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ALL RIGHT. THIS IS COMMISSION VICE  
PRESIDENT SAM CHO RECONVENING THE  
REGULAR MEETING OF AUGUST 9, 2022. THE  
TIME IS CURRENTLY 12:09 P.M.  
WE'RE MEETING IN PERSON TODAY AT THE  
PORT OF SEATTLE HEADQUARTERS BUILDING  
AND VIRTUALLY THROUGH MICROSOFT TEAMS.  
GETTING SOME FEEDBACK.  
I AM PRESIDING FOR COMMISSIONER CALKINS  
TODAY. SO WE'LL GIVE  
IT A SECOND HERE. WHO WAS IN ATTENDANCE  
AT THE AIRPORT CONFERENCE OF AMERICA AND  
IS REPRESENTING THE PORT OF SEATTLE.  
COMMISSIONER CALKINS IS EXPECTED TO  
ATTEND AT LEAST PART OF OUR MEETING  
TODAY. I BELIEVE HE'S HERE RIGHT NOW.  
CLERK HART, PLEASE CALL THE ROLE OF ALL  
COMMISSIONER IN ATTENDANCE TODAY. THANK  
YOU, MR. COMMISSION VICE PRESIDENT.  
BEGINNING WITH COMMISSIONER FELLEMAN. PRESENT.  
THANK YOU, COMMISSIONER. ON YOUR MIC.  
PRESENT. THANK YOU.  
COMMISSIONER HASEGAWA? PRESENT. THANK  
YOU. COMMISSIONER MOHAMED WILL BE HERE  
SHORTLY. COMMISSIONER CALKINS JOINING US  
VIRTUALLY. I'M ON  
HERE. THANK YOU, COMMISSIONER. AND  
COMMISSIONER CHO? PRESENT. THANK YOU.  
YOU DO HAVE A QUORUM HERE TODAY.  
EXCELLENT. THANK YOU SO MUCH, CLERK.  
BEFORE WE COMMENCE, I'D LIKE TO CORRECT  
SOMETHING FOR THE RECORD. I'D LIKE TO  
NOTE THAT DURING EXECUTIVE SESSION  
TODAY, COMMISSIONER MOHAMED WAS ACTUALLY  
NOT IN ATTENDANCE AND COMMISSIONER  
CALKINS WAS. I THINK I GOT THAT REVERSED  
WHEN I FIRST GAVELED IN, SO I WANTED TO  
CORRECT THAT FOR THE RECORD. AND WE NOW  
HAVE COMMISSIONER MOHAMED WITH US TODAY.  
EXCELLENT. WELCOME, COMMISSIONER.  
DUE TO THE CONTINUED VIRTUAL  
PARTICIPATION FOR OUR MEETINGS, WE HAVE  
STAFF, EXTERNAL PRESENTERS, AND MEMBERS  
OF THE PUBLIC WHO MAY BE PARTICIPATING  
ON THEIR PERSONAL DEVICES OR FROM THEIR  
TELEPHONES. TODAY WE'VE MADE  
ARRANGEMENTS TO ACCOMMODATE THIS VIRTUAL  
FORMAT. LATER, WE'LL TAKE PUBLIC COMMENT  
FROM PEOPLE WHO ARE PARTICIPATING BY  
TEAMS, AS WELL AS FROM THOSE IN PERSON  
WHO HAVE SIGNED UP TO SPEAK. FOR ANYONE  
PARTICIPATING ON MICROSOFT TEAMS,  
PLEASE MUTE YOUR SPEAKERS WHEN NOT  
ACTIVELY SPEAKING OR PRESENTING. PLEASE  
KEEP YOUR CAMERAS OFF UNLESS YOU ARE A  
MEMBER OF THE COMMISSION OR EXECUTIVE  
DIRECTOR PARTICIPATING VIRTUALLY, OR YOU  
ARE A MEMBER OF STAFF IN PARTICIPATION  
AND ARE ACTIVELY ADDRESSING THE  
COMMISSION. MEMBERS OF THE PUBLIC

ADDRESSING THE COMMISSIONER MAY TURN ON THEIR CAMERAS WHEN THEIR NAME IS CALLED TO SPEAK. FOR ANYONE AT THE DIOCESE HERE TODAY PLEASE TURN OFF THE SPEAKERS ON ANY COMPUTERS AND SILENCE YOUR DEVICES. WHEN YOU ARE RECOGNIZED TO SPEAK, YOU WILL PRESS THE BUTTON FOR YOUR MICROPHONE TO BE AUDIBLE, AND YOU WILL PRESS IT AGAIN TO SILENCE WHEN YOU ARE NOT ACTIVELY SPEAKING. ALL THE ITEMS NOTED HERE WILL ENSURE A SMOOTHER MEETING. THANK YOU SO MUCH FOR COMPLYING. ALL VOTES TODAY WILL BE TAKEN BY ROLL CALL METHODS SINCE THERE IS A VIRTUAL COMPONENT TO THE MEETING. SO IT IS CLEAR FOR EVERYONE PARTICIPATING VIRTUALLY HOW THE VOTES ARE CAST, COMMISSIONERS WILL SAY ARE OR NAY WHEN THEIR NAME IS CALLED. TO BE EQUITABLE I ASK THAT COMMISSIONERS WAIT TO BE RECOGNIZED BEFORE SPEAKING.

WE ARE MEETING ON THE ANCESTRAL LANDS AND WATERS OF THE COASTAL SALISH PEOPLE, WITH WHOM WE SHARE A COMMITMENT TO STEWARD THESE NATURAL RESOURCES FOR FUTURE GENERATIONS. THIS MEETING IS BEING DIGITALLY RECORDED AND MAY BE VIEWED OR HEARD AT ANY TIME ON THE PORT'S WEBSITE AND MAY BE REBROADCAST BY KING COUNTY TELEVISION. PLEASE STAND AND JOIN US FOR THE PLEDGE OF ALLEGIANCE. THANK YOU. MOVING ON TO ITEM THREE. THE FIRST ITEM OF BUSINESS TODAY IS APPROVAL OF THE AGENDA. ARE THERE ANY MOTIONS TO REARRANGE THE ORDERS OF THE DAY OR ANY ITEMS TO REMOVE THE CONSENT AGENDA FOR SEPARATE DISCUSSION? ALL RIGHT. SEEING NONE. COMMISSIONERS, THE QUESTION IS NOW APPROVAL OF THE AGENDA. IS THERE A MOTION TO APPROVE THE AGENDA? SO MOVED. SECONDED. MOTION HAS BEEN MADE AND SECONDED. IS THERE ANY OBJECTION TO APPROVAL OF THE AGENDA AS PRESENTED? NO. OKAY.

HEARING NONE THE AGENDA IS APPROVED AS PRESENTED. THANK YOU VERY MUCH. NEXT ON OUR AGENDA IS THE EXECUTIVE DIRECTOR'S REPORT. EXECUTIVE DIRECTOR METRUCK. PLEASE TAKE IT AWAY. GOOD AFTERNOON, COMMISSIONERS. A LOT OF THINGS HAVE HAPPENED SINCE WE LAST MET, SO I HOPE YOU'LL INDULGE ME TO SPEAK ABOUT SOME RECENT EVENTS AND HAPPENINGS HERE AT THE PORT. FOR THE FIRST TIME SINCE THE PANDEMIC, SEAFARE EVENTS HAVE FULLY RETURNED TO SEATTLE. WITH SEAFARE COMES FLEET WEEK IN COLLABORATION WITH SEAFARE AND THE SEATTLE NAVY LEAGUE. THE PORT OF SEATTLE PROBABLY HOSTED THE UNITED STATES NAVY, UNITED STATES COAST GUARD, AND THE ROYAL CANADIAN NAVY SHIPS FOR THE 2022 SEAFARE FLEET WEEK. THIS EVENT HAS BEEN PART OF OUR MARITIME

