:07] significant additional resources for the longest Valley Environmental Justice Initiative,  
[02:54:12] as well as significant outreach related to our T 46 crews opportunity.  
[02:54:17] And they've also added some consulting resources for creative marketing for various port  
[02:54:24] initiatives. Question Was there an additional hire for eastside outreach that was added  
[02:54:32] this year? Right. So in addition to the South King County, right?  
[02:54:36] Yes. I was a position page 57 of Cary.  
[02:54:39] Yeah, that was that this year.  
[02:54:40] And then also there is an embrace.  
[02:54:41] I didn't call him out there, but some additional resources to support that position,  
[02:54:45] whether it's through memberships and travel and things like that to support that  
[02:54:50] position. Seventy five thousand.  
[02:54:51] Yeah. Mm hmm. This is something that I know Commissioner Bowman has been very much  
[02:54:56] supportive of. Yeah. And I'm delighted to see happen.  
[02:55:00] Human Resources, Steve mentioned earlier growth in H.R..  
[02:55:03] This is really as we looking at expanded needs as the organization has grown additional  
[02:55:09] 150 years supporting management training, reinstating some mid-level manager training  
[02:55:15] programs, including a pilot that would be focused on the engineering and capital  
[02:55:19] development functions, which haven't had that management focus before, additional  
[02:55:24] resource and FTE for talent acquisition to assist with recruiting.  
[02:55:29] Also, employee relations as the needs of supporting employees has grown, they have an  
[02:55:35] added staff and many, many years and then also additional resources for commuter benefit  
[02:55:41] program and also to review the port's compensation program to see if there are potential  
[02:55:46] changes warranted in that approach and program this more.  
[02:55:50] The question for Steve. So on H.R.,  
[02:55:51] no, we've had this conversation before, but it seems like we've had some for a variety of  
[02:55:56] reasons, openings for quite a long time.  
[02:55:59] It seems to take a while to get people hired.  
[02:56:01] So I'd love to understand as we get a little deeper into this budget, how this allocation  
[02:56:06] of resources will allow us to have the outcome of getting hires done faster.  
[02:56:12] Great. I can do that. We should.  
[02:56:13] That's absolutely what this is about.  
[02:56:15] And I don't know. Right now on Katie, if you'd like to address that and I know we have  
[02:56:19] great staff, but I just know there's some key positions like real estate and email to



[02:56:23] government that have been open.  
[02:56:25] We can talk about those specifically.  
[02:56:26] But but just on the.  
[02:56:28] Just real quickly. Just real quickly on.  
[02:56:31] It's just we want to get. I mean, they're just key positions and I've just heard it  
[02:56:35] writ large that we seem to be slow on the hiring.  
[02:56:38] I just don't even know. I don't know why.  
[02:56:40] Sure. I think there's a lot of Katie Jihad, senior director of human resources.  
[02:56:45] Lots of challenging environmental factors in terms of just the tight labor market and  
[02:56:49] being able to attract people to the port of Seattle.  
[02:56:53] We're certainly stepping up our outreach efforts, trying to leverage outside recruitment  
[02:56:58] firms where it's appropriate, where we know there's gonna be a difficult market.  
[02:57:02] We're also in the process of enhancing our tools.  
[02:57:04] And so the tools we're going to be looking at, bringing in a new applicant, a recruitment  
[02:57:09] system, to be able to look at data more critically, be able to see where our bottlenecks  
[02:57:14] are and be able to make some efficiencies where we can do things like online screening,  
[02:57:18] being able to do some of that screening by having people do an assessment of their skills  
[02:57:24] and answering questions to help weed down those that are most eligible for the positions  
[02:57:29] that we have. So lots of strategies in place to to address those things.  
[02:57:34] Commissioner, also related to that, you know, we are also collaborating with some of our  
[02:57:39] fellow governmental organizations in the area.  
[02:57:41] I just had one last week to discuss our challenges and the government in recruiting.  
[02:57:45] When you have a red hot market, as Katie's pointed out, it's hard in some areas,  
[02:57:49] especially I.T. in some other areas for us to compete for engineers.  
[02:57:52] So we're we're looking at all of the strategies to overcome those, although those gaps in  
[02:57:59] those positions. But we're so much more interesting in King County or city of Seattle.  
[02:58:03] So, yes, we are.  
[02:58:05] We you know, we offer great benefits, but we do because it gives me some of the other  
[02:58:10] things that when I look at our our job evaluation and compensation system, it's time to  
[02:58:14] do a refresh on that. And so that's one of the other budget items that we got that we've  
[02:58:19] requested to make sure that we're competitive and we've got the things that are gonna  
[02:58:22] make us an attractive employer.  
[02:58:23] Okay. Thank you.  
[02:58:26] And moving on ICC for new FTD, one for desktop support.  
[02:58:31] We're realizing that we're behind in terms of the ratio of desk top support specialists  
[02:58:36] to computers and laptops, so they need to boost some resources there to keep up with the  
[02:58:41] demand. Software development, FTE.  
[02:58:46] And we do a lot of in-house development, both developing project systems on our own.  
[02:58:50] But also you can purchase systems require a lot of integration and testing.  
[02:58:54] So we're needing to keep up their systems training.  
[02:58:57] We're introducing a lot of new tools.  
[02:58:58] Office 365 and some of those collaboration tools, a position that would help support  
[02:59:03] that, but also more importantly, conduct training.  
[02:59:06] Because if we can't really use these tools, we're not really leveraging their  
[02:59:09] capabilities. So that's what that would focus on, additional resources for a new software  
[02:59:15] licenses. You know, as the port grows, we acquire new systems.  
[02:59:18] Part of the issue is that the model, the cost model for I.T.  
[02:59:23] systems is changing, whereas in the past, oftentimes the initial implementation, the  
[02:59:27] license would be capitalized.  
[02:59:29] We're moving now to our world where at world where it's hosted systems, software as a  
[02:59:32] service. Those now are fully expense.  
[02:59:35] And I.T. is the department that mostly houses most of these contracts.  
[02:59:39] And we are adding some new systems that will be absorbed into their budget.  
[02:59:43] And finally, P.S.  
[02:59:45] on laptop refresh, we shoot for a four year refresh cycle, is that correct?  
[02:59:51] And this was one that was actually cut back many years ago during after the recession as  
[02:59:55] a way to spend money.  
[02:59:57] So we're just finding we're not able to really keep up with the demand to keep that those  
[03:00:01] refresh cycles up to date.  
[03:00:03] So some more money to make sure we can we can do that.  
[03:00:07] Central procurement office.  
[03:00:08] This was really exclusively to support the growth primarily in the capital program, but  
[03:00:12] other need for contracting purchasing goods and services and also one of the positions

[03:00:18] will be focused on overseeing their lean program because they are doing a lot of work to  
[03:00:23] try to improve their processes so we can speed speed delivery and also support the  
[03:00:27] capital program execution office.  
[03:00:31] I just recall that we were looking trying to look at purchasing of environmental products  
[03:00:37] that were trying to do something more centralized that each of the divisions previously  
[03:00:42] were like buying their own paper and things like that with have we made any progress on  
[03:00:47] regarding? Those larger acquisitions that have like paper.  
[03:00:53] I don't think anyone's here to respond to that.  
[03:00:57] While some paper, especially like the pink paper.  
[03:01:00] We too have been managed services under one contract, basically so far managed by CBO.  
[03:01:06] We could take that action and get back to you on that.  
[03:01:07] Yeah, it's cost savings to.  
[03:01:09] Have you looked it up like that?  
[03:01:10] Yep. Yep. Office of Equity, Diversity, Inclusion.  
[03:01:14] You've heard that talked about earlier today.  
[03:01:16] We're standing up an entire new function here.  
[03:01:18] Look, I think this is in the audience if you have questions.  
[03:01:22] Three new to ease added to support that function.  
[03:01:25] One is a data research and analysis position, because measurement and data analysis is  
[03:01:30] going to be pretty critical to managing that program as we could get it up and running.  
[03:01:35] Communications is pretty important.  
[03:01:37] And then also a position that actually would be embedded in aviation to to start the  
[03:01:42] cultural transfer transformation and providing the tools and work product that they will  
[03:01:47] need to help pursue that transformation.  
[03:01:51] And then also additional resources to support their new strategic plan, including some  
[03:01:56] consulting support, more money for community outreach.  
[03:01:59] We're viewing this as a down payment.  
[03:02:00] This is a new function.  
[03:02:02] I think expectation is over time there will be some additional staff additions.  
[03:02:07] But Steve, and particularly one of the kind of start small, get the program up and  
[03:02:11] running and then add resources as we get the better definition as to where the needs are  
[03:02:15] and commissioners. I think this is a little bit cart before the horse because you haven't  
[03:02:19] presented our plan and we haven't seen the complete plan, which Buda is working on.  
[03:02:24] But we have the budget.  
[03:02:25] The budget waits for no one.  
[03:02:27] So we had to put elements in here to move forward.  
[03:02:30] So. And then engineering also Steve, references early really for new have to ease  
[03:02:35] exclusively supporting the capital program in a variety of areas.  
[03:02:41] And also more costs are being shifted from expense to expense from capital, particularly  
[03:02:48] the way they budget their their capital overhead.  
[03:02:50] They've made some refinements to that so that shifting some costs from capital to  
[03:02:54] expense, but no increase in cost in general.  
[03:02:58] Similarly, poor construction services to to have to ease ones for supporting project  
[03:03:02] delivery. A management position.  
[03:03:05] And they also lost an administrative position.  
[03:03:07] A number of years ago that they tried to do without.  
[03:03:09] But they're finding they really can't do that.  
[03:03:11] So they're adding back an administrative support position.  
[03:03:14] And they also are experiencing some additional shift of costs to expense from from  
[03:03:19] capital finance and budget aviation different be to new have to ease.  
[03:03:24] One, supporting the capital workflow processes as well as grant programs and another FTE  
[03:03:31] that is really designed to better leverage the data systems, both financial and  
[03:03:35] operational. They rely a lot on to do analytics and try to do better predictive modeling.  
[03:03:41] So that's that's seen as sort of best practice in finance organizations these days.  
[03:03:46] And then one new FTE in maritime finance and budget to support marine maintenance, where  
[03:03:52] we see some real opportunities using the maximum system to get better information, to  
[03:03:57] improve some processes there, to allow us to hopefully manage costs better within mate  
[03:04:02] marine maintenance. And then finally, environmental, four and a half new FTE, each of the  
[03:04:09] finance of each of the airport and maritime environmental groups have an FTE now devoted  
[03:04:14] to the sustainable project framework.  
[03:04:17] So implementation of that additional noise program coordinator in the aviation side and  
[03:04:22] then on maritime safety focused on worker recovery.  
[03:04:27] I think there's an intern in there somewhere.

[03:04:33] So on an entire program for the orca.  
[03:04:37] I think they do other things, but yeah.  
[03:04:39] We'll be a democracy reason. I know we're about to have our meeting next month, which I  
[03:04:45] thought we were going to sort of define our level, but that's a great place.  
[03:04:48] All. Yeah, I'm just wondering if I could just jump in for a second.  
[03:04:51] Like whereas the commission offices budget built in.  
[03:04:56] That's it's here. And then there's some there's some additions that are highlighted in  
[03:05:01] the appendix. I can I can.  
[03:05:03] It's actually I think that sustainable fuels consulting I believe was one of the items  
[03:05:08] that was out there was I think 25000 in the commission budget.  
[03:05:11] Another 25000 there in.  
[03:05:14] And external relations.  
[03:05:16] So fifty thousand dollars budgeted for sustainable, sustainable aviation fuels.  
[03:05:21] That was an add to the commission's budget.  
[03:05:24] Ok, we're going to talk about.  
[03:05:28] I'm just wondering where it was developed.  
[03:05:30] You know, with the. Believe your staff help.  
[03:05:33] All right. Right. That's good.  
[03:05:35] That's good. But it'll be nice.  
[03:05:36] We should have, like, I don't know, a discussion about.  
[03:05:39] I saw Mike married here. Mike.  
[03:05:44] Yeah. Well, you know, obviously, this is a.  
[03:05:48] A work in progress. Right. I don't believe that there are no more staff additions in the  
[03:05:52] commission knows this year, but some outside, outside services.  
[03:05:58] You mentioned interns. Can somebody talk to me about the intern budget?  
[03:06:02] Is that H.R. Kim?  
[03:06:05] Link, it's pretty consistent with what's been budget this year.  
[03:06:07] Do you have an additional information?  
[03:06:13] I'm really thinking, yes.  
[03:06:16] I think the overall numbers are consistent.  
[03:06:22] I can I'm Kim Deborah Knight from Human Resources, the director of talent acquisition  
[03:06:27] vinter program comes under my function, so I don't believe we've asked for any new FTD to  
[03:06:35] support the internship program.  
[03:06:37] We did hire about 150 interns total last year throughout the port.  
[03:06:42] That includes the high school interns, the college and the graduate level interns.  
[03:06:47] So we did meet our budget target and we planned to achieve that goal again next year as  
[03:06:53] well. The question for Steve is are you planning the same number for NEC for 2020 of  
[03:06:58] insurance? Yes. Okay.  
[03:07:04] You know, we'll talk. It has been but it has been growing significantly over a short  
[03:07:09] period of time. Actually, our goal last year was actually one hundred and twenty interns  
[03:07:15] and we've hired about one hundred and fifty this year.  
[03:07:18] So great. Amber Ann Wilson has done an excellent job of enhancing the program, creating  
[03:07:23] some efficiencies, spreading to interns throughout the year.  
[03:07:26] So this year, we are looking at about, I think about 24 interns in aviation maintenance  
[03:07:33] in the fall, in the fall in our aviation means program, as well as our maritime program  
[03:07:39] and some more of the year round opportunities.  
[03:07:42] Yes. And then also we're concentrating on the experience, right.  
[03:07:45] Just not enriching in written rich explorer enriching.  
[03:07:49] Yeah. I would never like to talk a bit about some you know, we focus on some tribal  
[03:07:53] outreach as well. Absolutely.  
[03:07:55] I believe that there is a career fair happening in October that we're reaching that we're  
[03:08:01] we're going out to. We've also worked with the Dome, Mish Valley Youth.  
[03:08:05] We actually we have an intern that was here in the high school and we're asking that  
[03:08:09] intern to be an ambassador for us.  
[03:08:12] So we are trying to do more outreach with the tribes.  
[03:08:15] Definitely. Thank you.  
[03:08:20] So that's a could transition to the.  
[03:08:22] Not only the entire but of our empty.  
[03:08:25] So here's a summary.  
[03:08:27] We start with the 2019 budget up of nine hundred forty point three FTE.  
[03:08:33] And so we have a few changes during this year.  
[03:08:35] As I mentioned earlier, we start over.  
[03:08:38] Libby over 20 year pitfall, again, you can see all the detail in the appendix and then we

[03:08:45] eliminate a couple of the at T year due to the capital development, the order earlier  
[03:08:50] this year and then the 84 transfer, including 62 for the aviation PMG and 20 for the C  
[03:09:00] pop EMG and two for my engineering department to the aviation maintenance.  
[03:09:05] Those of flight although total 84 transfer over from Central Services.  
[03:09:13] And then we also, you know, don't only to go into detail limited a couple of position  
[03:09:18] that you one is a limit situation and then one budget transfers for the from the marine  
[03:09:28] maritime momento to the stomach to utility and then the proposed 30 find you empty.  
[03:09:36] So that gives us a net of 30 to 50, including the one transfer.  
[03:09:43] So it has to be different from the 33 that you cited earlier that did not include the one  
[03:09:48] empty transfer. So overall, overall, we're proposing nine hundred and six point five,  
[03:09:54] five FTE for 2020.  
[03:09:59] And so here's the tent.  
[03:10:01] A lock it will you a tent for the past 10 year.  
[03:10:05] They teach when compared to their overall total operating.  
[03:10:09] Happy news. As you can see, I should probably mention that the pool line is the empty and  
[03:10:17] then the green bar.  
[03:10:19] It's for the poor PopTech operating revenues.  
[03:10:22] And so you can see the the both of the revenues, you know, is more than going much faster  
[03:10:30] than the empty. We look at the past tenure when the empty annual compounded growth way is  
[03:10:38] 2.5 percent compared to the revenue growth of five point six percent.  
[03:10:45] So, you know, the the the revenue is more than double the vehicle for this 10 year  
[03:10:51] period. I'm not saying I was going to say didn't go ahead.  
[03:10:55] I was just going to add a while of the tenure.  
[03:10:57] Growth rate has been two and a half percent.  
[03:10:59] As you can see more recently, that that is accelerating somewhat.  
[03:11:02] And really, I think that does reflect the growth in the organization.  
[03:11:05] But it's something. It's a trend we want to monitor.  
[03:11:08] And I think it's interesting to see that.  
[03:11:10] I mean, based on this, I mean, I wouldn't.  
[03:11:12] It's just interesting. It's one measurement to see, because I think as I look at this and  
[03:11:17] I look at those different investments, it depends where you're putting those after years.  
[03:11:20] And are you are you adding to your revenues or adding to the efficiency effectiveness of  
[03:11:24] your organization? So we're moving to the capital budget.  
[03:11:29] We'll invite Crystal Sadler up here to walk you through the corporate or the central  
[03:11:34] services capital, which is primarily ICC projects, but also some small projects and fleet  
[03:11:39] acquisitions. Good afternoon, commissioners.  
[03:11:42] Krista Sadler, Information and Communication Technologies.  
[03:11:45] So on this first one, these are.  
[03:11:47] This is just the overall one.  
[03:11:49] And actually, I managed to skip to the next slide, which really gets into more detail  
[03:11:53] here. So these are mission authorized corporate or Central Services, CIPA that we're  
[03:11:59] working on right now and won't finish before the end of the year.  
[03:12:02] I'm just going to highlight a couple of that.  
[03:12:04] We're going to finish in the first half of 2020.  
[03:12:07] The radio system is going well.  
[03:12:09] Radios are deployed and they're installed in vehicles.  
[03:12:12] And we're completing the requirements for the core system upgrade.  
[03:12:16] The other one I was going to highlight was the budget forecasting system.  
[03:12:19] We have selected that system and procured it and plan to have that implemented  
[03:12:24] implemented for the 2021 budget cycle.  
[03:12:30] So this is a fairly long list.  
[03:12:32] Some of these we will have authorized before the end of the year, in fact today you just  
[03:12:37] authorized server virtualization upgrade in a couple more of them will come before the  
[03:12:42] end of the year. But I'll just talk about a couple of the larger ones.  
[03:12:47] The post office Wi-Fi upgrade.  
[03:12:50] We're going to evaluate all of the poor office locations and upgrade a lot of equipment.  
[03:12:56] There is some of this equipment is 15 years old.  
[03:12:59] We're looking for new features, improved security and performance.  
[03:13:03] I mean, that's the big one as well as just set us up for the new technology that's that's  
[03:13:07] coming. And the other one I wanted to talk about is the phone system upgrade.  
[03:13:13] Also aging.  
[03:13:14] We installed that over 10 years ago.  
[03:13:17] We can't get a lot of parts anymore.

[03:13:20] So with that, we're looking for new features and improved security as well.  
[03:13:26] The third one I want to talk about on this list is the community communication display.  
[03:13:30] Not as much money, but as this came from interest that we got from you and from  
[03:13:35] executives for digital signage in different public locations.  
[03:13:41] And so and I think you've mentioned Pier 66 or 291 or Fisherman's Terminal.  
[03:13:47] So this is just a budget amount that we can work with external relations on to say  
[03:13:51] where's the best place to put some of that digital signage in and then those  
[03:13:57] communication tools. The last slide that I'm going to talk with.  
[03:14:03] Unlike the other slides that were all information technology, these are not all of them,  
[03:14:08] but I can talk to a couple of them.  
[03:14:11] So the very first one, technology infrastructure.  
[03:14:13] That's where we really fund a lot of critical infrastructure and security improvements  
[03:14:19] such as PCI and see just segmentation.  
[03:14:23] We do infrastructure upgrades and the data storage capacity, all that really exciting  
[03:14:28] stuff. And then on the business application side, this is really driven by port  
[03:14:33] operations from all of the different divisions.  
[03:14:37] It includes things like HCM and financials, license licenses, public safety upgrades, and  
[03:14:43] then continuous improvement to some key systems such as the public Web site and  
[03:14:48] contractor data systems.  
[03:14:49] So that's what we use those those funds for.  
[03:14:53] Could you talk a little bit about both the corporate and this TDD fleet replacement?  
[03:14:59] Yeah, these essentially are you know, we have vehicle pools both at the airport and  
[03:15:04] they're 69 and so over time those vehicles reached their end of their useful life and  
[03:15:10] they really do track the maintenance needs and they make determination.  
[03:15:13] We have a fleet management oversight committee that helps make assessments about when  
[03:15:18] various vehicles need to be replaced as opposed to continued to maintain them.  
[03:15:24] The police also has survived quite a few vehicles.  
[03:15:26] So this is just a forecasted estimate of when we're going to need to replace various  
[03:15:32] vehicles as part of the port's fleet in the port, the corporate fleet in particular.  
[03:15:36] Right. But we've got I mean, there the big budget items, CDE as well.  
[03:15:41] That's right. Which is part of corporate.  
[03:15:43] And we're also going to be looking at they're going to be introducing some new software  
[03:15:47] tool that we say. So they're part of corp.  
[03:15:48] I mean, they're two different items.  
[03:15:50] Corporate fleet replacement and CBD fleet replacement.  
[03:15:53] My reading them. Yeah. CBB would be basically engineering groups.  
[03:15:57] And I mean, they're all really part of corporate corporate.  
[03:15:59] But there's that. There's the pier sixty nine motor pool, which is primarily reflected in  
[03:16:03] the in the corporate fleet replacement and then the engineering pool as the CBD fleet  
[03:16:09] replacement. Mr is it.  
[03:16:11] So do we have a goal for MPG hybrid fleet electric here.  
[03:16:17] Is there. And there's actually a whole new sustainable fleet management program being  
[03:16:21] developed, which we've been briefed on.  
[03:16:24] And I am assuming at some point that will come forward to the commission because they  
[03:16:28] really are looking at meeting the greenhouse gas goals of the commission has met before  
[03:16:33] this acquisition. I mean, we should know what we're buying.  
[03:16:36] Absolutely. And then that is part of it.  
[03:16:39] And moving to different technologies.  
[03:16:41] But I think that's informing these purchases.  
[03:16:43] I think that your concern is, are we informed by that?  
[03:16:46] And I think I think we are whether we can talk to the fleet manager and get a report on  
[03:16:50] that. But yeah, I mean, I just don't know that we have to put port policy and we have the  
[03:16:55] cabs. Right.  
[03:16:57] Forty five mpg.  
[03:16:58] Right. I don't know whether we have a specific goal to meet and somebody to track.  
[03:17:04] And I don't know. We only went from environmental zero to wants to because they've been  
[03:17:07] really lead spearheading this effort.  
[03:17:09] And yeah, we are. Mary, our great and broad area with with our new fleet manager that we  
[03:17:14] took on. Last year.  
[03:17:17] Good afternoon, ELIZABETH LEVITT, SENIOR DIRECTOR, ENGINEERING, ENVIRONMENT,  
[03:17:20] SUSTAINABILITY so we do have a Green Fleet plan that we will bringing to you soon.  
[03:17:24] Our general goal is to really pair the right vehicle with the right duty that is expected  
[03:17:30] to perform and do so in the greenest way possible.

[03:17:33] So we look forward to sharing it with you.  
[03:17:36] And we've really had some really great collaboration with fleet managers this year that  
[03:17:41] is really up our game considerably.  
[03:17:43] And I think you'll be happy with what you see.  
[03:17:45] But more on that later.  
[03:17:52] There's just no, no. We'll use the we'll use the.  
[03:17:55] The plan to implement the numbers.  
[03:17:57] Correct. And this still may be a work in progress.  
[03:18:00] I believe this may continue to be refined because that work is still ongoing.  
[03:18:04] And they're also looking at rationalization so that we're looking at actual vehicle  
[03:18:08] utilization and we're looking at whether we can actually do with fewer vehicles in the  
[03:18:14] fleet overall, which would be a great thing, is to save some money that way.  
[03:18:19] I did want to call your attention to the very bottom line CHP reserves, you may recall it  
[03:18:23] back in November.  
[03:18:25] Commission passed a motion directing staff to develop some new updates on financial  
[03:18:30] policies and particularly create a policy related to reserves and contingencies.  
[03:18:35] You received a memo a number of weeks ago on some recommendations around that will be  
[03:18:40] before you presenting that in public session on October 8th.  
[03:18:45] The particular numbers that were put in here actually pre-date we.  
[03:18:50] These were early before we had to put this.  
[03:18:53] We had to publish this for conversion purposes.  
[03:18:55] These numbers may get modified based on a review of that policy.  
[03:18:59] That hasn't really been done yet.  
[03:19:00] For this particular corporate CHP.  
[03:19:03] But if we make changes, we will call them to your attention.  
[03:19:07] But just because we'll be time with this, I think it's on the 8th.  
[03:19:10] Yes, I know the answer is scheduled.  
[03:19:12] And so I just encourage my colleagues to take a good look at that memo, because it's the  
[03:19:17] question that we had last year, do we have a reserve upon a reserve in addition of  
[03:19:21] exactly, you know, reserves within the budget and contingencies?  
[03:19:25] And it's really important.  
[03:19:27] And we were using the terminology wasn't the same.  
[03:19:29] That tweet was different. Exactly.  
[03:19:31] So now we standardize those between.  
[03:19:33] So not only will you'll see the briefing on the 8th, also you'll you'll see it when  
[03:19:36] you're reviewing the capital plans.  
[03:19:37] You'll see it in that. You'll see how we're implementing it.  
[03:19:40] And our thought processes around it.  
[03:19:41] We'll share that with you, as I'm sure the memo went out.  
[03:19:44] Well, it's a month two or three weeks ago.  
[03:19:46] Yeah. Yeah. So if we can stop this recent, it just it's at the top of their services  
[03:19:52] email list. Thank you.  
[03:19:55] Again, just a summary. I think you've heard this special leave.  
[03:19:57] This is the priority of supporting the ports priorities, environmental and community,  
[03:20:01] stakeholder needs and innovation within the organization.  
[03:20:05] So. If he had any other questions would be happening.  
[03:20:09] Well, I'd like to see on that summary list the intentional effort to do toward.  
[03:20:19] Budget, how shall I say?  
[03:20:22] I'm thinking lean, but actually just being prudent about, you know, the what's the right  
[03:20:28] term for that? Budget.  
[03:20:31] Budget discipline or realize.  
[03:20:33] I'm thinking like that. Other thing that is something.  
[03:20:37] I see it reflected in various areas here and I think it's something that to tout and  
[03:20:43] share as part of.  
[03:20:44] You know what we take seriously the poor.  
[03:20:47] So and I think mine is like a guidance early in the year to that was that they were  
[03:20:52] entrusted. You know, my my message to everyone is we are entrusted, you know, with with  
[03:20:58] very precious public funds to execute in the most effective way we can.  
[03:21:02] So we have to do our budgeting the best that we can to be the most effective delivery of  
[03:21:08] the most efficiently and effectively the delivery of those services and our capital  
[03:21:12] programs. Thank you.  
[03:21:17] Well, I just remind everybody, we're doing adopting the 2020 budget.  
[03:21:22] About a week and a half early this year.