HISTORY HERE IN SEATTLE SINCE 1950. ON MONDAY, THE WEEK OPENED WITH A PARADE OF SHIPS AND THE U.S. COAST GUARD SEARCH AND RESCUE DEMONSTRATION NARRATED BY OUR VERY OWN PATRICK HALEY FROM THE AVIATION DIVISION. THEY PROVIDED A SPECTACULAR PAST AND REVIEW FOR WATERFRONT VISITORS, VISITING FLAG SENIOR OFFICERS AND LOCAL DIGNITARIES. TUESDAY THROUGH SATURDAY, VESSELS WERE OPEN FOR PUBLIC TOURS AT PIER 66, PIER 69, AND AT TERMINAL 90. UNITED STATES NAVY ESTIMATED THEY HOSTED MORE THAN 5000 VISITORS ON BOARD THE VESSELS DURING FLEET WEEK. IT TAKES A LOT OF WORK FOR THINGS TO RUN SMOOTHLY. SPECIAL THANKS TO PORT OF SEATTLE STAFF ROSIE COURTNEY FROM EXTERNAL RELATIONS, MARIE ELLINGSON FROM CRUISE, DELMAS WHITTAKER FROM MARINE MAINTENANCE AND MARITIME OPERATIONS TEAM KATHY GOODMAN, KELLY GOODWIN, AND EARL PARKER, FORMERLY WITH THE PORT OF SEATTLE RUSS REID FROM MARITIME SECURITY AND MARINE MAINTENANCE ELECTRICIANS AND PLUMBERS. THIS TIME OF THE YEAR ALSO IS NOT ONLY MARKED BY THE BLUE ANGELS IN EVENTS WITH SEAFARE, BUT IT ALSO MEANS BUDGET AROUND HERE AT THE PORT. WITH THAT IN MIND, I'M PLEASED TO REPORT THAT THE PORT'S SECOND QUARTER FINANCIAL RESULTS ARE VERY STRONG, EVEN THOUGH DIFFERENT LINES OF BUSINESS ARE EXPERIENCING DIFFERENT RATES OF RECOVERY FROM THE DISRUPTION CAUSED BY THE PANDEMIC. AT SEATTLE TACOMA INTERNATIONAL AIRPORT, PASSENGER VOLUME CONTINUED TO REBOUND AND IS EXPECTED TO BE ONLY 9.72% LOWER THAN 2019. IN THE MARITIME DIVISION. THIS SEASON, THE PORT IS EXPECTING A RECORD NUMBER OF SAILINGS AT 293 FOR CRUISE AND AN ESTIMATED 1.25 MILLION PASSENGERS. CRUISE, FISHING, COMMERCIAL AND RECREATIONAL MARINE REVENUES ARE EXPECTED TO EXCEED BUDGET TARGETS, WHILE CONFERENCE AND EVENT CENTERS ARE EXPERIENCING A SLOWER RATE OF RECOVERY. ON A FULL YEAR BASIS, WE'RE PROJECTING THAT OPERATING REVENUE BE 11.2 MILLION FAVORABLE TO THE BUDGET AND OPERATING EXPENSES TO BE 10.3 MILLION FAVORABLE TO THE BUDGET THIS YEAR. ON THE CAPITAL SIDE, WE ANTICIPATE CAPITAL SPENDING TO BE 443.7 MILLION, OR 77% OF THE BUDGET IN 2022. THE FULL FINANCIAL REPORT IS ATTACHED IN YOUR DOCUMENTS FOR YOUR REVIEW. THE STAFF AND I ARE AVAILABLE FOR ANY FOLLOW UP QUESTIONS UPON YOUR REVIEW. IN OTHER FINANCIAL NEWS LAST TUESDAY, THE PORT OF SEATTLE SOLD \$862.6 MILLION OF INTERMEDIATE LIEN REVENUE BONDS. THE BONDS FUNDED \$3.10 MILLION OF

OUTSTANDING BONDS, PROVIDING A SAVINGS THROUGH THE PORT OF \$43,000,000. THE BONDS WILL HELP FUND CONTINUE IMPROVEMENTS AT SEATTLE TACOMA INTERNATIONAL AIRPORT, PRIMARILY THE BAGGAGE OPTIMIZATION PROJECT IN THE NORTH MAIN TERMINAL REDEVELOPMENT. DUE TO IN LARGE PART TO AN EXCELLENT CREDIT RATING, THE INTEREST RATE ON THE BONDS WAS 3.69%. THIS IS AN EXCELLENT RESULT GIVEN THE RECENT MARKET VOLATILITY AND THE RISE IN INTEREST RATES THIS YEAR. CONGRATULATIONS TO OUR TEAM THAT WORKED ON THAT AND WORK RELATED TO ADVANCING OUR SUSTAINABILITY. PORT STAFF CONVENED A SECOND MEETING WITH ALASKA, BRITISH COLUMBIA AND WASHINGTON PORTS AND GREEN CORRIDOR FIRST MOVERS ON JULY 27. THE FIRST MOVERS, INCLUDING THE PORTS IN ALASKA, BRITISH COLUMBIA, CRUISE LINES, CLIA, AND OTHER ORGANIZATIONS, MARITIME BLUE AND THE GLOBAL MARITIME FORUM, DISCUSSED GROUP GOVERNANCE, INITIAL SCOPING OF THE FEASIBILITY ASSESSMENT AND STAKEHOLDER OUTREACH. THE GROUP AGREED TO TAKE A CONSENSUS APPROACH, NO UP OR DOWN VOTES, AND A SMALL WORKING GROUP WILL BEGIN TO DEVELOP TERMS OF REFERENCE TO ENSURE EVERYONE IS IN ALIGNMENT WITH HOW DECISIONS WILL BE MADE AND DECIDED TO FORM A SMALL WORKING GROUP TO DEVELOP A COMMUNICATIONS AND STAKEHOLDER OUTREACH STRATEGY. DISCUSSIONS ON THE SCOPE AND DEFINITIONS OF A GREEN CORRIDOR WILL CONTINUE AT THE NEXT MEETING, SCHEDULED FOR AUGUST 18. WE'LL PROVIDE A MORE DETAILED REPORT TO THE COMMISSIONER ON PROGRESS ON A BIMONTHLY EVERY OTHER MONTH BASIS, NOT TWICE A MONTH, EVERY OTHER MONTH BASIS ON THOSE REPORTS. OUR AVIATION ENVIRONMENTAL TEAM AT SEA ARE ALSO VERY BUSY, AND THEY'VE REPORTED SOME MILESTONES ON THEIR OWN THAT ARE WORTH US NOTING AND CELEBRATING. AS WE NOTED IN OUR COMMUNICATION TO YOU EARLIER, SEA AIRPORT SCOPE ONE AND SCOPE TWO GREENHOUSE GAS EMISSIONS IN 2021 DECREASED 50.23% FROM THE 2005 BASELINE, MEETING THE CENTURY AGENDA GOAL OF 50% REDUCTION GOAL EARLY. SCOPE ONE AND TWO EMISSIONS RELATE MOST DIRECTLY TO PORT OPERATIONS AND ARE THE ONES OVER WHICH WE HAVE THE MOST CONTROL. THE 2030 CLIMATE GOAL WAS ORIGINALLY SET BY THE COMMISSION IN 2012 AND REAFFIRMED IN 2021. WITH THE VISION, SUPPORT, EXPERTISE AND PERSERVERANCE OF STAFF AND LEADERSHIP, WE HAVE BEEN ABLE TO SIGNIFICANTLY REDUCE OUR GREENHOUSE GAS EMISSIONS FROM AIRPORT OPERATED FACILITIES. IT'S NOT VERY OFTEN THAT A LARGE AGENCY CAN ACHIEVE A CLIMATE GOAL

AND CERTAINLY NOT EIGHT YEARS EARLIER. SOME OF OUR KEY ACCOMPLISHMENTS INCLUDE REPLACING FOSSIL NATURAL GAS WITH RENEWABLE NATURAL GAS IN OUR BOILERS AND FOR HEATING FUEL AND FOR OUR BUS FLEET USING RENEWABLE DIESEL IN OUR FLEET, PURCHASING PUGET SOUND ENERGY GREEN DIRECT WIND ELECTRICITY FOR BUILDINGS ON THE SOUTH END OF THE AIRPORT. ACHIEVING THIS 50% REDUCTION TAKES INTO ACCOUNT OUR GROWTH SINCE 2005, WHICH MAKES THIS ACHIEVEMENT EVEN MORE NOTEWORTHY. LAST FALL, THE PORT OF SEATTLE'S COMMISSION ADOPTED AN ACCELERATED GOAL TO ACHIEVE 100% REDUCTION IN OUR SCOPE ONE AND SCOPE TWO EMISSIONS BY 2040. ACHIEVING THE NEXT 50% WILL BE AN ENORMOUS CHALLENGE. WE LOOK FORWARD TO YOUR CONTINUED SUPPORT AND WORKING COLLABORATIVELY TO ACHIEVE THIS NEXT IMPORTANT MILESTONE. I WANT TO THANK OUR AVIATION ENVIRONMENTAL TEAM AND EVERYONE IN AVIATION FOR THEIR UNWAVERING FOCUS ON ACHIEVING THIS GOAL. SPECIAL THANKS TO AVIATION MANAGING DIRECTOR LANCE LITTLE AND THE ENTIRE AIRPORT LEADERSHIP TEAM FOR THE STRONG SUPPORT OF THIS EFFORT AS WELL. THINGS ARE ALSO HAPPENING AT THE FEDERAL LEVEL. THIS PAST WEEKEND, AS MOST OF US KNOW, THE UNITED STATES SENATE PASSED THE INFLATION REDUCTION ACT, A \$740,000,000,000 HEALTH, TAX, AND CLIMATE BILL THAT WILL HAVE FAR REACHING IMPACTS ON MANY ASPECTS OF THE ECONOMY GOING FORWARD. MOST SIGNIFICANTLY FOR THE PORT OF SEATTLE, THE LEGISLATION CONTAINS MAJOR INVESTMENTS IN AVIATION AND MARITIME DECARBONIZATION THAT WILL BE KEY TO HELPING US MEET OUR CLEAN AIR, CLEAN ENERGY AND ENVIRONMENTAL JUSTICE GOALS. I WANT TO HIGHLIGHT THE NEW SUSTAINABLE AVIATION FUEL BLENDED TAX CREDIT, A \$300 MILLION SUSTAINABLE AVIATION FUEL INFRASTRUCTURE GRANT PROGRAM, AND A \$3 BILLION THROUGH THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY TO ELECTRIFY PORT MARITIME OPERATIONS. THESE ARE ONLY A FEW OF THE MANY OPPORTUNITIES IN THE LEGISLATION THAT STAFF WILL BE WORKING ON TO CAPITALIZE ON OVER THE NEXT SEVERAL YEARS. UNITED STATES HOUSE OF REPRESENTATIVES WILL CONVENE ON THIS FRIDAY TO PASS THE LEGISLATION AND SEND IT TO THE PRESIDENT FOR HIS SIGNATURE. I WANT TO CONGRATULATE THE MEMBERS OF THE WASHINGTON CONGRESSIONAL DELEGATION WHO PLAYED A MAJOR ROLE IN ENSURING THE INCLUSION OF MANY OF THESE PROVISIONS, AND I LOOK FORWARD TO UPDATING YOU FURTHER ON THE IMPLEMENTATION OF THESE NEW RESOURCES AND WHAT THEY'LL MEAN TO