[03:21:25] And so that means that normally we would do it the Tuesday before Thanksgiving, but we're  
[03:21:29] going to do it two weeks before so everybody doesn't have to work up until the Tuesday  
[03:21:33] before Thanksgiving.  
[03:21:35] You're welcome. But that means that we're going to all have to take a good look at the  
[03:21:38] budget a little earlier than we normally do.  
[03:21:42] Right. There's a lot coming and we know.  
[03:21:44] But that's good if I look back.  
[03:21:46] I was just reviewing our our capital investment or a big review last year took place on  
[03:21:51] November 7th. So we are starting a lot, lot earlier on the whole process.  
[03:21:57] And just a reminder, again, you'll be getting the preliminary budget document on October  
[03:22:01] 22nd. Three weeks ahead of first reading, as is our policy or practice.  
[03:22:06] It's great. Thank you.  
[03:22:08] Just to reiterate that, I just spoke with Commissioner Bowman that the commission office  
[03:22:12] budget is a draft document.  
[03:22:16] Everything's a draft, right?  
[03:22:18] But I mean, it just hasn't been circulated yet.  
[03:22:22] OK, thank you. Thank you.  
[03:22:26] I just want to ask, do we want to take a quick five minute break?  
[03:22:28] We have three more. I'm sure we're in.  
[03:22:30] Take a five minute break.  
[03:22:32] Thank you. Good afternoon, this commission president, Stephanie Bowman, reconvening the  
[03:22:41] regular meeting of September 24th to order the time is three thirty eight.  
[03:22:48] We're moving on to.  
[03:22:49] I think we've got a couple of briefing.  
[03:22:51] So neither item nine B.  
[03:22:54] Item nine P is the twenty nineteen Port of Seattle.  
[03:22:57] Affirmative Action Commissioners staff will present the results of tracking our  
[03:23:03] employment demographic demographics against the bill below the qualified women and  
[03:23:08] minorities in our region.  
[03:23:10] And this is just one measures we look at equity issues is just one measure that we do on  
[03:23:17] our assessment of that in the present disaster.  
[03:23:19] Cynthia Alvarez and Sanders male.  
[03:23:22] Good afternoon. Executive Director Metric.  
[03:23:27] Commissioners, my name is Cynthia Alvarez.  
[03:23:34] OK, no worries.  
[03:23:36] My name is Cynthia Alvarez, senior manager of Employee Relations.  
[03:23:41] I'm here today with Sanders Mayo, senior employee relations consultant.  
[03:23:45] And we're here today to brief you on the 20 19 affirmative action plan.  
[03:23:51] As a federal contractor, the port creates an annual affirmative action plan.  
[03:23:56] We do so to ensure that the number of women and minorities in each of our EEO job groups  
[03:24:01] is consistent with the availability of qualified women and minorities within the mine or  
[03:24:08] excuse me, within the areas from which we typically recruit and hire.  
[03:24:12] And that includes King Peers and Homage Kids App and Thurston counties.  
[03:24:16] I forgot to move forward with.  
[03:24:19] Our affirmative action plan also highlights our commitment to recruit, hire and retain a  
[03:24:25] diverse workforce.  
[03:24:27] We see this in the work of talent acquisition, the outreach that they do to increase the  
[03:24:34] diversity of our applicant pools.  
[03:24:36] We also see this commitment in our talent development programs such as the internal  
[03:24:43] internship program, Mentoring Everyone, Everyone, Mentors or meme program.  
[03:24:49] Tuition reimbursement program.  
[03:24:51] And we also see it in front line leadership, linked leadership.  
[03:24:54] Our Vets Fellowship program and our employee resource groups.  
[03:25:01] It's like our six previous plans are 20 19 affirmative action plan has no  
[03:25:07] underrepresentation of women or minorities in any of our 15 EEO job groups.  
[03:25:14] Think that down just a little bit by what you mean by that.  
[03:25:18] No underrepresentation.  
[03:25:21] Well, to determine that and we are going to handle this blame availability and  
[03:25:25] utilization in a moment.  
[03:25:26] But the the test, the statistical test that we use is the exact binomial test to  
[03:25:33] determine the statistical significance if there is a statistical significance between the  
[03:25:39] actual number or utilization.  
[03:25:42] The numbers of women and minorities in our job groups against availability.

[03:25:46] And I'll explain availability in a moment.  
[03:25:50] OK, so.  
[03:25:53] So we have no under representations.  
[03:25:56] And as a result, we did not have to set any placement goals as part of our plan or 2019  
[03:26:02] affirmative action plan.  
[03:26:04] Another key result this year is that my colleagues and I in H.R.  
[03:26:09] completed a NATO compensation analysis looking at our 2018 pay data.  
[03:26:15] Our analysis found no disparities, no salary disparities due to race or gender.  
[03:26:22] Our analysis did inform a decision by our H.R.  
[03:26:26] senior director, Katie Gerard and Tammy Woodard.  
[03:26:29] Our Total Rewards director to engage a consultant in 2020 to begin to begin a  
[03:26:36] comprehensive review of our compensation program.  
[03:26:41] So going back to availability and trying to figure out what is it that we look at when we  
[03:26:47] actually determine whether or not we have an underrepresentation of women or minorities  
[03:26:51] in any of our job groups, we first look at we first review availability and utilization  
[03:26:59] because that's the lens we look through.  
[03:27:01] We look at our data availability is an estimate of the number of qualified women and  
[03:27:07] minorities we'd expect to see in any job group.  
[03:27:12] It's expressed as a percentage of the number of qualified women and minorities within our  
[03:27:17] recruitment area from which we typically recruit and hire.  
[03:27:20] And again, that's King Pierce Snohomish Kids App and Thurston Counties.  
[03:27:24] We also look at the number of promotable, trainable, transferable women and minorities  
[03:27:30] within our port workforce.  
[03:27:33] So once we identify availability, we use that as the benchmark, which we then compare  
[03:27:40] utilization. The actual number of women and minorities in the EEO job rate.  
[03:27:48] All right, so so your qualifying it, buy this as this estimate of what is actually out  
[03:27:54] there. So if you just look at the demographic of the poor, even though it could be biased  
[03:28:01] if it says it's controlled for by what is potentially out there.  
[03:28:05] Yes. Right. And then we do a disparity study in a semi regular basis that I thought.  
[03:28:13] Showed some level of not this level of equity that you're representing, but yes, what  
[03:28:19] we're using are the federal guidelines from the Department of Labor, specifically of CCP,  
[03:28:27] the Office of Federal Contracting Compliance Programs.  
[03:28:30] We use the most recent census data in this case 2010, and we calculate again that  
[03:28:39] availability externally in our recruitment areas and we add our internal availability or  
[03:28:47] utilization. What what do we look like already in terms of women and minorities within  
[03:28:52] each of our EEO jobs?  
[03:28:54] But just a quick point.  
[03:28:56] I think to measure Bowman's point the correct me if I'm wrong, but the disparity study  
[03:29:01] looks at contracting only.  
[03:29:04] That's only with contract, right.  
[03:29:05] And this is our employees.  
[03:29:07] Correct. OK. There is this effort.  
[03:29:08] Thank you for that clarification.  
[03:29:10] All right. So.  
[03:29:14] We look so within utilization analysis go that way.  
[03:29:18] Yes, that's it. With with the utilization analysis tells us whether or not the number of  
[03:29:25] women and minorities in our job groups are within a range of what we would reasonably  
[03:29:30] expect to see a given that benchmark again, availability.  
[03:29:35] And that, again, is what we look at, what we use is the exact binomial test to determine  
[03:29:43] if there's a statistical significance if there is.  
[03:29:46] Then we would set a placement goal that does not.  
[03:29:50] A placement goal is compliance.  
[03:29:52] Do we meet the standards identified by the Department of Labor?  
[03:29:57] And yes, we do. Those would be different than what our diversity or equity goals might  
[03:30:02] be. Let's see.  
[03:30:05] So, again, our utilization analysis shows we have no underrepresentation.  
[03:30:09] And again, we do not have.  
[03:30:11] We did not have to set any placement goals in this plan.  
[03:30:14] Just a quick question there about that.  
[03:30:17] That analysis doesn't include the senior management positions.  
[03:30:21] Yes. So as a category or is it by division?  
[03:30:26] Do you look at the number of placements in senior management positions?  
[03:30:31] Yes, we do. And we'll see here in this table.



[03:30:33] We have all of our EEO job groups spread out.  
[03:30:37] So we're able to see availability and utilization across all of our 15 EEO job groups.  
[03:30:44] The officials, administrators job group is our top level of leadership here at the park.  
[03:30:50] And it's broken up into three specific job groups.  
[03:30:54] Good thing you don't include commissioners.  
[03:30:56] You're not included. So this table here again shows availability and utilization.  
[03:31:05] We've highlighted in blue those EEO job groups where we have successfully increased the  
[03:31:11] number of women and minorities since our 2018 affirmative action plan.  
[03:31:17] Highlighted red are EEO job routes, where we see the gap between availability and the  
[03:31:22] actual number of women or minorities is five or more.  
[03:31:29] These are jobs where we want to increase the targeted, focused recruitment of women and  
[03:31:35] minorities with the goal to decrease or even eliminate that gap.  
[03:31:42] You may note that four of the seven EEO job moves highlighted show an increase in women  
[03:31:48] and minorities in blue.  
[03:31:49] Yet the difference between availability and utilization is red.  
[03:31:55] This reflects both the success in hiring more women and minorities and the necessity for  
[03:32:02] us to remain diligent in our efforts to decrease and, yes, eliminate those gaps between  
[03:32:08] utilization and analysis and availability.  
[03:32:15] So those is a pretty good story in the Times about the increasing diversity of South King  
[03:32:22] County and and you were using a 2010 census data.  
[03:32:28] So one would suggest that this would be a.  
[03:32:31] A minimum estimate, right, or an underestimate, if anything.  
[03:32:34] Yeah, or how we're complying.  
[03:32:36] Yes, it is. We are looking forward to the new census and to have fresh data to conduct  
[03:32:43] these analysis. Right, right.  
[03:32:45] So, I mean, if anything, we should be aiming high, right?  
[03:32:47] Correct. So looking at our 20 19 results against 2018, we see we've increased the number  
[03:32:56] of women and minorities in several of our EEO job groups.  
[03:33:00] These successes are especially noteworthy because the officials, administrators protected  
[03:33:06] services and service maintenance, EEO job groups are ones we traditionally and  
[03:33:11] consistently seek to improve the representation of women and minorities.  
[03:33:16] Now I'll turn it over to Sanders to review our workforce demographics against neighboring  
[03:33:21] parts. So last year during.  
[03:33:26] Last year during this presentation, the commission requested comparables, wanted to see  
[03:33:30] how the Port of Seattle compared to other ports in the northwest region.  
[03:33:35] Unfortunately, we weren't able to find any ports that were the same size as us.  
[03:33:40] As you can see, that the largest port in terms of size is the port of Portland with 740  
[03:33:45] employees. But when we compare those demographics across the board, we'll see that when  
[03:33:51] it comes to gender, we are comparable to how the other agencies, other ports are  
[03:33:56] performing when it comes to gender.  
[03:34:01] We'll go to the next one. But then when we look at to how diverse the ports are, when  
[03:34:06] compared to ethnicity, we see that again in this situation.  
[03:34:10] While they're not as large, but the Port of Seattle is much more diverse.  
[03:34:14] When comparing ethnicity.  
[03:34:16] Now, again, this only takes him in, can indicate consideration the demographics, not  
[03:34:21] availability or any other factors.  
[03:34:23] This is just comparing the workforces.  
[03:34:26] You know, give it back to Sylvia.  
[03:34:28] OK. Isn't the Port of Vancouver closer to our size than Port of Portland?  
[03:34:34] It's being watched.  
[03:34:36] Oh, it's a whitewash.  
[03:34:37] Vancouver, Wash. Never mind.  
[03:34:40] Yeah. We stayed within the within the country.  
[03:34:44] All right. So looking forward, we remain committed to the critical work by our colleagues  
[03:34:50] in talent acquisition to engage in targeted recruitment of qualified women and minorities  
[03:34:54] to join the Port of Seattle.  
[03:34:57] We also recognize the importance of talent development for all port employees in order to  
[03:35:03] help prepare them for the next step in their career at the Port of Seattle.  
[03:35:07] As we engage in the work of employee relations across the organization, Sanders and I  
[03:35:12] remain committed to the consistent and fair application of all H.R.  
[03:35:15] policies and functions for all poor employees.  
[03:35:20] And finally, we look forward to collaborating and partnering with book that Geithner and  
[03:35:25] equity, diversity and inclusion to make equity and diversity an essential and consistent

[03:35:31] part of our operations and our workplace culture, culture.  
[03:35:35] Thank you. Jeff Steinberg, I just I just think this is very commendable work and I  
[03:35:42] especially appreciate the transparency that you've shown here with regard to these  
[03:35:48] important areas of our workforce and the manner in which we are able to track progress  
[03:35:58] and representation.  
[03:35:59] And in each of these areas.  
[03:36:01] So if what they say is that what gets measured matters.  
[03:36:05] So I think you've done very well in this effort in terms of identifying where we have  
[03:36:13] work to do and where we're making progress.  
[03:36:15] That's really good. I think it's commendable.  
[03:36:19] Thank you. And I just echo that that I hope that I know that.  
[03:36:22] Kim, you mentioned hopefully this will be part of our budget item.  
[03:36:27] It may not budget item work plan for 2020 is really a big focus on a more diverse  
[03:36:33] workforce and recruiting that.  
[03:36:34] So we're looking forward to that.  
[03:36:36] And I mean, it's good to know that we don't have that we're doing okay, but we can  
[03:36:41] certainly do better when we're compared to King County and the city of Seattle.  
[03:36:44] But that said, our workforce is much different than theirs.  
[03:36:48] They don't do this sort of worked at the ports do so.  
[03:36:51] Commissioner Kelly, to that point, I don't know why we wouldn't look at other states.  
[03:36:59] You know that this is looking at the demographic of L.A.,  
[03:37:03] Long Beach or, you know, New York, New Jersey.  
[03:37:06] And then doing that analysis within that context is its port like work.  
[03:37:12] That's our challenge in terms of getting folks the diversity of folks interested in this  
[03:37:17] type of work. That's our that's our bar.  
[03:37:19] That's why we probably lagged behind King County and Seattle.  
[03:37:23] And the other piece, though, is looking at what's available quality, infill availability  
[03:37:28] of minorities and women in different geographical regions and then factoring that in in  
[03:37:35] the analysis. Right.  
[03:37:37] Controlling for that.  
[03:37:38] Correct. But don't you think that other big port cities.  
[03:37:45] We should be able to potentially do that with those data not of available.  
[03:37:49] I think it was that idea to review that data.  
[03:37:51] Absolutely. I think maybe the bigger question is maybe this is something for a P.A.  
[03:37:56] and a C.I.  
[03:37:57] that we could take forward. And if we could show we're really we have these gaps, gender  
[03:38:02] and ethnicity in different areas.  
[03:38:04] And how can we writ large as a port community focus on recruiting more women and  
[03:38:10] minorities to the industry?  
[03:38:12] So I think it's probably more to national level, but I'm going to be going to the AARP  
[03:38:16] National Convention next gen a couple of weeks in.  
[03:38:19] Happy to help bring this up.  
[03:38:20] I think that would be great. Right.  
[03:38:22] You want to increase the availability?  
[03:38:23] Yeah. And that stuff. So we have to do it for both sides.  
[03:38:26] Recruit harder, but then increasing the availability from that side.  
[03:38:30] All right. And what we've been finding is like the visibility.  
[03:38:34] Right. The fact that these opportunities exist.  
[03:38:37] And that might be a big part of our way to improve that.  
[03:38:41] Yes, absolutely. And that's why we are very much linked and committed to the outreach  
[03:38:47] efforts that with our talent acquisition team to focus the again, that focused outreach  
[03:38:55] to seek out those those communities, women and people of color, to be to come to the  
[03:39:00] party at. Of the questions I have is when we have attrition of employees who are in one  
[03:39:09] of these classes, are we making an extra effort to ensure that we get statements from an  
[03:39:16] exit interview? That kind of data point, I think would be helpful to understand it is.  
[03:39:22] Is there anything about the culture we've created about, you know, things that we can  
[03:39:25] change that would have changed?  
[03:39:28] Change their mind would have been more likely we would retain them.  
[03:39:33] Yes, we have.  
[03:39:36] We have, of course, an off boarding process that we follow that does include exit  
[03:39:40] interviews for those employees that request them.  
[03:39:43] We do. And if it happens that we do have those things happen, we do gain valuable  
[03:39:50] information to use to try to address any issues that they're leaving or to address issues