THE PORT GOING FORWARD. MOVING ON TO TODAY'S COMMISSIONER MEETING, I LIKE TO HIGHLIGHT ONE ITEM. ON NEW BUSINESS AS PART OF OUR AGENDA DAY, WE ASK FOR YOUR AUTHORIZATION OF A TWO YEAR CONTRACT WITH MARITIME BLUE TO CONTINUE ITS WORK IN PARTNERSHIP WITH THE PORT. AS DISCUSSED AT A PREVIOUS COMMISSION MEETING, MARITIME BLUE HAS MADE GREAT PROGRESS OVER THE PAST THREE YEARS AND IS POISED TO BE EVEN MORE IMPACTFUL IN ITS WORK GOING FORWARD. THE CONTRACT BEFORE YOU TODAY THAT YOU'LL HEAR ABOUT ALLOWS US TO CONTINUE SUPPORTING OUR MARITIME ACCELERATOR INITIATIVE AS WELL AS ADD A NEW MARITIME INCUBATOR PROGRAM AT FISHERMAN'S TERMINAL. THE NEW INCUBATOR WILL ALLOW US TO SUPPORT EARLIER STAGE MARITIME COMPANIES WHO MAY NEED OR BENEFIT FROM A SUPPORTIVE BUSINESS ENVIRONMENT. THE INCUBATOR CAN ALSO SERVE AS A FEEDER TO OUR ACCELERATOR PROGRAM. AS AN EXAMPLE, WE HAD SEA POTENTIAL, AN ENVIRONMENTAL JUSTICE LLC DEDICATED TO ELEVATING BLACK, INDIGENOUS AND PEOPLE OF COLOR REPRESENTATION IN THE MARINE SCIENCES FROM THE PORT OF TACOMA'S, INCUBATOR. JOIN OUR ACCELERATOR COHORT THIS YEAR. COMMISSIONERS, I LOOK FORWARD TO DISCUSSING THAT MORE WHEN THE ITEM COMES UP. AND THIS CONCLUDES MY REMARKS FOR THIS AFTERNOON. THANK YOU. EXCELLENT. THANK YOU SO MUCH. DIRECTOR METRUCK. ANY QUESTIONS FOR THE EXECUTIVE DIRECTOR? GREAT. AWESOME. THANK YOU. I JUST WANTED TO ASK, WE DID ACHIEVE THIS EARLY GREENHOUSE GAS REDUCTION GOALS AT SCOPE ONE AND TWO LAST YEAR. AND I WAS JUST WONDERING WHAT NEW HAS HAPPENED IN THIS PAST YEAR? I THINK IT'S MEETING THE WHOLE, I CAN GET YOU EXACTLY ON THAT, BUT I THINK IT'S MEETING THEM ACROSS ALL OPERATIONS, I BELIEVE, IS THAT. AND I GUESS ALSO AS WE CONTINUE TO GROW, TO BE ABLE TO MAINTAIN THIS, JUST TO MAINTAIN IT IS AN ACCOMPLISHMENT. BUT I WOULD BE INTERESTED TO KNOW IF THERE WAS FURTHER, BECAUSE THE RNG AND THOSE OTHER THINGS ARE PURCHASES WE MADE AUTHORIZED PREVIOUSLY. THANK YOU. THANK YOU. WE ARE NOW ON COMMUNITY REPORTS. OUR COMMISSIONER SPECIAL ADVISER ERICA CHUNG, A STRATEGIC ADVISOR, WILL PROVIDE THE REPORT. THANK YOU. GOOD AFTERNOON, VICE PRESIDENT CHO AND COMMISSIONERS. I HAVE ONE COMMITTEE REPORT FOR YOU TODAY. THE GOVERNANCE COMMITTEE MET ON JULY 28 AND RECEIVED TWO LARGE POLICY REVIEW PROJECT BRIEFINGS. THE FIRST WAS ON THE DELEGATION OF RESPONSIBILITY AND

AUTHORITY. THE INTERNAL AUDIT DEPARTMENT PREVIOUSLY IDENTIFIED EFFICIENCY OPPORTUNITIES WITH THE DELEGATION. A PROJECT TEAM HAS PERFORMED AN ANALYSIS OF THE DELEGATION POLICY AND REPORTED ITS FINDINGS TO THE GOVERNANCE COMMITTEE. THE GOVERNANCE COMMITTEE SUPPORTS AN INCREASE IN THE DELEGATION AUTHORITY CONSISTENT WITH THE PROJECT TEAM'S FINDINGS AND WITH PROPER PROTECTIONS AND REPORTING IN PLACE SO THAT PROJECTS AND EXPENDITURES ARE TRANSPARENT AND SUPPORTED BY THE COMMISSION. THE PROJECT TEAM CONTINUES ITS WORK IN REVIEWING THE POLICY DOCUMENT FOR AREAS OF TECHNICAL CLEANUP AND CLARITY. THE GOVERNANCE COMMITTEE WILL NEXT MEET ON OCTOBER 5 AND WILL RECEIVE IT'S THIRD PROJECT BRIEFING AT THAT TIME. TWO TWO ONES WILL BE HELD WITH COMMISSIONERS IN EARLY OCTOBER, AND THE COMMISSION WILL RECEIVE A BRIEFING ON THE POLICY REVIEW AT THE SECOND MEETING IN OCTOBER. THE POLICY DOCUMENT IS SCHEDULED TO COME BEFORE THE COMMISSIONER FOR INTRODUCTION AND ADOPTION IN NOVEMBER. THE GOVERNANCE COMMITTEE ALSO RECEIVED A POLICY BRIEFING FROM THE PROJECT TEAM REVIEWING THE COMMISSION'S ETHICS CODE. THE PROJECT TEAM HAS PERFORMED AN INDEPTH ANALYSIS OF THE CODE AND ASSOCIATED DOCUMENTS INFORMING THE ETHICS CODE PROCESS AND PROCEDURES. THE PROJECT TEAM'S KEY TAKEAWAYS ARE THAT CLARITY IS NEEDED IN THE CONSTRUCTION OF THE CODE. WITH RESPECT TO THE COMPLAINT PROCESS, OTHER POLICY QUESTIONS HAVE BEEN IDENTIFIED. BOARD OF ETHICS RULES AND PROCEDURES ARE ALSO INCONSISTENT WITH THE CODE AND NEED TO BE REWRITTEN. THE PROJECT TEAM CONTINUES WITH IT'S REVIEW AND WILL PROVIDE A SECOND UPDATE TO THE GOVERNANCE COMMITTEE AT ITS OCTOBER 5 MEETING. THIS CONCLUDES MY REPORT. THANK YOU. THANK YOU, ERICA. ANY QUESTIONS FOR ERICA ON COMMITTEES? GO AHEAD. COULD YOU JUST CLARIFY WHO'S THE MEMBERS OF THE GOVERNANCE COMMITTEE? IF I MAY, THROUGH THE COMMISSION VICE PRESIDENT TO COMMISSIONER FELLEMAN MEMBERS ARE COMMISSIONER FELLEMAN AND COMMISSIONER CALKINS. EXCELLENT. THANK YOU VERY MUCH. WE ARE MOVING ON TO ITEM SEVEN ON THE AGENDA. THE COMMISSION WILL NOW ACCEPT GENERAL PUBLIC COMMENT FROM THOSE WHO HAVE SIGNED UP TO SPEAK ON ITEMS RELATED TO THE PORT. WRITTEN MATERIALS PROVIDED TO THE CLERK WILL BE INCLUDED IN TODAY'S MEETING RECORD. THE CLERK HAS A LIST OF THOSE PREPARED TO SPEAK. WE ARE TAKING COMMENTS FROM ANYONE WHO HAS SIGNED UP TO SPEAK

VIRTUALLY, AS WELL AS FROM ANYONE WHO JOINED US HERE IN CHAMBERS TODAY. AS THE CLERK CALLS YOUR NAME IF YOU ARE JOINING VIRTUALLY, PLEASE UNMUTE YOURSELF, THEN PLEASE REPEAT YOUR NAME FOR THE RECORD. IF YOU'RE ON THE TEAM'S MEETING AND ARE ALSO STREAMING THE MEETING ON THE WEBSITE, PLEASE MUTE THE WEBSITE STREAM TO AVOID FEEDBACK. COMMENT TIME WILL BE LIMITED TO TWO MINUTES PER PERSON. THE TIMER WILL SHOW ON THE SCREEN FOR YOUR VIEWING AND WILL CHIME TWICE AT THE END OF THE TWO MINUTE PERIOD, AT WHICH TIME I'LL ASK SPEAKERS TO CONCLUDE THE REMARKS SO THAT THEY MAY HEAR FROM OUR NEXT SPEAKER. CLERK PLEASE CALL OUR FIRST SPEAKER. THANK YOU. OUR FIRST SPEAKER IS COUNCIL MEMBER JC HARRIS.

GOOD AFTERNOON, COMMISSIONERS. I AM, OF COURSE, SPEAKING TODAY ON YOUR ITEM REGARDING SOUND INSULATION. AND WHILE I THANK THE COMMISSION FOR THE EFFORTS THAT IT HAS MADE, I HAVE TO TELL YOU THAT IT'S DISAPPOINTING ON A NUMBER OF FRONTS, PRIMARILY THAT THE STATE PASSED A LAW A COUPLE OF YEARS AGO TO ALLOW FOR UPDATES TO DEAL WITH THE DIFFERENT PORT PACKAGES THAT HAD PROBLEMS. AND AT THE TIME, THE COMMISSION WAS MUCH MORE AMENABLE TO SPEAKING WITH THE COMMUNITY AND GETTING BASIC EDUCATION ON THE PROBLEMS AND THE CHALLENGES. THUS FAR, I'VE REALLY ONLY SEEN YOU GET INFORMATION FROM YOUR OWN STAFF, AND THAT ALONE IS WORRYING. I HAVE TRIED TO TALK WITH YOU ABOUT A PROGRAM THAT IS QUITE DOABLE AT SAN FRANCISCO INTERNATIONAL AIRPORT, AND I WOULD WELCOME THE OPPORTUNITY TO DO SO. THE PROPOSAL THAT YOU WILL BE LOOKING AT TODAY IS WALKED BACK QUITE A BIT FROM WHAT WAS ORIGINALLY TALKED ABOUT IN 2020.

THE MAJORITY OF HOMES THAT NEED HELP ARE NOT PRE 1993. NOT AT ALL. THOSE PACKAGES WERE INSTALLED BEFORE THE THIRD RUNWAY, WHICH IS BY FAR THE LION'S SHARE OF THE PROBLEM. SO I WOULD WELCOME A CHANCE TO BRIEF YOU ON THIS FROM THE COMMUNITY STANDPOINT, AND I HOPE THAT YOU WILL BE FAR MORE AGGRESSIVE GOING FORWARD. THANK YOU. THANK YOU, COUNCIL MEMBER. WE LOOK FORWARD TO MEETING WITH YOU IN THE COMMUNITY. ALL RIGHT, WE'LL MOVE ON TO THE NEXT SPEAKER. YES. THANK YOU. I THINK IT'S BRIDGET NORMAND.

IS THIS ON? IT IS, YES. YOU MIGHT WANT TO MOVE THE MIC TOWARDS YOU A LITTLE BIT. THIS ONE HERE? YEAH. OKAY. CAN YOU HEAR ME? YES. MY NAME IS BRIDGET NORMAND



AND I LIVE IN SEATTLE ON THE SHORES OF THE SALLISH SEA. I'M HERE TODAY BECAUSE I BELIEVE THAT YOU, AS PORT COMMISSIONERS AND ALL OF US AS RESIDENT HUMANS, HAVE A DEEP RESPONSIBILITY TO THE HEALTH OF THE SALISH SEA AND THE COASTAL WATERS OF THE PACIFIC NORTHWEST. I BELIEVE THAT THE SALISH SEA CANNOT STAY HEALTHY IF MEGA CRUISE SHIPS PLOW ITS WATERS. I TRUST THAT ALL OF YOU AS INFORMED AND THOUGHTFUL LEADERS UNDERSTAND THIS REALITY TOO. I STAND BEFORE YOU AS AN EARTH BEING. WE HUMANS, IN OUR ESSENCE, ARE EARTH BEINGS AND HAVE NO INDEPENDENT EXISTENCE APART FROM THE OTHER EARTH BEINGS AND THE AIR, THE WATER, THE SOIL OF THE LIVING EARTH ITSELF. AND THIS INCLUDES THE MARINE PHYTOPLANKTONS THAT PROVIDE 50% TO 80% OF THE OXYGEN WE NEED TO BREATHE. OCEAN POLLUTION, WARMING AND ACIDIFICATION THREATEN THEIR SURVIVAL, AND THUS OUR SURVIVAL IS THREATENED, TOO, WHEN THEY'RE GONE WE DON'T HAVE ENOUGH AIR TO BREATHE. AS AN EARTH BEING, I AM HERE TO SPEAK UP FOR THE EARTH. THE EARTH HAS NO VOICE. THE SALISH SEA AND THE CREATURES WHO LIVE THERE HAVE NO VOICE. WE ARE THEIR VOICE.

WHAT ARE THEY ASKING US TO DO? WHAT ARE THE CHILDREN OF THE FUTURE ASKING US TO DO? OR TO QUOTE WENDELL BERRY WHAT DOES THE EARTH REQUIRE OF US IF WE WANT TO CONTINUE TO LIVE ON IT? THESE ARE NOT EASY QUESTIONS TO ASK, NOT EASY QUESTIONS TO SIT WITH. HOWEVER, THE REALITY IS THAT WE ARE IN A TIME OF EXPONENTIALLY INCREASING GLOBAL HEATING AND RAPID MELTING OF THE SEA ICE. AND THESE AND OTHER PROFOUND QUESTIONS MAY LIE SOME ANSWERS IF WE HAVE THE COURAGE TO ASK THEM, AND THEN THE WISDOM TO LISTEN TO WHAT ARISES IN OUR HEARTS.

I KNOW YOUR JOB AS PORT COMMISSIONERS IS DIFFICULT AND YOU'RE TRYING TO JUGGLE MANY DIFFERENT DEMANDS. BUT THE FUTURE OF LIFE ON EARTH DEPENDS ON YOU AND ALL OF US HAVING THE COURAGE TO OPEN OUR HEARTS TO THESE MOST DIFFICULT QUESTIONS AND THEN ACT ON BEHALF OF THE EARTH.

THANK YOU VERY MUCH. THANK YOU FOR THE OPPORTUNITY. OUR NEXT SPEAKER IS IRIS ANTMAN. YES, IRIS, ARE YOU WITH US? YES, I AM. THANK YOU. GO AHEAD.