[03:39:58] in the moment so that they don't leave.  
[03:40:00] Well, absolutely.  
[03:40:02] And is that type of analysis included in any of these considerations or no severance?  
[03:40:08] That's a separate thing.  
[03:40:09] But it's not part of the affirmative action plan.  
[03:40:12] It's definitely part of it in the sense that we.  
[03:40:14] In order to retain women and people of color, I mean, because we can hire.  
[03:40:18] But if we do not create that workplace culture that allows that sense of community safety  
[03:40:26] purpose, where we're going to have people coming in and then leaving.  
[03:40:32] So it is it is in that sense part of the plan that we want to make sure that we create  
[03:40:37] that workplace culture that's welcoming, inviting and that is committed to equity,  
[03:40:43] diversity and inclusion. So, yeah, I just I would just advocate Katie Girard, senior  
[03:40:48] director of Human Resources, since I've joined the point part 10 months ago.  
[03:40:52] I've certainly had people reach out to me who aren't leaving and have specific feedback  
[03:40:56] about our organization.  
[03:40:59] And so I've definitely taken that information into account.  
[03:41:01] In addition to that, we're always looking at our engagement survey results and our what  
[03:41:06] we can do to make this a more welcoming part.  
[03:41:09] And so we're constantly looking at ways to do that.  
[03:41:11] And we've got different strategies in place to make sure that we are providing the  
[03:41:15] services and the programs that will hopefully retain all of our employees.  
[03:41:20] And I think just to kind of editorialize a little.  
[03:41:23] One of the things that I think we need to understand is that if a if a workforce has been  
[03:41:29] predominantly white and male for a long, long time, then the default culture in a place  
[03:41:33] will be the thing that is most comfortable to white males.  
[03:41:36] And so therefore, if we are going to make a workplace that is comfortable and safe and  
[03:41:43] inviting and that increases retention for people of color, white males need to understand  
[03:41:49] that that default is no longer going to be the thing that's most comfortable for them.  
[03:41:53] But that's in a hundred percent comfortable for everybody around them.  
[03:41:56] And so there is a little bit of a push poll there.  
[03:41:59] And a part of it is preparing the current workforce for changes that they may at first  
[03:42:06] not be comfortable with. And so I hope we're thinking about that as well.  
[03:42:09] We are actively engaged in that.  
[03:42:11] I think book Dad and I are working really hard with the leadership team to make sure that  
[03:42:15] we're doing that effectively and having all sorts of really tough conversations and to  
[03:42:19] make sure that we are advancing in a really productive way to support exactly what you're  
[03:42:25] suggesting there. And just an anecdote.  
[03:42:28] I was there was an article that I think I may have shared with you, Katie, at one point,  
[03:42:32] but that the study had come out about the the temperature that is results in the greatest  
[03:42:39] productivity for staff.  
[03:42:40] And the default had been something like 68 degrees, which happens to be scientifically  
[03:42:44] the temperature at which men are most productive.  
[03:42:48] But for women, it's in the upper 70s.  
[03:42:51] And for the overall, if you have a perfectly balanced workplace, it's in the mid 70s.  
[03:42:57] And so there is a obviously a historical predominance because men tend to be more  
[03:43:03] productive when it's cooler to just set it at that cooler setting.  
[03:43:06] And what men need to understand is they need to come in shirtsleeves instead of coats.  
[03:43:11] You know, we also have the great benefit of our employee resource groups and our DNA  
[03:43:15] council, which really helps inform leadership in terms of some of the issues that are  
[03:43:20] present in our workplace.  
[03:43:21] And so we have great vehicles to be able to have these conversations and and make  
[03:43:26] positive change. So we're in a good position.  
[03:43:28] Thank you, Katie. When did you have another question?  
[03:43:33] OK. One more we have two more briefings.  
[03:43:36] I think it does shows that we know for our greenhouse gas goals we should just stay with  
[03:43:40] the male biased ratio because we like colder weather, right?  
[03:43:44] No, no, no, no, no.  
[03:43:46] In the summer. No, I blew my own show.  
[03:43:52] OK, thank you very much.  
[03:43:54] Bay, appreciate all your work.  
[03:43:57] No. Item nine C is the Sustainable Project Framework Briefing and Recommendations.  
[03:44:05] Commissioners, this briefing will provide you with findings and recommendations for  
[03:44:08] advancing the port's environmental sustainability goals and objectives through projects

[03:44:13] in both maritime and aviation divisions.  
[03:44:16] Presenters are, I see, Aaron Pritchard and Leslie Stanton in Paul Meyer.  
[03:44:24] Good afternoon, commissioners.  
[03:44:25] I'll just give a quick background about how we came here today.  
[03:44:30] The policy out of commission in January 2016 unanimously chartered the Energy and  
[03:44:35] Sustainability Committee, which was chartered to propose policy directives to guide the  
[03:44:41] Puerto SALES greenhouse gas emissions reduction effort and to focus on energy efficiency  
[03:44:46] and energy and alternative energy generation.  
[03:44:49] One of the first policies proposed by the committee was to create more aggressive, short,  
[03:44:54] medium and long term GHG reduction goals for the port.  
[03:44:57] And we aligned our baseline with our other regional governments and the commission  
[03:45:01] adopted these goals in April of 2017 to help meet these goals.  
[03:45:06] New GHG reduction goals.  
[03:45:07] The committee on December 19th, 2017 directed staff to develop a sustainability  
[03:45:12] framework. The commission approved that and the sting and we came out with the Stability  
[03:45:18] Project Framework, which is intended to advance energy and sustainability in issues at  
[03:45:21] the port and to reduce greenhouse gas emissions.  
[03:45:24] The price of the Sustainability Project Framework is also intended to increase  
[03:45:28] transparency for the public and for port leadership regarding regarding GHG energy  
[03:45:33] related decisions on port projects.  
[03:45:36] We reviewed a draft policy of the draft of the policy this morning with the CNS committee  
[03:45:41] and we'll be seeking comments and inputs from other commissioners and port wide over the  
[03:45:46] next month. Most of the elements in the policy you will see are included in the  
[03:45:51] presentation today from Leslie and Paul.  
[03:45:54] An introduction of the policy is scheduled for November 12th, with adoption scheduled on  
[03:45:59] December 10th, giving us time to get plenty of input.  
[03:46:09] John? There we go.  
[03:46:12] Leslie Stanton, sustainability manager for SeaTac Airport, and Paul Meyer, senior  
[03:46:18] manager, Environment Maritime Environmental.  
[03:46:21] So good afternoon.  
[03:46:23] President Bowman, Commissioners and Mr.  
[03:46:24] Metruck. We are presenting our initial findings and recommendations for the port's  
[03:46:30] Sustainable Project Framework Initiative.  
[03:46:33] Our presentation today will summarize the research and findings by staff and consultants,  
[03:46:38] which led to the development of the port's specific sustainable design framework.  
[03:46:42] We hope to briefly highlight the processes developed to incorporate sustainability during  
[03:46:46] the pricing and design of capital projects and define the next steps to implement this  
[03:46:52] new program. A recommendation from the Portland Environmental Sustainability Committee,  
[03:46:59] as Aaron has already said, was to consider sustainability principles when decisions  
[03:47:03] regarding energy use.  
[03:47:06] The commission expanded that request to include all capital projects.  
[03:47:10] The sustainable principle goals identified by the commission to be considered when making  
[03:47:15] construction decisions are thoughtful and inclusive of sustainability principles such  
[03:47:21] that development will meet the needs of the president without compromising the ability of  
[03:47:25] future generations to meet their own needs.  
[03:47:29] A secondary goal of the framework to develop documentation, including reports and  
[03:47:33] measurements, to understand the value and the costs of sustainable development in order  
[03:47:38] to make informed decisions.  
[03:47:42] We had many findings that were only going to be able to just touch on a few of them.  
[03:47:47] We initially formed a comparative analysis of different environmental rating systems used  
[03:47:53] by ports throughout the United States and from the list of these commonly rating systems  
[03:47:58] analyze their applicability to a wide range of port capital projects over the five year  
[03:48:03] period. We looked approximately 500 ports are 500 projects to 550 projects, and we also  
[03:48:12] reviewed King County and the City Seattle Sustainable Programs for approaches to their  
[03:48:19] projects and to especially first some of their smaller projects.  
[03:48:23] As you can spot questioner in your survey of the use of rating systems nationwide.  
[03:48:30] Did you also survey those that have actually actually utilized a rating system versus  
[03:48:35] those that don't? Well, yeah, I think we we you know, there's other documentation that we  
[03:48:42] did. But, you know, the one of the first things we did is as we we looked at particularly  
[03:48:46] at what ports do and which ones that they do use.  
[03:48:50] And but we were concentrating at least on this slide of what ones make the most sense for  
[03:48:55] us. And I think that's a slide in the back of your deck that shows that the number of  
[03:49:00] different ports that we looked at and what certifications they were clearly using mostly

[03:49:04] focused on lead and which went what level of lead they were using.  
[03:49:08] It was interesting, I think and I'm very enlightening to see who was pursuing what.  
[03:49:12] I think for the lead certification, it is important that we adhere to that directive,  
[03:49:17] that we want to be the greenest, most energy efficient port in North America.  
[03:49:20] And to do that require some comparison.  
[03:49:23] And we felt like LEED was there.  
[03:49:24] It's it's got its issues.  
[03:49:26] But I think it is very relevant to the kinds of projects that we do.  
[03:49:29] And I will also say if other ports are using it for their large projects, we should be as  
[03:49:33] well. I said I think you can.  
[03:49:37] You know, just by glancing at this chart that you can see that through the comparative  
[03:49:43] analysis that, you know, there's three programs with the highest applicability to port  
[03:49:47] projects. Lead is particularly good for new buildings and vision, which is good for site  
[03:49:55] development and infrastructure projects like runways, piers, wharves and salmon.  
[03:50:01] Salmon safe is particularly useful in this particular area because they emphasize sites  
[03:50:06] of elections and systems that could impact water quality in the interest of time.  
[03:50:12] We can't report on other findings that went into the development.  
[03:50:15] The ports plan for sustainable design.  
[03:50:17] I think it was key that we at one of the efforts that we put on early was interviewing  
[03:50:24] staff to, you know.  
[03:50:26] And we found that there is strong support for sustainability in the century agenda goals.  
[03:50:31] But they are very concerned about applying either a complex system.  
[03:50:36] They're worried about the additional costs and the time needed add to analysis.  
[03:50:41] And they want to make sure that they would have training to implement such a system.  
[03:50:46] So I just before Leslie launches in, you know, these solutions that we're proposing  
[03:50:51] maintains our flexibility.  
[03:50:53] We hope delivers the sustainability outcomes, improves transparency of planning and  
[03:50:58] builds on our existing knowledge and systems.  
[03:51:02] Leslie, thank you. I think that gives a good overview.  
[03:51:07] Zero. That was great.  
[03:51:10] Yeah. Just before I launch into that, we're gonna give you today is just the key take  
[03:51:14] home messages of what we're recommending for this framework.  
[03:51:17] We have a lot of extensive data and analysis that we did, which some of which was  
[03:51:21] provided to the Energy and Sustainability Committee.  
[03:51:24] But we're just focusing today on what's the take home message and why.  
[03:51:27] I will just add that when we did the reviews of the other ports, we also looked at we did  
[03:51:31] a deep dive on a couple of ports and what they were using for their construction design  
[03:51:35] programs. So we looked at SFO.  
[03:51:37] We looked at Chicago.  
[03:51:38] We also looked at the port of New York, New Jersey and as possible, so that King County  
[03:51:44] and what I was struck by when I interviewed the folks that were implementing those  
[03:51:47] programs and their sustainability people, they had strong support for the idea of  
[03:51:51] sustainability. But applying it to every project became onerous and they were really  
[03:51:56] uncertain as to what benefit they were getting.  
[03:51:58] I was also a little surprised to see that for some of the organizations, they weren't  
[03:52:02] tracking their long term greenhouse gas goals if they were getting reductions or their  
[03:52:06] energy. And those are our top century agenda goals.  
[03:52:10] So for us, the the work here was to say, what is it that this port is most interested in  
[03:52:15] and how do we design a very efficient program that gets us the key sustainability areas  
[03:52:19] that we're looking for in a way that staff can embrace and move ahead with.  
[03:52:24] So we were very thoughtful in how we applied LEED.  
[03:52:27] We didn't apply to everything.  
[03:52:28] I'll get to the system in a minute, but essentially when we said what are the categories  
[03:52:32] that we want to focus on, this is our top list here energy, air emissions, transportation  
[03:52:37] and mobility. We just finished the ground transportation access plan.  
[03:52:41] We have a new policy directive.  
[03:52:43] We're implementing programs.  
[03:52:44] We want to be able to ask this of new big capital projects.  
[03:52:48] What is your plan for helping employees get to and from this site?  
[03:52:52] Is there anything that the project can do to help transportation, water, obviously  
[03:52:56] potable and stormwater waste materials?  
[03:52:59] We'll get to that in a minute. Habitat continuing to focus on that and also resiliency.  
[03:53:04] It's not enough to be focusing on just reduce their greenhouse gas emissions.