GOOD AFTERNOON. MY NAME IS IRIS ANTMAN. THE PORT DOES A GOOD JOB EVALUATING THE BENEFITS OF ITS CRUISE BUSINESS, TRACKING THE REVENUE AND THE JOBS AND BUSINESSES IT SUPPORTS. BUT WE HAVE NOT SEEN COMMENSURATE ATTENTION PAID TO THE COSTS OF THE RISKS AND HARM CRUISING CAUSES. FOR EXAMPLE, FINANCIAL HARM, LIKE THE COST OF HEALTH CARE FOR PORT

COMMUNITY POPULATIONS WHO SUFFER DISPROPORTIONATE EXPOSURE TO AIR POLLUTION, NOT ONLY FROM THE CRUISE SHIPS, BUT ALSO THE JETS BRINGING TOURISTS TO SEATTLE TO TAKE CRUISES. THE COST OF MISSED SCHOOL DAYS FOR CHILDREN LIVING IN THOSE COMMUNITIES. THE COST OF WORKERS LOST INCOME DUE TO ILLNESS AND PREMATURE DEATH RELATED TO AIR AND WATER POLLUTION. NOT TO MENTION THE COSTS ASSOCIATED WITH THE STRESS OF DEALING WITH HEALTH AND FINANCIAL PROBLEMS. ECONOMISTS TALK ABOUT THE SOCIAL COST OF CARBON IN AN ATTEMPT TO MEASURE IN DOLLARS THE LONG TERM DAMAGE DONE BY A TON OF CARBON DIOXIDE EMISSIONS IN A GIVEN YEAR, AS WELL AS THE DOLLAR FIGURE FOR DAMAGES AVOIDED BY EMISSION REDUCTIONS. THE SOCIAL COST OF CARBON RELATES NOT ONLY TO CLIMATE, BUT ALSO TO COMMUNITY HEALTH, AIR AND WATER POLLUTION, ECOSYSTEM AND MARINE LIFE, HEALTH, AND THE WORKERS AND TOURISTS EXPOSED TO EMISSIONS. WE CANNOT AND SHOULD NOT IGNORE THE SOCIAL, HEALTH AND ECONOMIC FACTORS ADVERSELY AFFECTED BY CONTINUING CRUISE BUSINESS AS USUAL. IN WORKING TO EXPAND THE CRUISE SECTOR, THE PORT IS ENDORSING ADDING GREATER AMOUNTS OF CARBON DIOXIDE INTO THE ATMOSPHERE, WORSENING GLOBAL WARMING. DO YOU REALLY WANT TO DO THIS? TO BE FAIR, YOU MUST MEASURE AND REPORT NOT ONLY CRUISE BENEFITS, BUT ALSO THE COST OF THE HARM THAT CRUISING CAUSES. PLEASE DO NOT IGNORE THE GRAVITY OF THE CLEAR AND PRESENT DANGER OF THE CLIMATE CRISIS. DO NOT EXPAND CRUISING. DO NOT EXTEND LEASES. USE YOUR ENERGY, CREATIVITY AND INTELLIGENCE TO DEVELOP AND SUPPORT 21ST CENTURY ENTERPRISES ON OUR WATERFRONT, ENTERPRISES THAT DO NOT CONTRIBUTE TO THE DESTRUCTION OF THE ENVIRONMENT ON WHICH WE DEPEND FOR LIFE. THANK YOU VERY MUCH. THANK YOU VERY MUCH, IRIS. WE'LL MOVE ON TO THE NEXT SPEAKER, ANDREA O'FARRELL. I RECORDED MYSELF BECAUSE I GET EMOTIONAL. I'M SPEAKING TO YOU BECAUSE I BELIEVE THAT YOU AND ALL OF US RESIDENT HUMANS HAVE A DEEP RESPONSIBILITY TO THE HEALTH OF THE SALISH SEA. WHEN I READ STATEMENTS BY ANTONIO GUTIERREZ, SECRETARY GENERAL OF THE UNITED NATIONS, SUCH AS THE FOLLOWING, AND I QUOTE HEAT WAVES ARE HITTING THE NORTHERN HEMISPHERE, BUT THE REALITY IS THAT NO NATION IS IMMUNE TO THE CLIMATE CRISIS. HALF OF HUMANITY IS IN THE DANGER ZONE FROM WILDFIRES FLOODS, DROUGHTS AND EXTREME STORMS. WE CAN STILL AVOID THE WORST WITH URGENT AND AMBITIOUS CLIMATE

ACTION. WHEN READING THIS, I THINK THAT CLIMATE ACTION INCLUDES CHANGING THE WAY WE THINK AND THE WAY WE ACT. WE HAVE TO STOP DOING THINGS THAT COME OH, JEEZ, SOMEONE'S CALLING. WE NEED TO STOP USING FOSSIL FUELS. SO OFTEN THE WORD SUSTAINABLE IS FLOATED AROUND. MEGACRUISE SHIPS ARE NOT PART OF A SUSTAINABLE ECOSYSTEM. WE NEED TO STOP PROMOTING THEM. WE NEED TO STOP ALLOWING THEM IN THE SALISH SEA. I QUESTION HOW A LIVABLE FUTURE IS POSSIBLE IF WE'RE ALREADY SEEING RECORD TEMPERATURES, BREAKDOWN OF SYSTEMS AND SCIENTISTS ARE ADMONISHING US TO CHANGE COURSE. I WONDER WHAT KIND OF FUTURE PEOPLE IMAGINE WOULD BE CONTINUE TO SUPPORT THE ECONOMY ARGUMENT. CLIMATE DISASTERS ARE COSTING THE ECONOMY BILLIONS. AND HOW CAN WE PUT A DOLLAR AMOUNT ON THE LIVES LOST? ACCORDING TO THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, WILDFIRES HURRICANES, TORNADOES, AND A WINTER STORM AND COLD WAVE WERE AMONG THE 20 WEATHER AND CLIMATE DISASTERS IN THE US LAST YEAR THAT COST 1 BILLION OR MORE, TOTALING \$145,000,000,000 AND KILLING 688 PEOPLE IN 2021. WE NEED A CRUISE FREE SALISH SEA. WE NEED A LIVABLE FUTURE. THANK YOU. THANK YOU SO MUCH. NEXT UP IS REBECCA KATE. REBECCA, ARE YOU WITH US? YES, THANK YOU, AND GOOD AFTERNOON. MY NAME IS REBECCA KATE AND I LIVE IN SEATTLE ON THE SHORES OF THE SALISH SEA. LIKE MY FRIENDS AND FELLOW EARTH BEINGS HERE TODAY, I'M HERE TO SPEAK UP ON BEHALF OF THE CREATURES OF THE SALISH SEA THAT ARE SUFFERING UNDER THE WEIGHT OF HUMAN ACTIVITY IN THIS AREA. I KNOW YOUR JOB AS FOR COMMISSIONERS IS DIFFICULT, WITH MULTIPLE PRIORITIES AND DEMANDS PRESSING FOR YOUR IMMEDIATE ATTENTION. BUT NOW MORE THAN EVER, THIS IS THE TIME TO STEP BACK AND EVALUATE OUR RELATIONSHIP WITH THIS AMAZINGLY BEAUTIFUL BUT FRAGILE SALISH SEA ECOSYSTEM AND THE CREATURES WHO LIVE HERE. IF YOU WERE TO DO SO, YOU'D FIND THAT THERE'S NO PLACE FOR MEGACRUISE SHIPS TO BE TRAVELING THESE WATERS AND DOCKING AT OUR PORTS. IN A TIME OF EXPONENTIALLY INCREASING GLOBAL WARMING, RAPID MELTING OF SEA ICE, OCEAN ACIDIFICATION, AND NEAR COLLAPSE OF VARIOUS SPECIES BOTH ON LAND AND IN THE OCEANS, MEGACRUSH SHIPS ARE PROFOUNDLY UNNECESSARY AND DAMAGING HUMAN ACTIVITY. THEY MAY PROVIDE A SHORT TERM ECONOMIC BOOST, BUT THE LONG TERM EFFECTS ARE DISASTROUS. OUR WORK, ALL OF US EARTH BEINGS IS TO SPEAK UP FOR THE SALISH

SEA, RESTORE AND PROTECT IT. AS  
THOUGHTFUL LEADERS WHO CONSIDER ALL THE  
ACTIVITY IN THE PORT AND MAKE DECISIONS  
ACCORDINGLY, PLEASE KNOW THAT I'M HERE  
TO SUPPORT YOU IN MAKING COURAGEOUS AND  
TOUGH DECISIONS ON BEHALF OF THE SALISH  
SEA, THE OCEANS, AND THE EARTH ITSELF.  
THANK YOU. THANK YOU, REBECCA.  
NEXT UP ON OUR LIST IS WILLIAM IS IT  
LIVERNOY? HOPE I DIDN'T BUTCHER THAT.  
I DO APOLOGIZE. HELLO. MY NAME IS  
WILLIAM LIBERNOIR. I'M A SCIENTIST AND  
RESEARCHER AT THE UNIVERSITY OF  
WASHINGTON. I LIVE IN SEATTLE, AND I'M  
HERE TO SPEAK UP ABOUT THE CRUISE  
INDUSTRY. SO IF  
YOU JUST DO A SIMPLE CALCULATION, THE  
NUMBER OF CRUISES THAT HAVE HAPPENED  
THIS YEAR COMPARED TO PREPANDEMIC  
LEVELS, PREPANDEMIC AMOUNTS, IT'S A 40%  
INCREASE. I WOULD UNDERSTAND  
MAYBE IF THAT WAS FROM LAST YEAR, AND  
YET HERE WE ARE, STILL IN A PANDEMIC,  
AND THE NUMBER OF CRUISE SHIPS HAS GONE  
UP SINCE BEFORE THE PANDEMIC. I JUST  
WANT TO EMPHASIZE THAT. AND I JUST  
WONDER, HOW DOES THAT LINE UP WITH  
CLIMATE GOALS? BECAUSE THIS IS SOMETHING  
THAT THIS IS LIKE A HUGE PORTION OF  
GREENHOUSE GAS EMISSIONS FOR THE CITY OF  
SEATTLE. AND THE IBCC REPORTS SAY THAT  
WE NEED THE INTERGOVERNMENTAL PANEL AND  
CLIMATE CHANGE SAYS THAT WE NEED TO  
FLATTEN OR REDUCE CO2 EMISSIONS RIGHT  
NOW IF WE WANT TO HAVE A CHANCE AT A  
LIVABLE FUTURE. SO FOR THE LAST TIME,  
I'LL READ THIS PASSAGE THAT WAS BROUGHT  
TO ME BY A FRIEND. WE ARE IN THE  
ANTHROPOCENE. AS HUMANS WE MUST TAKE  
CHARGE OF OUR ACTIONS AND SHOW HOW TRULY  
SMART AND CAPABLE WE ARE. ALL AROUND US  
IS LIFE. WE HAVE HARMED IT, AND WE CAN  
SAVE IT. YOU ARE IN A POSITION OF POWER,  
SO WHAT YOU THINK AND HOW YOU ACT  
MATTERS A LOT. CRUISE SHIPS ARE NOT PART  
OF THAT LIVABLE FUTURE. WE NEED TO  
TRANSITION TO A CRUISE FREE SALISH SEA.  
THANK YOU. THANK YOU,  
WILLIAM. NEXT SPEAKER ON OUR LIST IS  
PATRICK MCKEE.  
MCKEE. EXCUSE ME. MCKEE.  
YEAH. HELLO, COMMISSIONERS. MY NAME IS  
PATRICK MCKEE. I WANT TO CALL YOUR  
ATTENTION TO THE CLEAN SHIPPING ACT,  
INTRODUCED LAST MONTH BY CONGRESSMAN  
ALAN LOWENTHAL AND CONGRESSWOMAN NANETTE  
BARRAGEAN, WHO REPRESENT THE DISTRICTS  
CONTAINING THE PORTS OF LONG BEACH AND  
LOS ANGELES, RESPECTIVELY. TOGETHER,  
THESE TWO PORTS COMPRISE THE BUSIEST  
SHIPPING FACILITY IN THE WESTERN  
HEMISPHERE. THE BILL WOULD ZERO OUT  
POLLUTION FROM ALL OCEAN SHIPPING

COMPANIES DOING BUSINESS WITH THE US, PROTECTING THE HEALTH OF PORT COMMUNITIES, ADDRESSING ENVIRONMENTAL INJUSTICE, AND PROVIDING SOLUTIONS TO THE CLIMATE CRISIS. THE BILL DIRECTS THE EPA TO DO THE FOLLOWING: SET PROGRESSIVELY TIGHTER CARBON INTENSITY STANDARDS FOR SHIPPING CONSISTENT WITH A 1.5 DEGREES CELSIUS DECARBONISATION PATHWAY. GHG REDUCTIONS OF 20% BY 2027, 45% BY 2030, 80% BY 2035, AND 100% BY 2040 RELATIVE TO 2024. THESE ARE BENCHMARKS. THEY'RE USED AS A MEANS OF ENSURING PROGRESS TOWARD AN ULTIMATE GOAL. AND THEY'RE CONSPICUOUSLY ABSENT FROM THE SO CALLED GREEN CRUISE CORRIDOR PROPOSAL RECENTLY LAID OUT BY THE PORT OF SEATTLE. AND BY 2030, IT WOULD REQUIRE ALL SHIPS AT BERTH OR AT ANCHOR AND US PORTS TO EMIT ZERO GHG EMISSIONS AND ZERO AIR POLLUTANT EMISSIONS. THIS DOESN'T MEAN VOLUNTARY COMPLIANCE, AND IT DOESN'T APPLY ONLY TO THOSE SHIPS WHOSE OWNERS DEIGN TO INVEST IN SHORE POWER TECHNOLOGY, WHICH, AS FAR AS I CAN TELL, IS THE PORT OF SEATTLE'S POSITION. WE KEEP HEARING THE PORT COMMISSION'S EXPRESSIONS OF CONCERN. THE PORT IS BETWEEN A ROCK AND A HARD PLACE, FORCED TO NEGOTIATE BETWEEN PROTECTING THE SALISH SEA AND THE PLANET, AND ENSURING REVENUE AND JOB PRODUCING PORT BUSINESS. BUT, HEY, PROBLEM SOLVED. WE CAN LET THE FEDS LEVEL THE PLAYING FIELD FOR US, APPLYING ONE STANDARD ALL US PORTS WILL HAVE TO MEET. SO TO THIS END, I ENCOURAGE THE PORT TO DIRECT ITS CONGRESSIONAL LOBBYING ENTITY TO ENDORSE AND SUPPORT THE CLEAN SHIPPING ACT, MAYBE EVEN REDIRECT TOWARD THAT EFFORT THE HUNDREDS OF THOUSANDS OF DOLLARS BUDGETED FOR CRUISE PROMOTION OVER THE NEXT FEW YEARS. THANK YOU. THANK YOU VERY MUCH. PATRICK. NEXT ON OUR LIST IS SADIA BOLTON.

GOOD AFTERNOON, EVERYONE. MY NAME IS SADIA BUCHUM. I'M HERE TO SPEAK ON BEHALF OF AIRPORT WORKERS. SEATAC PASSENGER SERVICE WORKERS ARE THE BEDROCK OF THE AIRPORT COMMUNITY. WE DO THE EVERYDAY JOBS ASSISTING PASSENGERS, CLEANING AIRPLANES, HANDLING BAGGAGE THAT KEEP OUR AIRPORT RUNNING. THE PANDEMIC TOOK A HEAVY TOLL ON THIS COMMUNITY. WE FACED LAYOFF, REDUCED HOURS, SICKNESS, AND THE FEAR OF GETTING SICK. WE ALL HAVE WORKED SO HARD TO KEEP OUR HOUSEHOLD STEADY AND EVEN TO SUPPORT OUR FAMILY BACK HOME. AS THE PANDEMIC CONTINUE TO HAVE IMPACT AROUND THE GLOBE, MANY PEOPLE WOULD BE SHOCKED TO LEARN THAT WE WORK ON THE FRONT LINE OF

GLOBAL TRAVEL WITHOUT ADEQUATE HEALTH INSURANCE. THIS FORCE WORKERS TO FIND A STRATEGY OF HOW TO DEAL WITH THE COST OF HEALTHCARE. WE COULD PAY 10% OF OUR WAGE TO PURCHASE THE EMPLOYER PROVIDE PLAN, BUT IT ONLY COVERS PREVENTIVE CARES. ANOTHER STRATEGY IS TO GO UNINSURED AND THE PRAYER WE NEVER GET SICK OR LIKE A THIRD OF PASSENGER SERVICE WORKERS ENROLL IN MEDICAID AND SHIFT THE BURDEN FROM THE AIRLINES WE SERVE TO THE TAXPAYER. BUT WE KNOW WE CAN DO BETTER. AIRLINES CAN DO BETTER BY PLEDGING TO RAISE THE STANDARDS OF ALL AIRPORT WORKERS NO MATTER WHO SIGNED THEIR PAYCHECKS. AND THE PORT OF SEATTLE CAN DO BETTER. ENSURING THAT ALL AIRPORT WORKERS HAVE QUALITY AFFORDABLE HEALTH CARE WOULD BE A GOOD STEP TOWARDS EQUITY AND INCLUSION FOR THE MANY NEW AMERICAN IN AIRPORT COMMUNITY. ESTABLISHING UNIVERSAL HEALTH CARE FOR ALL WORKERS AT SEATAC AIRPORT, LIKE THEY HAVE DONE IN SAN FRANCISCO, LOS ANGELES, NEW YORK AND NEW JERSEY WOULD MOVE US CLOSER TO OUR GOAL OF MAKING SURE ALL AIRPORT JOBS ARE GOOD JOBS. THANK YOU FOR LISTENING. THANK YOU SO MUCH. SADIA, I REALLY APPRECIATE YOU COMING OUT HERE TODAY. THE NEXT PERSON ON OUR LIST OF SPEAKERS IS TOYIBA IRAHIM.