[03:53:07] But we recognize that having new energy systems and ones that are resilient, we're also  
[03:53:11] an important component from a number of commissioners as well.  
[03:53:15] So it's just a quick question or comment maybe from my colleagues.  
[03:53:18] Where's our scorecard?  
[03:53:22] It is. Well, it's posted on our Web site.  
[03:53:25] We do we do do updated every year.  
[03:53:28] We've sent it to the commission.  
[03:53:29] We do a six month environmental memo that supports it.  
[03:53:32] And we have attached it to that at times.  
[03:53:36] Would you like to see more of a briefing on.  
[03:53:38] Well, I think I mean, I just sort of was expecting that as part of this.  
[03:53:41] We might see this is where we are when we started this a few years ago.  
[03:53:46] You know, it's annual. That was the purpose of the scorecard.  
[03:53:48] Right. A very, very transparent about both our accomplishments and then our  
[03:53:53] opportunities. And I've always been to the place where what are the really big things we  
[03:53:59] can tackle like sustainable aviation fuels that are so much bigger than just some of the  
[03:54:05] smaller projects which are wonderful.  
[03:54:07] Now I take away from solar panels on buildings.  
[03:54:10] But, you know, if we could make progress on sustainable aviation fuels, that is a game  
[03:54:15] changer. I agree.  
[03:54:16] And I think when you see the scorecard and when we start to implement these broader  
[03:54:19] initiatives, you will see those reductions as they come on board.  
[03:54:23] But I think the question is, are two, which of these projects would have a big impact on  
[03:54:27] those emissions? Those key things.  
[03:54:29] And then you would see that in the scorecard and we can also adjust it.  
[03:54:32] I think part of the policy framework that we're talking about, the Aaron's been drafting  
[03:54:35] includes some annual reporting back to the commission, into the organization to say here  
[03:54:40] are the projects that we pursued more rigorously in terms of sustainable framework in  
[03:54:45] construction. OK, thanks.  
[03:54:48] Sure. You're following me.  
[03:54:51] So, I mean, I think that's the reporting out part is the critical part, right.  
[03:54:56] You set a goal in work to see how we've been doing over the years.  
[03:54:59] And when we come confronted with a project that might be seen as a little heroic on a  
[03:55:07] normal year may be seen as appropriate if we were slipping in our goals from previous  
[03:55:12] year. But so I don't want to be at the end of the year and found that, you know, while we  
[03:55:18] blew that one, you know, I would be kind of irritability get like a certain point in time  
[03:55:22] while we still have projects to approve.  
[03:55:26] How are we doing? So.  
[03:55:27] So the way to integrate that scorecard sort of is interim steps makes a makes a lot of  
[03:55:32] sense. And I just recall, like, you know, like in California, where they have where  
[03:55:38] they're out of compliance, you know, they're up against well, they're not doing it out of  
[03:55:42] the Netherlands that we're trying to do here.  
[03:55:44] But, you know, there are really good plants.  
[03:55:46] Oakland's plan and L.A.  
[03:55:47] Long Beach has plans and there's quite a bit of a fleshed out strategy.  
[03:55:53] And I'm just wondering, you know, you sort of compared these to ports in particular on  
[03:55:59] there, you know, lead.  
[03:56:01] And I'm just concerned that, you know, lead is not the metric leaders, but one.  
[03:56:07] That's right. That's right.  
[03:56:08] And we want to focus our resources that are limited as we've just gone through the  
[03:56:11] budget. We want to be efficient and we want to work on things that matter.  
[03:56:15] So, yeah, I think that's part of our ah ah ah tiered process that we'll be presenting.  
[03:56:19] I can provide it in the next slide if you are ready, but not to quibble.  
[03:56:24] But when it comes to buildings though, LEED is the predominant measure of achievement in  
[03:56:30] many of these environmental categories.  
[03:56:33] So we don't have anything else.  
[03:56:35] So. Well, I'm just about operational.  
[03:56:37] I mean, I think I would like to see sort of like like, you know, maybe how does the Port  
[03:56:43] of L.A., Long Beach or Oakland just approach their overall sustainability goals?  
[03:56:49] I'm sure LEED would be one of them, but it's not like we're only looking at how to build  
[03:56:54] a building. That's right.  
[03:56:56] And I think we have other initiatives, our greenhouse gas emission reduction strategy,  
[03:56:59] things like, as we discussed earlier, renewable natural gas, renewable diesel, other

[03:57:04] strategies for reducing that and our car fleet that we're going to go by.  
[03:57:07] Right. So let me just address this issue of where we'll reapply lead and how would we  
[03:57:15] look at sustainability through all of the pork projects.  
[03:57:18] And as Paul alluded to, we screened.  
[03:57:22] We took a list of our capital projects and started evaluating them to see, first of all,  
[03:57:26] which ones would apply to which certifications.  
[03:57:29] But also we looked at to see, well, if we could screen projects and figure out which ones  
[03:57:34] we would have the most sustainability opportunity.  
[03:57:37] We divided them into three different tiers.  
[03:57:39] There are smaller projects that are routine.  
[03:57:41] These are things like painting or replacing carpet or things that usually tend to be  
[03:57:45] lower budgets, but don't have a lot of opportunity for huge sustainability gains.  
[03:57:50] And that we think we can take care of through our standards.  
[03:57:52] Then there's the next tier, which are kind of medium sized projects where we think we  
[03:57:55] have some opportunity for significant sustainability benefit, but they don't really  
[03:57:59] qualify for a large certification system like LEED and it might not be worth it to even  
[03:58:03] apply it because the sustainability benefits are fairly directed.  
[03:58:07] And then there's the large projects, things like IAF nor satellite, those large, big  
[03:58:12] buildings that we know we want to pursue a full blown sustainability certification and  
[03:58:17] LEED would be the one that we would do.  
[03:58:18] And in addition, we would set some additional sustainability goals that are directed and  
[03:58:22] focused on the century agenda and the categories that I described.  
[03:58:26] So, for example, greenhouse gas, we would measure that in something like in our satellite  
[03:58:31] or IAF. And we've set some project specific goals.  
[03:58:37] So I'm just going to convert next into how this translates into procedures so that the  
[03:58:43] commission can know what they can expect to see.  
[03:58:45] How does this translate into creating more transparency for you?  
[03:58:49] So after we hear the projects, which happens very early in the in the in the project  
[03:58:56] design review process, this is when a project first comes on board.  
[03:59:00] It's called an intake.  
[03:59:01] Our staff would screen that when we did this initially about last spring to test and see  
[03:59:06] how many projects. About 80 percent of our projects were Tier 1, but 20 percent were Tier  
[03:59:10] 2 and a few a small percentage of those fell into Tier 3.  
[03:59:14] Once you get into a tier two or Tier 3, we would work with the project teams and the  
[03:59:19] sponsors to conduct what we're calling a spark and committee review, which is the  
[03:59:24] Sustainable Project Assessment and Review Committee, or if you're going to add a spark.  
[03:59:27] This would be bringing together subject matter experts and folks that are familiar with  
[03:59:30] the projects to figure out what would be some sustainability options and strategies we  
[03:59:34] could try. Those would be drafted into something called the sustainable design approach  
[03:59:39] and that would be presented along with the request for design funds to the commission and  
[03:59:44] you would get a chance to review that.  
[03:59:46] Once the project moves forward and design, those sustainability approaches would be  
[03:59:51] evaluated in a systematic way.  
[03:59:53] We would do analysis on them.  
[03:59:55] We would look at the sustainability benefits and we would look at the costs of  
[03:59:58] implementing that. So that would come through in the design.  
[04:00:01] And then when the project comes forward for construction approval, that is sustainable  
[04:00:06] design strategy with that information would be presented.  
[04:00:09] So a good example of this and sort of an example of a tier two would be something like  
[04:00:13] the stage three mechanical H fact project that came in front of commission a couple of  
[04:00:18] years ago. Some might remember that that was where it was.  
[04:00:21] It wasn't big enough to do a lead certification on.  
[04:00:24] It was just replacing some h vac systems.  
[04:00:27] But there was a very significant sustainability benefit by doing it that would normally  
[04:00:31] have been ruled out because the return on investment was not positive.  
[04:00:35] It was negative. That was an example where we showed the sustainability benefits.  
[04:00:39] We showed the cost and the the commission ultimately decided to approve the project.  
[04:00:44] So once the project goes into construction, those sustainability strategies would be  
[04:00:48] implemented, tracked and evaluated at the end.  
[04:00:51] And if this project is successful, it would receive some kind of recognition.  
[04:00:56] What's your problem? So.  
[04:00:59] I just didn't recall that this was really going to be limited to construction projects  
[04:01:05] like so when we when we get a question about our energy or whether to buy a gas bus

[04:01:12] versus an electric bus.  
[04:01:15] Or you know, or whether to install it just strikes me that these questions are especially  
[04:01:20] for uses of fossil fuels, regardless of I just you know, I recall that, you know, we were  
[04:01:27] set ambitious greenhouse gas reduction goals.  
[04:01:31] The commission would be presented with options, a sort of whether a dollar per ton or  
[04:01:36] whatever for big decisions, some of which might be construction.  
[04:01:42] Yes, you're absolutely right.  
[04:01:44] And I think that because of the cultural transformation that we're going to embark upon  
[04:01:48] with the port teams, we want to focus on capital projects because that's real.  
[04:01:52] It's actionable. There's a clear set of choices.  
[04:01:56] I think as we start integrating this into the way we do business, you'll see elements of  
[04:02:01] the framework that get applied to maybe it's an operational decision or, you know, some  
[04:02:09] of the decisions you brought up.  
[04:02:10] But you've got to start somewhere and you've got to get the whole organization running at  
[04:02:15] the same speed before you can really expand from there.  
[04:02:19] So our first focus will be on capital projects and we'll think more in the future about  
[04:02:24] how we apply this. Well, I'm.  
[04:02:27] You know, I would expect that when you're going to come to us with a thousand car  
[04:02:31] purchase, that, you know, I don't expect one of the variables to be Teslas.  
[04:02:36] But, you know, I would expect that we're going to have alternatives that we're talking  
[04:02:40] about buying. Absolutely.  
[04:02:42] Yeah. And so as long as you know and we can have like.  
[04:02:46] But it wouldn't be like leader envision that would be applying and those  
[04:02:50] decision processes, it would be limited opportunities for greenhouse gas reduction.  
[04:02:55] I just want, you know, dollar per ton.  
[04:02:57] And we could decide on that project whether we think spending twice as many dollars given  
[04:03:02] the tunnel or something like that.  
[04:03:04] Yeah. And I just expect those sort of analysis to come before us and I get lead might be  
[04:03:10] one of them. But I think we make energy intensive decisions all the time.  
[04:03:15] And I would just echo that.  
[04:03:16] And I haven't had the opportunity to serve on the Environmental and Sustainability  
[04:03:20] Committee yet, which I look forward to next year.  
[04:03:23] But I would say I think some common metric is critical.  
[04:03:27] Otherwise, because, I mean, well, all these different certifications, Sam and Safe and  
[04:03:31] Leader are wonderful.  
[04:03:33] At the end of the day, it's about reducing greenhouse gases.  
[04:03:37] Right. I mean, that's right.  
[04:03:38] What we're trying to do. So I would love to see I know that when we talked about this  
[04:03:42] four and a half years ago, we formed this committee was a scorecard and B, being able to  
[04:03:47] evaluate every single decision with, you know, exactly, as Commissioner Feldman said,  
[04:03:52] what are the tradeoffs?  
[04:03:53] And then we can make the decision about do we spend more to get that greenhouse gas  
[04:03:58] reduction. And then I guess my role in I appreciate is that we have to start somewhere.  
[04:04:03] But Steve, I'd really like us to look at again what are the really big things we can  
[04:04:07] tackle, because a lot of them are outside of our control like sustainable aviation fuels.  
[04:04:11] And yet that would be the single biggest thing that we could do if we could get the  
[04:04:15] airlines on board and have the systems in place.  
[04:04:18] So I want to and when you have a goal like that, it drives your allocation of resources.  
[04:04:23] Right. So we can do a lot on our own, but that's going to be small potatoes compared to  
[04:04:28] what we could do if we partner with others.  
[04:04:31] So and just to get at that point, I think that is spot on.  
[04:04:34] There are a lot of partnership opportunities not get to them in a minute.  
[04:04:36] Yeah, I would say that there is an integration of cost of capital development and  
[04:04:41] operations and a good example of it is the west side that we are looking at right now.  
[04:04:46] So if we're thinking about building and samp as well, we're thinking about future  
[04:04:49] buildings, thinking about these questions ahead of those projects coming forward is the  
[04:04:54] right time to think about, well, what is the source of electricity and what is the source  
[04:04:58] of heating that these new buildings are going to use?  
[04:05:00] What is that? And asking that well beforehand.  
[04:05:03] So when you say West, how do you mean the fire station?  
[04:05:05] Yeah, the fire station. And know we don't ever think about that.  
[04:05:09] Exactly. And that's why I think this would be a good that that is where you would see if  
[04:05:13] we didn't ask these questions before building those structures and went ahead and just