THANK YOU FOR THE OPPORTUNITY FOR ME TO SPEAK TO YOU GUYS AND I'M HERE TO REPRESENT THE AIRPORT WORKERS BEHALF OF THEM AND I'M REALLY HAPPY TO SEE YOU GUYS THAT YOU GUYS STAND FOR US. I DIDN'T KNOW BEFORE YOU GUYS STAND FOR AIRPORT WORKERS, BUT TO REALLY SEE YOU GUYS HELPING US AND THEN YOU GUYS ARE HERE FOR US IS VERY THANKFUL. I REALLY THANK YOU GUYS. AND SECOND IS I'M HERE TO SPEAK ABOUT THE HEALTH INSURANCE. I WORK FOR AIRPORT PROSPECT COMPANY WHICH IS WORK WITH DELTA, THEY WORK FOR DELTA. SO WE HAVE INSURANCE, BUT WE CANNOT AFFORD THE INSURANCE BECAUSE IT'S TOO EXPENSIVE. AND ALSO WORKING FOR AIRPORT FOR BEING PAID MINIMUM WAGE. WE CANNOT AFFORD PAYING THE BILLS FOR THE INSURANCE AND AT THE SAME TIME RENT, GROCERY, GAS, EVERYTHING IS GOING HIGH. SO WE ARE EXPOSED TO MANY THINGS. SOME PASSENGERS WE WORK A REALTOR, WE CAN BE EXPOSED VERY EASILY. SO IF YOU GUYS CONSIDER THIS FOR US TO ABLE TO GIVE US IF YOU GUYS CAN DO FREE INSURANCE, BUT IF YOU GUYS CANNOT DO, AT LEAST MAKE IT VERY LIKE 10% OR 5% FOR US. THANK YOU VERY MUCH. I REALLY APPRECIATE YOU. THANK YOU SO MUCH FOR BEING HERE TODAY FOR YOUR

TESTIMONY. LAST BUT CERTAINLY NOT LEAST ON OUR LIST OF SPEAKERS IS MATT VENTOSA. THANK YOU COMMISSIONER. MY NAME IS MATT VENTOSA, I'M THE VICE PRESIDENT OF THE INTERNATIONAL LONGSHORE WAREHOUSE UNION HERE IN SEATTLE AND I WOULD LIKE TO READ THIS INTO THE RECORD. THE FUTURE OF PIER 30 AND 46 IN THE UNITED STATES COAST GUARD. BASED IN SEATTLE, THE INTERNATIONAL LONGSHORE AND WAREHOUSE UNION LOCAL 19 REPRESENTS THE WORKERS ALONG THE SEATTLE WATERFRONT WHO LOAD AND UNLOAD DOMESTIC AND INTERNATIONAL CARGO, GRAIN AND CRUISE VESSELS. THE UNION HAS LONG SUPPORTED THE IMPORTANCE OF THE MARITIME AND INDUSTRIAL LANDS THAT SUPPORT ONE IN THREE JOBS IN WASHINGTON STATE. OUR PORTS ARE VITALLY IMPORTANT TO OUR NATION, OUR STATE, AND PARTICULARLY TO OUR FARMERS IN EASTERN WASHINGTON AS THEY ALLOW THEM TO COMPETE IN THE GLOBAL MARKETS. THERE HAS BEEN CONSIDERABLE INVESTMENT ON FEDERAL, STATE AND LOCAL LEVELS TO BUILD THE INFRASTRUCTURE THAT MAKES THE PORT OF SEATTLE VIABLE. BESIDES THE DIRECT INVESTMENTS OF UPGRADING THE TERMINALS, THE PORT OF SEATTLE, ALONG WITH VARIOUS OTHER FREIGHT MOBILITY PROJECTS, HAS INVESTED 300 MILLION IN THE STATE ROUTE 99 TUNNEL PROJECT, SUPPORTED THE HEAVY HALL CORRIDOR ALONG ALASKAN WAY, AND ADVOCATED FOR VARIOUS OTHER FREIGHT MOBILITY PROJECTS. IN THE LAST 20 YEARS, HUNDREDS OF MILLIONS OF DOLLARS HAVE BEEN INVESTED IN NUMEROUS FREIGHT IMPROVEMENTS AND PROJECTS, INCLUDING STATE ROUTE 519, THE WEST MARGINAL WAY FLYOVER AND LANDER STREET GRADE SEPARATION, THE LITTLE H BRIDGE GRADE SEPARATION, AND THE MOVING OF THE TAIL TRACK OUT OF THE LANDER RAIL YARD. PIER 46 IS CURRENTLY BEING USED AS A CONTAINER DEPOT FOR THE USDA FARM EXPORTS AND OTHER IMPORT EXPORT SHIPPERS. BEGINNING IN 2023, SHIPS WILL RESUME CALLING AT PIER 46 AS A ONE BERTH, 65 ACRE TERMINAL. THE UNION SUPPORTS THE NORTHWEST SEAPORT ALLIANCE'S DESIRE THAT PIER 46 RETURNS TO A TWO BERTH, 87 ACRE TERMINAL ONCE THE COAST GUARD'S SHORT TERM LEASE ENDS. PIER 30 IS CURRENTLY A ONE BERTH, 82 ACRE TERMINAL WITH SIX SHIPPING LINES CONDUCTING BUSINESS OPERATIONS THERE. THE THREE CONTAINER CRANES ON THE PIER ARE HIGHLY PRODUCTIVE AND ARE IDEAL FOR THE SMALLER NICHE VESSELS THAT CALL THERE, SUCH AS THE WESTWOOD SHIPPING LINES AND THE NEWLY ACQUIRED SWIRE LINE. THESE VESSELS HAVE BEEN A LIFETIME FOR OUR EASTERN WASHINGTON AGRICULTURAL EXPORTERS. THE COAST GUARD SHORT TERM

LEASE ALLOWS FOR DREDGING AND REBUILDING THE FOUR BURSTS AT PIER 36. THIS WILL ALLOW THE COAST GUARD TO CREATE A HOMEBASE FOR THE HEALY AND THE THREE POLAR SECURITY CUTTERS BEING BUILT WITH NO IMPACT ON POS CARGO TERMINALS. THE COAST GUARD'S PRELIMINARY ENVIRONMENTAL IMPACT STATEMENT INDICATES THEY MAY CONSIDER BIRTHING FOR MORE OFFSHORE PATROL CUTTERS IN SEATTLE IN THE FUTURE. IN ALL THREE OF THE COAST GUARD'S PEIS ALTERNATIVES, THE COAST GUARD INCREASES THEIR FOOTPRINT TO SIX BIRTHS TO ACCOMMODATE THE ADDITIONAL OPCS, RESULTING IN THE REMOVAL OF CARGO HANDLING BIRTHS FROM 30 AND 46. SO I HAVE TO ASK YOU TO WRAP IT UP. OKAY, I'LL JUST STOP RIGHT THERE. OKAY, THAT MAKES SENSE. THANK YOU. ALL RIGHT, THAT CONCLUDES OUR SIGN UPS TODAY. IS THERE ANYONE ELSE PRESENT ON THE TEAM'S CALL WHO DIDN'T SIGN UP, WHO WISHES TO ADDRESS THE COMMISSION? IF SO, PLEASE STATE YOUR STATE AND SPELL YOUR NAME FOR THE RECORD.

I'M NOT SEEING OR HEARING ANYONE. IS THERE ANYONE IN THE ROOM WHO DIDN'T SIGN UP WHO WISHES TO ADDRESS THE COMMISSION? IF SO, PLEASE COME TO THE TESTIMONY TABLE AND STATE AND SPELL YOUR NAME FOR THE RECORD.

ALL RIGHT, AT THIS TIME, I'LL ASK THE CLERK TO PLEASE GIVE US SYNOPSIS OF ANY WRITTEN COMMENTS WE'VE RECEIVED. THANK YOU. MR. COMMISSION PRESIDENT.

PRETTY STRAIGHTFORWARD TODAY. MEMBERS OF THE COMMISSION, WE'VE RECEIVED WRITTEN COMMENTS SUPPORTING THE SPOKEN COMMENTS HERE TODAY BY MR. PATRICK MCGEE AND MR. MATT VENTOSA. EXCELLENT. THANK YOU SO MUCH. AND THE TESTIMONY YOU SAID FROM MR.

MATOSA IS IN THE RECORD? CORRECT. SO ANYONE WHO WANTS TO KNOW WHAT THE REST OF HIS TESTIMONY WAS CAN GO LOOK THAT UP. THAT IS CORRECT. AND WE WILL DISTRIBUTE THAT TO ALL OF THE MEMBERS OF THE COMMISSION HERE AFTER THE MEETING TODAY. THANK YOU. HEARING NO FOR THE PUBLIC TESTIMONY, WE'LL MOVE TO THE CONSENT AGENDA. NUMBER EIGHT IS THE CONSENT AGENDA. ITEMS ON THE AGENDA ARE CONSIDERED ROUTINE AND WILL BE ADOPTED BY ONE MOTION. ITEMS REMOVED FROM THE CONSENT AGENDA WILL BE CONSIDERED SEPARATELY IMMEDIATELY AFTER ADOPTION OF THE REMAINING CONSENT AGENDA ITEMS.