[04:05:17] made assumptions that what we have now is going to be sufficient, we would have entirely  
[04:05:21] missed the really important opportunity.  
[04:05:23] And I'll just say, well, let me just finish what I'm going to get to the point about.  
[04:05:27] What are the opportunities to reduce greenhouse gas emissions?  
[04:05:30] And given this project and some new tools that we have, they're bigger than we thought.  
[04:05:35] So just move on.  
[04:05:38] So here is just an example really quickly for you.  
[04:05:41] This is a sustainable design approach for one of the projects that we were piloting just  
[04:05:44] trying out right now. These are the five categories that pertains to this particular  
[04:05:49] project. We generated with a pilot spark committee what some example strategies that they  
[04:05:54] might pursue, what would be the expected outcome.  
[04:05:56] And once that project goes forward through design and they evaluate some opportunities  
[04:06:01] here, we will know. Exactly and get at the metric that Commissioner Bowen was discussing,  
[04:06:06] you know, dollars per tonne reduced and how much does it cost and what's the  
[04:06:08] sustainability benefit for it and bringing that forward in a transparent way.  
[04:06:15] So. Sorry, this I didn't realize you've stepped away.  
[04:06:21] Okay, so just to get at this new tool, we talked a lot about partnerships and this was an  
[04:06:26] area that we discovered as we were working on this project.  
[04:06:29] This idea of embodied carbon.  
[04:06:31] So when we bring materials here and we build projects, those materials have a lifecycle  
[04:06:36] associated with them.  
[04:06:37] And they're represented here in this in this diagram where there's materials that are  
[04:06:41] extracted, they're transported to a factory somewhere.  
[04:06:44] This example is around concrete.  
[04:06:45] The factory produces concrete.  
[04:06:47] It creates a lot of emissions.  
[04:06:49] When it does that, then those materials are transported to a construction site and there  
[04:06:53] is greenhouse gas emitted.  
[04:06:54] They're usually in the transportation.  
[04:06:56] So when the building materials arrive, it's the embodied carbon that was produced prior  
[04:07:02] to that material arriving here.  
[04:07:03] But it's still associated with that material.  
[04:07:05] So this has been an issue that's people have been thinking about for several decades now.  
[04:07:11] But the University of Washington has partnered with scant SKA and their I.T.  
[04:07:16] department. It was their architecture school partnering with their I.T.  
[04:07:20] folks to come up with a tool that actually calculates this.  
[04:07:23] So when a material or construct or concrete or building materials, those companies often  
[04:07:31] develop what's called an environmental product declaration, and that's when they evaluate  
[04:07:34] the carbon associated with their particular material.  
[04:07:39] There are a lot of construction companies that have those EPD they're called, but they  
[04:07:44] aren't necessarily used in the calculation.  
[04:07:46] So the University of Washington has created this tool with this partnership to use that  
[04:07:51] information. And you can actually put in your location and it will tell you a list of  
[04:07:56] producers and the embodied carbon associated with that material.  
[04:08:00] So we feel like this might be a really terrific way for us to actually send market  
[04:08:06] signals for lower carbon materials.  
[04:08:08] Microsoft trialled this on one of their buildings and when they went out for bid, they  
[04:08:13] just said they wanted materials that were better than the industry average.  
[04:08:17] And if they had two bidders, one got a 12 percent below the embodied carbon on the  
[04:08:22] industry average. The other one got 30 percent below, which is a significant reduction.  
[04:08:27] So I don't have specific numbers to share with you, but the numbers that we were looking  
[04:08:31] at initially, there are some very significant carbon reductions that we can get by using  
[04:08:36] this tool very strategically in our construction projects.  
[04:08:42] All right. I think it's very interesting on that, too, that the the Northwest Concrete  
[04:08:49] Association has asked to have a meeting with us next week.  
[04:08:52] And I they are familiar with this and they're probably going to be talking to us about,  
[04:08:57] you know what, you know, what products can they offer us?  
[04:09:00] So there's already, you know, being the bit, you know, this is being visualized in the  
[04:09:05] industry. And I think, you know, it will help us meet our overall goals by returning to  
[04:09:11] the mundanity here.  
[04:09:13] You know, this is going to cost this is going to you know, we're going to need people to  
[04:09:18] track projects through development reporting to the commission, develop new  
[04:09:21] sustainability ideas, performing carbon and energy calculations, and in general, being

[04:09:27] the point person for implementation.  
[04:09:30] Of the process of the process, we're proposing two positions, one each and maritime and  
[04:09:36] aviation to support the projects.  
[04:09:40] We hope to keep costs down through the hearing system where we know where we're putting  
[04:09:46] the amount of work and effort commensurate with the size of the project that we think and  
[04:09:51] what we think we can get out of it.  
[04:09:54] Finally, there was a concern and there is a concern about additional costs are going to  
[04:09:59] encumber projects, encumber projects during the development of the alternatives.  
[04:10:05] Although we have know great subject matter experts and new staff dedicated to the  
[04:10:10] implementation who can shoulder much of the burden, additional preliminary design costs  
[04:10:16] and data to support some things like lifecycle cost analysis may be required during  
[04:10:21] feasibility and design.  
[04:10:23] Planning systems will need to be developed to integrate this cost into project  
[04:10:28] deliberately. Luckily, by utilizing this system of reviews, many common projects can  
[04:10:33] achieve high sustainability standards with common approaches.  
[04:10:37] But the fact is, is that we're anticipating that there will be some, you know, time and  
[04:10:42] effort and money that needs to be spent during prior to even bringing it to you.  
[04:10:47] Touch that. We can at least identify the alternatives.  
[04:10:50] And these are gonna have to be rolled up into the project cost into design and funding.  
[04:10:58] The schedule is, as we're hoping to revise the framework according to feedback that we're  
[04:11:04] hearing from people and on staff as well as from the commission.  
[04:11:10] We we want to finalize the guidance documents by the end of the year.  
[04:11:16] We want to look at the different pilot projects.  
[04:11:20] And as Aaron stated, we'd like to, you know, bring forward a policy statement as this  
[04:11:26] affects our processes.  
[04:11:29] Staff has been testing some of these concepts, but the implementation schedule still  
[04:11:35] anticipates a first quarter rollout of procedures with the first year designated as kind  
[04:11:41] of a learning year. And like I said, we anticipate the policy will be developed with  
[04:11:47] commission and we look forward to implementing the framework in the coming year.  
[04:11:52] Any questions? Sure.  
[04:11:55] Well, I just wanted to urge that this not be driven solely by carbon emissions and  
[04:12:02] climate protection objectives.  
[04:12:04] That clearly is the dominant driver and the imperative.  
[04:12:08] Nobody quibbles questions that.  
[04:12:10] But there are other aspects of this that I think are or there are co benefits or benefits  
[04:12:16] that go beyond just reducing our emissions and tracking that.  
[04:12:21] And I would suggest a waste water quality.  
[04:12:24] And when waste or two examples of that, as is resiliency and resiliency is more about  
[04:12:32] protecting against the environment than protecting the environment.  
[04:12:36] But it's it's related to those those same objectives.  
[04:12:42] But it is to evaluate when we're more spending many millions of dollars to renew our  
[04:12:49] capital of infrastructure and port is critical infrastructure to the region that we  
[04:12:55] assess our ability to rebound.  
[04:12:59] And in the under an event of extreme proportion, which you're seeing increasing lead  
[04:13:06] these days, whether it be earthquake, wind, water, sea level rise, temperature change,  
[04:13:12] etc., all of those things.  
[04:13:14] But it's prudent to be anticipating that we're living in a changing environment and we  
[04:13:20] need to have the ability to rebound and to resume operate operations, particularly at our  
[04:13:28] critical facilities. I would also suggest that implicit in this is, I think, community  
[04:13:35] resiliency at health that these goals support those areas as well.  
[04:13:46] And I haven't heard much mentioned or any of those particular areas under under that  
[04:13:52] criteria. And I really think this is a great direction that we're going here and has  
[04:13:58] explained a lot for me in terms of questions I've had about how we're making decisions  
[04:14:04] incrementally and that we have.  
[04:14:06] That's at least draft framework for for analytical and methodical way of advancing.  
[04:14:15] Are all of these goals.  
[04:14:16] Thank you. Now, I would just piggyback on that and say in the briefing that we had for  
[04:14:22] the NSC committee, we referred back to page three, side three on here.  
[04:14:28] I think we can bring that at.  
[04:14:32] Which was the original commission directive, and Commissioner Steinberg, I think some of  
[04:14:38] the very issues that you raised are delineated there and should continue to be the  
[04:14:43] guiding principles for you all.  
[04:14:45] I had made mention of the wanting to make sure our policy reflects the environmental

[04:14:51] justice consideration.  
[04:14:53] I appreciate your thoughts on resilience.  
[04:14:56] And I think, you know, we talk a lot about GHG, but historically the port unfortunately  
[04:15:01] has been a significant contributor of local air pollution impacts and there have been  
[04:15:05] great strides in the last 20 years.  
[04:15:07] But there's lots more work to be done on that area, too.  
[04:15:10] I'll just comment on that. We we did do pilot projects as we were directed to and we did  
[04:15:17] attempt to address the race and social justice issue because it was part of our  
[04:15:20] directive. We did, but it was not here yet.  
[04:15:24] And so we're working with Tracy Patterson, who was fabulous.  
[04:15:26] But what ended up happening as we grappled with this issue, we didn't know enough about  
[04:15:30] it to really feel competent.  
[04:15:32] And it was pretty clear that there was a lot more conversation and program building that  
[04:15:36] the port needed to do before we could really add value there.  
[04:15:39] So I definitely think this is obviously very, very important to this.  
[04:15:43] I would just ask that as our new programs roll out, that we become integrated with that  
[04:15:48] and become part of that.  
[04:15:50] I think the evolution of the Northwest Ports Clean Air Strategy is a great example of the  
[04:15:57] way we were previously just doing like mass balance of different pollutants and this  
[04:16:03] particular iteration.  
[04:16:04] If this person feels better, we'll be looking at trajectories of where those pollutants  
[04:16:10] go. So looking at community exposure, not just the volume of the pollutants.  
[04:16:16] This is one of the clear ways that we can get to to that disproportionate impact.  
[04:16:21] QUESTION But in light of the construction analysis, I mean, this might be a particularly  
[04:16:27] good time to be focused on the construction issues given our incredibly ambitious V.I.P.  
[04:16:34] So immediately before us gaining that expertise on how to look at this is a great place  
[04:16:39] to focus it. Just like I said, you know, renewing a fleet or that's just, you know, too  
[04:16:44] big an issue. Whether we buy electric or buy something fuel efficient, we really need to  
[04:16:50] bring those independent of whether they're construction.  
[04:16:53] So I just urge that we.  
[04:16:56] It makes a lot of sense. I mean, so I think more than ever.  
[04:16:58] And when we talk about a learning year, I mean, we also don't have the luxury of waiting  
[04:17:04] too long because these decisions that, you know, Teen 91 Uplands or Fisherman's Terminal  
[04:17:08] or, you know, how many more buildings that seat that, I mean, there's just an enormous  
[04:17:13] process of in front of us that we have to start embedding this thinking A.S.A.P..  
[04:17:18] I think you'll find that first things like fisherman's terminal for things like Pier 66  
[04:17:26] Shore Power and even looking at the principles that the commissioners put together for  
[04:17:32] Terminal 46.  
[04:17:33] I mean, those embedded in in the plans for that, that will be carried either by lease and  
[04:17:39] or by using this sustainable evaluation framework.  
[04:17:44] You'll see. We will be able to report back significant reductions.  
[04:17:49] Should we include shore power, for example?  
[04:17:51] I mean, those those are those are reductions that will that will add that have  
[04:17:55] environmental value that we'll be able to tell you it's cost in it.  
[04:17:58] And you know, and, you know, in cost per ton.  
[04:18:02] And and they're significant.  
[04:18:04] You know, you're you're talking instead of a few hundred.  
[04:18:07] You're talking thousands of tons per year.  
[04:18:10] So I guess just in the memo, maybe the final thing and I would agree with Commissioner  
[04:18:14] Steinberg, it's not the only thing.  
[04:18:16] But, you know, my arrival here was a question is whether we accept any oil and gas  
[04:18:21] related projects post shell.  
[04:18:23] Now, where do you draw the line?  
[04:18:25] And this this evolution towards looking at responsibility for our own emissions was  
[04:18:30] really the alternative path for the organization to take.  
[04:18:33] And so I really see that, you know, might my take on it was reduced GHG emissions and  
[04:18:39] increased energy system. Resilience is the number one bullet in in the course of doing  
[04:18:43] that. You do it in a way that protects public health, advance innovation, leverage  
[04:18:47] partnerships, local economic development and social equity.  
[04:18:51] I mean, so it really seems to be the.  
[04:18:53] The driving goal.  
[04:18:55] We are obviously not winning the climate battle here.  
[04:18:58] So if we don't make that the driving force doing it in this way that has all these CO

[04:19:03] benefits and are clearly part of our decision thinking.  
[04:19:07] That to me is like the emphasis.  
[04:19:08] So I am and that it shouldn't just be limited to construction, but it's a place to start  
[04:19:16] as one. That's kind of explicit in here for those future commissioners to know.  
[04:19:22] Thank you. I know we need to move on here because we're gonna get out of here by 5 no  
[04:19:28] matter what. But I just wanted to ask, since Commissioner Feldman and Calkins are that  
[04:19:33] our Committee on Energy in Sustainability, if we could get again just a rehash of the  
[04:19:39] scorecard. What the big goals are and in what big projects are helping achieve that.  
[04:19:45] And I think, Paul, your point about Shaw power is a very good one.  
[04:19:48] That was a very big investment that we're making at T Five unsure power.  
[04:19:52] And that is going to go a long way.  
[04:19:54] But it would just be helpful to see some of these steps, the big ones and the small ones.  
[04:19:58] But again, you're not going to know how you're progressing unless you have a specific  
[04:20:02] goal and you measure it all the time.  
[04:20:05] And that's not a building.  
[04:20:07] Yeah. That's not a building exactly into.  
[04:20:10] Commissioner Steinberg, great point about water quality as well.  
[04:20:13] Huge, huge concern in protecting Puget Sound and cleaning up Puget Sound.  
[04:20:17] And so we just have so many different areas at the port that we touch on these things.  
[04:20:22] And so I'd like to understand more writ large what we're doing.  
[04:20:26] That would be very helpful. Commissioner, if I can just chime in here and some of the  
[04:20:29] some of my bigger thoughts beyond I think that one of the things just don't total  
[04:20:33] alignment. What I'm hearing here is that one of the things is that this is decision  
[04:20:39] making and this is a great list.  
[04:20:41] And actually this list grows beyond primarily sustainability.  
[04:20:44] When you get into these things and I think there's other things in here that we need a  
[04:20:47] framework that I see this growing into a framework for decision making that covers  
[04:20:52] multiple things.  
[04:20:53] And not just this. You know, we talk about advance race and social justice.  
[04:20:57] That's much different than environmental justice.  
[04:21:00] So this is a framework for making decisions.  
[04:21:03] And I kind of view that in the second thing, the charge to making as we make every  
[04:21:07] decision, you know, there's other factors in here, two elements of this that I take that  
[04:21:11] work on as being part of this.  
[04:21:12] This is an important part of that, but it's only part of that.  
[04:21:16] The second partisan, this is also not stand alone from capital delivery.  
[04:21:19] I have other ideas for setting process to improve capital delivery.  
[04:21:23] Sustainability is an important part of that.  
[04:21:26] You know, it's also like when you're designing something, you got it.  
[04:21:28] You have to have these measures in there when you're designing it.  
[04:21:31] How about employee safety?  
[04:21:32] You know, how about how about the other factors are making doing it?  
[04:21:40] Other factors delivering it in the most efficient way possible saving money in those  
[04:21:44] sorts of things. So capital delivery, this will be baked in the part of that overall  
[04:21:48] effort to deliver capital delivery in a in a better man or going forward.  
[04:21:53] And then. But I think this one of making it a decision making that we do the equity,  
[04:21:57] these are really equity issues, because I think as we look at the equity lines, this is  
[04:22:01] part of that as well. But, you know, there's other things I'm on.  
[04:22:05] Wages are going to that to, you know, quality jobs works into that.  
[04:22:09] So that framework is decision making.  
[04:22:11] And I take that work on to do that.  
[04:22:13] And resiliency. Sure.  
[04:22:15] Stanbroke, I have not forgotten that that is something that we're continuing to work on  
[04:22:19] and we'll build into our plants as well.  
[04:22:21] So that's it. Thank you. Thank you so much.  
[04:22:24] Thank you for all your work. Appreciate it.  
[04:22:26] All right. One final briefing.  
[04:22:28] Last but not least.  
[04:22:30] Thanks, Tommy. I think we should go.  
[04:22:36] Item ninety is the Port Wide Arts and Cultural Program Policy Directive.  
[04:22:43] Commissioners, this proposal would replace and expand upon the current art program,  
[04:22:46] policy and guidelines that address addresses, funding, programming, public outreach,  
[04:22:51] conservation and cultural programming.

[04:22:53] Presenters are Tommy Gregory and Pete Mills.  
[04:22:58] Thank you, executive. Commissioners believe your time.  
[04:23:06] Okay. Thank you, Commissioner.  
[04:23:09] And the executive.  
[04:23:11] My name is Pete Mills. I'm a commission specialist.  
[04:23:14] And with me today is Tommy Gregory, the senior manager and curator at SeaTac Airport.  
[04:23:21] Today, we're introducing the Art Program Policy Directive as a briefing.  
[04:23:27] This takes advantages of opportunities that were identified by Commissioners Bowman and  
[04:23:32] Steinberg as part of their role on the oversight committee.  
[04:23:38] We've discussed this draft policy with commissioners, the executive executive leadership  
[04:23:42] team, legal members of the community.  
[04:23:46] We've even have a variety of letters of support that are coming in, including someone  
[04:23:52] from representatives from Pratt Arts Center who is also an artist stoning to and  
[04:23:58] galleries, the Microsoft's art collection and the Allied Arts Foundation.  
[04:24:05] They're all very supportive of this policy.  
[04:24:08] And as we move forward, I'd like to submit these to the the those letters to the official  
[04:24:13] record. The item is scheduled to be introduced on November 12th for adoption on November  
[04:24:21] 19th. And we hope to have plenty of time for questions to be answered between now and  
[04:24:27] then. And there's plenty of time for input.  
[04:24:30] But first, I'd like to talk about why this is important.  
[04:24:35] The why is kind of the base behind everything that the commissioners felt this need have.  
[04:24:41] Why did it have to happen?  
[04:24:43] So, Art.  
[04:24:46] All of these projects, all of these kind of tenants to this policy build upon some of the  
[04:24:50] opportunities that we have in that art can provide.  
[04:24:54] It's it's a vibrant, vibrant program is not just something to look at.  
[04:24:58] It's more than just that.  
[04:25:00] It connects people to place.  
[04:25:02] It's a stimulator of the economy, particular local economy.  
[04:25:06] It reflects our values.  
[04:25:09] And if we do it well, future generations will see that we're good stewards of of public  
[04:25:13] assets. A little bit on the history and where we came from in 1968.  
[04:25:20] The Port of Seattle was among the first art programs at airports in the nation.  
[04:25:28] Remarkably early visionary efforts of commissioners and community members.  
[04:25:32] Back then, it progressed to to throughout the year 2000, where the port established a 1  
[04:25:38] percent for art acquisition policy.  
[04:25:42] So that's 1 percent on capital projects.  
[04:25:45] And that was so profoundly well received.  
[04:25:49] This was early on.  
[04:25:50] Tommy was mentioning that Houston copied our language verbatim.  
[04:25:55] So not only were we early, we were a trailblazer that was copied by emulated by many  
[04:26:02] others. We in response to the economic downturn in 2008, the commission decided to cut  
[04:26:11] that 1 percent on capital construction in half.  
[04:26:16] And then they also added some exclusions.  
[04:26:18] Projects that were not included today at the airport.  
[04:26:23] We, as you know, have 50 million customers.  
[04:26:27] We have our program the size of many museums.  
[04:26:32] We have a staff of one who is Tommy and our intern, Irene, who just just had to go.  
[04:26:37] So she she's an intern.  
[04:26:39] So she was here but gives her best support for the program.  
[04:26:44] The management, though, has been done in a remarkable way, both at the airport and at the  
[04:26:49] seaport. And that's thanks to a few few people, particularly Nick Milo's Melinda Miller.  
[04:26:56] Kasey Fritz. And then Colleen MC Poland, who retired earlier this year, was instrumental  
[04:27:02] in working in in her combined inner capacity.  
[04:27:08] So the next slide we talk about is.  
[04:27:20] Let me let me say not quite that one.  
[04:27:23] But there is a slide that demonstrates where we rank.  
[04:27:30] Not this one in particular, but there is a slide that looks like this that I apologize.  
[04:27:38] We'll make sure gets in the it's on our slide that it is OK.  
[04:27:42] OK. Good. Which so.  
[04:27:45] So the. Yeah.  
[04:27:48] I apologize for the.  
[04:27:51] We'll make sure that gets corrected for the record.

[04:27:53] But it's a chart that shows how we compare.  
[04:27:55] Now this is the one percent for capital acquisition and these numbers here a little bit.  
[04:28:02] Need a little bit of influence interpretation because many of these have exclusions.  
[04:28:08] Many only apply to certain projects at airports.  
[04:28:12] Many of them do not have exclusions and apply to all.  
[04:28:15] Some of them have opportunities for operational expenses to be in those.  
[04:28:21] But the ranking as it is, is we're we're on the on the bottom.  
[04:28:27] We have not only the lowest percentage and we surveyed a good number of folks.  
[04:28:33] They're both airports and local municipalities.  
[04:28:36] We're in the bottom. But money is only a means to an end.  
[04:28:40] And that's one thing that Commissioner Bowman and Steinberg were really clear about.  
[04:28:44] It's like this has to be for a reason.  
[04:28:46] You just can't be spending money here.  
[04:28:49] Tommy is going to lead to too many of the opportunities that this provides.  
[04:28:55] But at the it's certainly going to address some of these concerns.  
[04:29:02] And for 11 years, we've had only half a percent.  
[04:29:05] With the exclusions.  
[04:29:06] And it's it's really had an impact on the collections that we have.  
[04:29:11] So it is a question of Tommy.  
[04:29:13] And then I think be great for Tommy to Bill to introduce himself because he's got a  
[04:29:17] really interesting and impressive background.  
[04:29:20] And so my question just so we can level set is, is part of the why?  
[04:29:25] Because the Port of Seattle established this program back in 1968 and then really funded  
[04:29:30] it in 2000. We have how many dollars, Tommy, in terms of asset art assets, really large  
[04:29:38] at the. If you include the airport and maritime side, we have approximately 40 million  
[04:29:44] dollars worth of visual arts assets.  
[04:29:46] Forty million dollars.  
[04:29:47] So a lot of the why behind increasing the funding is to do asset preservation of those  
[04:29:54] assets that we already have.  
[04:29:56] I mean, 40 million dollars is, as you alluded to, Pete, more than many museums  
[04:30:00] particularly. Well, certainly in small museums.  
[04:30:03] So the number one thing is to be able to protect what we have and preserve.  
[04:30:07] And that's. Just outstanding at giving us a good indication of the delay, the deferred  
[04:30:15] maintenance. That's how I appreciate that.  
[04:30:17] Mr. Bowman and one of my backgrounds is a thoroughly studied is conservation and  
[04:30:24] restoration of art. And we being here in the short time I've been here just under a year,  
[04:30:28] I've noticed we have an amazing collection, but we have because of the staffing situation  
[04:30:35] over the last few years, we haven't really taken care of those assets.  
[04:30:39] So it's my main objective right now is to conduct an asset plan for conservation and  
[04:30:47] maintenance of our collection.  
[04:30:49] Right. And what I'd like to do is just go over a little to the nuts and bolts of the  
[04:30:53] policy as proposed and then hand it back to Tommy for more examples of how we we can move  
[04:30:59] forward. So it expands the art program, which is primarily focused at the airport.  
[04:31:05] We do have art assets throughout the port at Pier 69 in our parks.  
[04:31:11] But what this does is it creates kind of an open port wide opportunity for the public to  
[04:31:18] see are what we have and to understand it in a more comprehensive way and to allow access  
[04:31:25] that in those ways the there's a threshold of three hundred thousand.  
[04:31:31] Currently there's a threshold of two hundred thousand.  
[04:31:33] We're increasing that to be consistent with what the projects that come for commission  
[04:31:38] approval. The will also establish a non aviation art pool that will go along.  
[04:31:44] The existing aviation are pools and those are pools to couple of things.  
[04:31:51] They increase the clarity of how we spend money for the public.  
[04:31:54] They can see immediately how much where it's coming from and where it's going.  
[04:31:59] But it also adds increased flexibility on placement.  
[04:32:03] So if it goes to a pool, it doesn't necessarily have to go one for one to the projects  
[04:32:08] where the contributing projects like it is.  
[04:32:11] He would explain the pool and start with the percentage.  
[04:32:15] And then you know that because I think this is a really important part of that allowing,  
[04:32:20] you know, you don't have to spend the money just because you have it.  
[04:32:23] Right. Right. Bye bye. And then the cap and all that.  
[04:32:26] I think that's an important part of the program that.  
[04:32:29] So it does get technical pretty quickly at the airport.  
[04:32:33] Projects have a budget.

[04:32:36] And then if there's an excess in that budget, then it goes to the aviation pool.  
[04:32:43] That pool then can be used to supplement other projects in other areas.  
[04:32:50] It can then also there's there's much more flexibility in that.  
[04:32:54] But generally, currently the project funding, art funding is directed at the project  
[04:33:01] itself and the art generally goes to that project.  
[04:33:03] That that contributed this art pool is the aviation does have this, but this would expand  
[04:33:11] the reliance of that pool so that the money then the professionals and the on the Art  
[04:33:17] Oversight Committee could, with conjunction with members of the executive leadership  
[04:33:24] team, could really identify where art is needed, where it may not be needed, where it  
[04:33:30] needs to be supplemented.  
[04:33:32] What can go there, what what the big picture is and what the problems are and what the  
[04:33:37] opportunities are for that placement.  
[04:33:42] Go ahead. Well.  
[04:33:45] I wanted to ask if we could go back to the slide, the previous one.  
[04:33:48] We're at one of the bullet lists exempting fishing cap capital projects.  
[04:33:54] I'd like to hear a little more detail on that and what the explanation is there.  
[04:33:59] So you got that salmon today so that I was just off the Valve Fishermen Festival Figuring  
[04:34:06] Festival with 12000 people over the weekend.  
[04:34:10] And, you know, it's a very popular place at Fisherman's Terminal.  
[04:34:14] I don't so I don't understand the exception that's been proposed here.  
[04:34:18] Start smelling. The exception was that was part of our our input that we got from the  
[04:34:24] executive leadership team.  
[04:34:26] And Maritime had a particular concern about fishing.  
[04:34:32] It's as you know, it's a area that they're increasingly trying to make profitable for the  
[04:34:38] port. And this would be an additional burden.  
[04:34:41] That would be okay.  
[04:34:43] So I'm just going to put a mark on that one, because I don't agree with that or we're  
[04:34:47] going to end your capital projects out there.  
[04:34:49] The Gateway project, the.  
[04:34:51] So the ships supply.  
[04:34:55] We're doing a master plan and it's a place that is visited by thousand.  
[04:35:00] And there are many users and employees and fishermen, fisher people.  
[04:35:05] It's a very high profile public area.  
[04:35:07] I absolutely do not accept.  
[04:35:09] I think there's a couple of misconceptions here.  
[04:35:11] One is that there wouldn't be money available for fisherman's terminal art.  
[04:35:17] Rather, there are a couple.  
[04:35:18] And maybe, well, Stephanie could spin.  
[04:35:20] It appears that way.  
[04:35:21] So what? Which is why that pool is so important, even though we wouldn't collect from  
[04:35:25] Project Grumps to don't lose it and obviously instead of rolling it out.  
[04:35:28] I really don't. So it just I mean, if I might if there is an exclusion at the airport,  
[04:35:35] for instance, non publicly facing projects and this idea would be similar.  
[04:35:40] So something like the gateway building in my mind as I understood it wouldn't be excluded  
[04:35:45] but pile wrappings on.  
[04:35:47] If I were here said are specifically supporting the fishing vessels, would you.  
[04:35:53] Yeah. No, I I'm I don't have an issue with that.  
[04:35:55] And that would be the same crew at the cruise terminal and you know, our other  
[04:36:00] facilities. You know, that's that's not the intent of the point that was made here was,  
[04:36:05] well, a fisherman's sermon was not profitable and therefore shouldn't shouldn't be  
[04:36:09] included as amongst the capital projects.  
[04:36:13] That to me is just a wrong headed thinking there, frankly.  
[04:36:18] With all due respect, the way the exclusion that was actually proposed was would be the  
[04:36:24] non public facing project.  
[04:36:26] Well, that would be like Piers and Dock so that I want to make sure that in order not to  
[04:36:31] single out any area of exclusion except for that type of like hidden infrastructure  
[04:36:38] stuff, you know, sewage treatment and different things like that.  
[04:36:42] But that make that a little bit clearer.  
[04:36:44] We will. And I apologize.  
[04:36:46] There are very specific exclusions related to fishing that are included in this and we'll  
[04:36:52] make sure that those are highlighted.  
[04:36:55] But it is because there are new exclusions we wanted that makes you aware that that there  
[04:36:59] were fishing exclusions and you pointed that out.

[04:37:02] But Pete, to clarify, this does not exclude our putting our art at fishermen's turn.  
[04:37:08] Correct. It just means we wouldn't be charging one percent on power apps.  
[04:37:12] Absolutely correct. Got have to take that up later.  
[04:37:17] Yeah. Happy to. And this is a benefit because there is time for this.  
[04:37:21] Why we're doing the briefing. OK.  
[04:37:22] Yeah. I just think that, you know, one of the things about fisherman's terminal that is  
[04:37:28] distinction is that it's an open terminal, that it's a you can walk the docks.  
[04:37:33] It's a place where, in fact, it's a place where we're actively trying to get more people  
[04:37:37] to come to. Right.  
[04:37:38] You know, in terms of it's one of those hidden gems fall festival being maybe one of the  
[04:37:43] exceptions. So and again, this doesn't exempt it.  
[04:37:47] And that's why I ask you to talk about the pool upfront.  
[04:37:49] But I'm in acknowledgement of Peter's sensitivity.  
[04:37:53] I just would like to support the idea that that is a good place.  
[04:37:56] And I think the memorial there is beautifully played.  
[04:37:59] Okay. Let's go on to the funding.  
[04:38:02] Absolutely. So the funding for the loans.  
[04:38:07] Yes. In the CFP, you can see where it goes, where it comes from with the majority,  
[04:38:11] sixteen point five million coming from the airport.  
[04:38:14] These are pre SAP dollars.  
[04:38:16] So these are not including programs that are not already approved by commission.  
[04:38:22] The. But this really allows us to this is just the capital funding, the 1 percent side of  
[04:38:29] it. There's also operational expenses that will increase that will be identified by a  
[04:38:37] strategic plan. And what?  
[04:38:41] Like to do is kind of pass the torch off to Tommy to talk more specifically about what  
[04:38:47] what what we can do with this increase.  
[04:38:50] Thank you, Pete. Focus and thank you for everybody's time.  
[04:38:52] I appreciate it. Like Pete said, Tommy Gregory, I'm the senior manager and curator for  
[04:38:57] the Port of Seattle at SeaTac Public Art.  
[04:39:01] With the 1 percent. Well, let me jump back, because right now, one of the things I want  
[04:39:06] to reiterate is the return to 1 percent is the way we'd prefer to call it.  
[04:39:10] A return to it is we look at it as a great job creator.  
[04:39:15] Right now, if we look at NASA and I F and I f, we're working with two artists which are  
[04:39:20] working with local fabricators and creators and Norse that we're working with for  
[04:39:24] continuing working with four artists who are also working with local fabricators and  
[04:39:29] creators. So we look at this as a job creator.  
[04:39:35] Within the once we do have the 1 percent.  
[04:39:37] I do feel like it's extremely important to go back to what Commissioner Bowman was  
[04:39:40] saying. It's hard to buy new things without taking care of the things we own.  
[04:39:44] So that's my main objective.  
[04:39:46] I want to jump to the next slide where we talk about being a steward of our public  
[04:39:50] assets. And in this slide, this is Louise Nelson, which we purchased in 1972 for  
[04:39:56] approximate twenty five thousand for exactly twenty five thousand dollars.  
[04:39:59] And if I'm not mistaken, in 2008, we had an appraiser come out in value at seven hundred  
[04:40:06] twenty five thousand. And then in 2016, that important Louise Nelson wall mounted piece  
[04:40:12] appraised at one point five million.  
[04:40:14] So we have very great cultural assets and we'd really should celebrate them and take care  
[04:40:17] of them. That this slide here shows a weird little kind of magnified area where there was  
[04:40:23] some mishandling of the work, where whoever installed it drilled directly through the  
[04:40:28] art. Having me now taking care of the collection a little more thoroughly, I could  
[04:40:34] promise you that will never happen again.  
[04:40:35] And we will be able to remedy that little imperfection and bring it back to mint  
[04:40:40] condition. Again, I think being great sports that requires us to have a professional  
[04:40:46] conservation museum quality art handling and making the collection accessible by creating  
[04:40:51] a port wide Web site that's could be viewed very user friendly to people that don't even  
[04:40:57] have to have a ticket here. It just good on our app.  
[04:41:00] Commissioner Corkin Yes, we do.  
[04:41:02] We need to work on that for sure.  
[04:41:06] So our next slide shows our community engagement efforts.  
[04:41:10] This will allow the port to refresh its collection by doing temporary works as well as  
[04:41:14] our commission based works.  
[04:41:16] We want to refocus on neglected areas in the community.  
[04:41:20] We want to increase local art exhibit opportunities.



[04:41:23] And the slide here shows you an example of that.  
[04:41:26] This is our first ever exterior temporary land artwork and it's right on the hill near  
[04:41:33] the sell lot. It was called Red Sand Project by artist Molly Gottesman.  
[04:41:38] I want to jump ahead because I know for the sake of time.  
[04:41:44] This immature is Dick Wise.  
[04:41:46] This is a commission in 1991 and it is near the debates.  
[04:41:52] So again, this is a piece that, believe it or not, I don't think it's been dusted in  
[04:41:58] about 10 years.  
[04:41:59] So our efforts go beyond just purchasing work.  
[04:42:02] We're doing a full collection assessment and we're gonna take care of those from routine  
[04:42:07] maintenance to massive conservation efforts which are ongoing.  
[04:42:11] The 1 percent helps with that.  
[04:42:12] But also having support from commission and executive leadership also really helps.  
[04:42:17] So we appreciate your support.  
[04:42:19] Thank you. Metropolitan.  
[04:42:21] Is there anything in storage that you'd like to be able to get out and display that isn't  
[04:42:25] currently displayed? If you take a short walk over to the stock building, you've seen  
[04:42:30] that we've pretty much taking care of a lot of our old older works that have been kind of  
[04:42:36] in dark storage for, I want to say, maybe 10 years or more.  
[04:42:40] And there if you go into our storage now, there's maybe only a few pieces that have been  
[04:42:45] kind of taken off the walls due to construction purposes.  
[04:42:48] But we're I'm looking right now to find ways to bring them back into life.  
[04:42:52] But I would add to that commercial.  
[04:42:53] Collins It's a great point.  
[04:42:54] There is a fantastic morale that I'm hoping that the Port of Seattle can purchase, if not  
[04:43:00] straight out caches. Get it?  
[04:43:02] It's over at the Pacific Medical Center building and it's a classic mural of longshoreman  
[04:43:07] and it's about the length of this entire wall and at PAC Man and it's, you know, hidden  
[04:43:14] in plain sight for four decades.  
[04:43:17] And I would love that should be at the Port of Seattle.  
[04:43:20] And so I think maybe to underscore, Tommy, some of your points, 1, that the 1 percent  
[04:43:24] would bring us back to where we were.  
[04:43:27] Number two, it would help us implement a port wide strategy is posted just at the  
[04:43:31] airport, which I think is very important.  
[04:43:34] It would help us maintain the assets that we have.  
[04:43:37] And just as stewards of public resources, we really need to do that.  
[04:43:41] This is a valuable collection and we absolutely need to be taking care of it.  
[04:43:45] And third, I would add that I think it's just a wonderful way to engage with the public  
[04:43:50] in ways that we haven't before.  
[04:43:52] There's just a lot of interest in these collections and just a great way besides just  
[04:43:56] walking through the airport and getting to your gate, a really unique way to engage.  
[04:44:01] So. Oh, and the last thing I would add, I think in our committee meeting we talked about  
[04:44:05] we're hoping that, Steve, that this Tommy's position would be more of a corporate  
[04:44:09] position. One of the recommendations moving into that.  
[04:44:13] So it's not just aviation that he has the ability to support the entire port.  
[04:44:18] No. No. I think that there is a work or our strategic plan that Tommy is working on that  
[04:44:24] would look ahead over how we would integrate these various goals and needs to better  
[04:44:32] steward our art collection and to grow it and to make it more accessible.  
[04:44:36] All those and to conserve it.  
[04:44:38] All good things. I just want to point out something here about the cost aspect of it.  
[04:44:43] And when you're looking at capital projects, 1 percent, our sales tax alone is 10 percent  
[04:44:49] on capital projects.  
[04:44:51] This is 1 percent.  
[04:44:52] We're talking about the value we derive from the 1 percent or from a percent contribution  
[04:45:00] is multiple, of course, and measured in different ways.  
[04:45:03] But while a project may come and go this year, that year the the contribution is lasting.  
[04:45:10] So it's a lifetime.  
[04:45:12] It's it's its generational.  
[04:45:14] So I would I would ask it.  
[04:45:17] We look at the benefits in terms of the longer term value that we would be achieving by  
[04:45:24] restoring the 1 percent and enhancing our art program to where it should be as a leader  
[04:45:30] amongst ports and airports nationwide.  
[04:45:32] But just, you know, we may collect a bunch of money in five years, but then the next five

[04:45:37] years or the next 10, we're not going to have that coming yet.  
[04:45:42] But the art will be there and the program will be in place that supports that public  
[04:45:48] access to art so much in.  
[04:45:51] So are you suggesting that your tax dollars are not going to a long term benefit?  
[04:45:57] Not only that. I just wanted to point out that, you know, nobody would know that we have  
[04:46:07] an asset like this. Right.  
[04:46:09] And I think part of the challenge we have is such a constrained space and the way in  
[04:46:13] which it's displayed.  
[04:46:15] I mean, like, you know, I know the Native American masks are long a back wall that very  
[04:46:19] few people would have any reason to go.  
[04:46:22] And and so I just really see the.  
[04:46:25] I appreciate the fact we have to conserve what we got, but I see this as a daunting task  
[04:46:30] given our constrained space.  
[04:46:32] How you can really get it in front of people, especially can the fact that number one job  
[04:46:37] is get through the gate.  
[04:46:38] And I actually think that I'm near the gates when people feel I'm there is when they can  
[04:46:45] actually get their head up and look around anyway.  
[04:46:48] That I see is one of your major challenges.  
[04:46:51] Yeah. You know, putting a U V, not U V, I'm sorry.  
[04:46:56] Putting fresh light on some pieces that have kind of been pushed into corners due to  
[04:47:01] construction projects and maybe not been recited properly, that can refresh our  
[04:47:06] collection dramatically.  
[04:47:07] So that's a huge thing.  
[04:47:08] You know, we could just get some fresh light and some of these new piece or some of the  
[04:47:11] pieces that we still are that we currently have on view that'll refresher.  
[04:47:16] And give us a look of what Norse that is is kind of doing know a lot of natural light and  
[04:47:21] kind of highlighting the works and people.  
[04:47:22] Art won't be confused.  
[04:47:24] Are they Boston barricade walls or these are art assets?  
[04:47:28] My goal is to make them evidently great public art assets.  
[04:47:33] Maybe we should specialize on mobiles, mobiles.  
[04:47:37] Look, there's a lot of Calder.  
[04:47:39] Well, who just because it doesn't take a floor space and folders aren't that hard to  
[04:47:43] clean. But if you look at the current Christies and Southerbys auction house prices, it  
[04:47:47] doesn't look like sticker shock there.  
[04:47:50] Maybe you have to go to 2 percent.  
[04:47:54] Well, thank you. So look forward to our colleagues supporting some of these  
[04:47:58] recommendations. And thanks.  
[04:48:00] Well, I think we'll tweak it a little bit.  
[04:48:01] Yeah. Be really clear about what we're funding and terrific.  
[04:48:05] So we'll bring this back in November.  
[04:48:07] Thank you all. Thank you much. All right.  
[04:48:09] So I can't imagine there's anything else to talk about.  
[04:48:12] It's been a long day. Do you have it live in Norway next?  
[04:48:15] Yeah. Let's Norway next time and some.  
[04:48:17] And then Commissioner Hawkins has is a maritime high school summit coming up?  
[04:48:22] Yeah, well, so maybe we can bring those updates at our next meeting in two weeks.  
[04:48:28] And I just have one quick thing, which is to say hearty congratulations to James  
[04:48:32] Thompson, who as of yesterday was elected by the trustees of the Washington Public Ports  
[04:48:38] Association to be the new executive director.  
[04:48:41] He was an internal candidate really well, the executive executive selection committee.  
[04:48:46] And so we're excited to work with James in the coming years.  
[04:48:48] Well, thank you for your work on representing us.  
[04:48:51] I know that was a lot of extra time.  
[04:48:53] My pleasure. And if I could also thank our staff, especially Kim Demarest, who did a lot  
[04:48:57] of work on that. That's right.  
[04:48:59] Kim, thank you for that.  
[04:49:00] Yeah. All right.  
[04:49:02] With that, we are adjourned it 5 0 5.

END OF TRANSCRIPT