WE'VE HEARD NO ITEMS TO BE PULLED TODAY. AT THIS TIME, THE CHAIR WILL ENTERTAIN A MOTION TO APPROVE THE CONSENT AGENDA COVERING ITEMS 8A THRU 8J

DO I HAVE A MOTION? MOTION TO APPROVE THE CONSENT AGENDA. THANK YOU. CAN I GET



A SECOND? AWESOME. THE MOTION WAS MADE AND SECONDED. COMMISSIONERS, PLEASE SAY AYE OR NAY WHEN YOUR NAME IS CALLED, BEGINNING WITH COMMISSIONER FELLEMAN FOR APPROVAL OF THE CONSENT AGENDA. AYE. THANK YOU. COMMISSIONER HASEGAWA. AYE. THANK YOU. COMMISSIONER MOHAMED. AYE. THANK YOU. COMMISSIONER CALKINS. AYE. THANK YOU. AND COMMISSIONER CHO. AYE. THANK YOU. FIVE AYES ZERO NAYS FOR THIS ITEM. EXCELLENT. THE MOTION PASSES. ALL RIGHT, MOVING ON IN THE AGENDA, WE HAVE TWO NEW BUSINESS ITEMS TODAY. THE FIRST ITEM IS FOR CONSIDERATION OF A JOINT PARTNERSHIP AGREEMENT WITH MARITIME BLUE. I UNDERSTAND COMMISSIONER CALKINS AND FELLEMAN WILL BE RECUSING THEMSELVES IN PARTICIPATING IN THIS ITEM DUE TO THEIR RELATIONSHIP WITH MARITIME BLUE. COMMISSIONER CALKINS FOR HIS EMPLOYMENT RELATIONSHIP, AND COMMISSIONER FELLEMAN FOR HIS EX OFFICIAL MEMBERSHIP ON THE BOARD, CREATING A POTENTIAL CONFLICT OF INTEREST FOR THE COMMISSIONERS. IS THAT ACCURATE, COMMISSIONERS? MINE IS LIMITED TO A PERCEPTION OF CONFLICT OF INTEREST BECAUSE WITH SENATOR LOVELETT, I NO LONGER HAVE A VOTING RIGHT ON THE BOARD, SO WE HAVE NO IMPACT ON THE BUDGET. BUT I WILL RECUSE MYSELF NONETHELESS. THANK YOU FOR PRACTICING AN ABUNDANCE OF CAUTION. AND COMMISSIONER CHO JOSHUA BURGER SERVES ON THE BOARD OF THE ORGANIZATION THAT I LEAD. AND SO I'VE CHOSEN TO RECUSE MYSELF TO AVOID ANY CONFLICT. THANK YOU. EXCELLENT. COMMISSIONER CALKINS, PLEASE TURN OFF YOUR CAMERA AND MICROPHONE AT THIS TIME, DEPUTY COMMISSIONER CLARK PAYNE WILL MESSAGE YOU IN THE CHAT WHEN YOU ARE ABLE TO REJOIN THE MEETING. COMMISSIONER FELLEMAN HAS ALREADY LEFT THE ROOM TO RECUSE HIMSELF. MS. TALAVERA OF THE COMMISSION OFFICE WILL ASK HIM TO REJOIN THE MEETING AFTER THE DISCUSSION AND VOTE. CLERK HART, PLEASE READ THE ITEM INTO THE RECORD. WE'LL THEN HEAR FROM EXECUTIVE DIRECTOR METRUCK TO INTRODUCE THE ITEM WE NEED TO HOLD. YEAH, WE JUST LOST. 1 SECOND. YEAH, WE'LL HOLD FOR A SECOND WHILE WE WAIT FOR A COMMISSIONER HASEGAWA TO COME BACK? AND WE'LL STAND IN RECESS. THEN WE'LL STAND IN RECESS. THANK YOU. THANK YOU. ALL RIGHT, WE ARE BACK IN. YEAH, NO WORRIES. ALL RIGHT, SO WE ARE EXECUTIVE DIRECTOR METRUCK, TAKE IT AWAY. LET ME GO AHEAD AND READ THAT ITEM INTO THE RECORD FIRST. OH, YEAH, I'M

SORRY. GO AHEAD. SO THIS IS AGENDA ITEM TEN A, AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO EXECUTE A JOINT PARTNERSHIP AGREEMENT WITH MARITIME BLUE. A NONPROFIT AGENCY TO ADVANCE ECONOMIC RECOVERY BY OFFERING A MARITIME ACCELERATOR INITIATIVE. STARTING A MARITIME BUSINESS INCUBATOR PROGRAM AT FISHERMAN'S TERMINAL. AND SUPPORTING CONFERENCES AND EVENTS SURROUNDING OCEAN INNOVATION FOR A CONTRACT TERM OF TWO YEARS AT THE RATE OF \$150,000 ANNUALLY IN A COMMISSIONER DETERMINATION THAT A COMPETITIVE PROCESS IS NOT APPROPRIATE OR COST EFFECTIVE. EXEMPT IN THE CONTRACT FROM A COMPETITIVE PROCESS CONSISTENT WITH RCW 53.19.0205. COMMISSIONERS, OUR NEXT ITEM ASKS YOU TO AUTHORIZE A NEW TWO YEAR CONTRACT FOR MARITIME BLUE. THIS CONTRACT SUPPORTS OUR WORK TO ADVANCE MARITIME INNOVATION. AS WE KNOW FROM THE PRESENTATION THAT WE GOT, I DON'T KNOW IF IT WAS THE LAST COMMISSION MEETING OR JULY 12 IN JULY, AND IT JUMPSTARTS NEW MARITIME BUSINESS INCUBATOR PROGRAM AT MARITIME BLUE'S FISHERMAN'S TERMINAL HEADQUARTERS. I SUPPORT THIS CONTRACT EXTENSION. MARITIME BLUE HAS DONE A LOT OF GREAT WORK WITH US OVER THE LAST FEW YEARS AND CONTINUES, AS I SAID IN MY OPENING REMARKS, THEY'RE POISED TO MAKE EVEN MORE IMPACTFUL WORK GOING FORWARD, AND WE APPRECIATE THEIR PARTNERSHIP. OUR PRESENTERS TODAY ARE DAVID MCFADDEN, MANAGING DIRECTOR OF ECONOMIC DEVELOPMENT DIVISION, AND JOSHUA BERGER, PRESIDENT CEO OF MARITIME BLUE. JOSHUA IS WITH US VIRTUALLY, SO I'M GOING TO TURN OVER TO DAVE MCPHADDEN. THANK YOU. GOOD AFTERNOON, COMMISSIONERS. EXECUTIVE DIRECTOR METRUCK. I'M ALSO PLEASED TO BE HERE TO PRESENT THIS REQUEST TO AUTHORIZE MARITIME BLUES NEXT CONTRACT. LET'S GO TO THE NEXT SLIDE. WHAT WE'RE SPECIFICALLY ASKING FOR IS TO AUTHORIZE CONTRACT FOR THE NEXT TWO YEARS FOR \$300,000. WE ALSO SEEKING A COMPETITIVE WAIVER, RECOGNIZING THAT MARITIME BLUE IS A UNIQUE CLUSTER ORGANIZATION. LET'S GO TO THE NEXT SLIDE. YOU HEARD, I THINK, A GREAT REPORT CARD FROM JOSHUA AND I IN JULY 12. THIS ORGANIZATION HAS BLOSSOMED IN THE LAST THREE YEARS AND DOING GREAT IMPACTFUL WORK. SO WE WANT THAT TO CONTINUE. AND REALLY WHAT THIS AGREEMENT WILL DO SPECIFICALLY IS CONTINUE TO SUPPORT OUR MARITIME INNOVATION ACCELERATOR. WE'VE HAD THREE OF THEM SO FAR. THIS SUPPORTS THE FOURTH AND FIFTH ONE. BUT WE'RE ALSO ADDING A NEW

ELEMENT. WE'RE ADDING A MARITIME BUSINESS INCUBATOR INITIATIVE AT FISHERMAN'S TERMINAL. THIS IS WHERE THEIR OFFICES ARE. THIS IS THE HUB FOR MARITIME BLUE. WHAT WE REALLY DISCOVERED IS THE ACCELERATOR IS WORKING GREAT, BUT THERE ARE OTHER COMPANIES OUT THERE THAT HAVE GREAT POTENTIAL, LIKE SEA POTENTIAL WHO CAME OUT OF THE TACOMA INCUBATOR. AND WITH A LITTLE EXTRA TIME AND A LITTLE EXTRA HELP WAS TRULY READY TO JOIN OUR ACCELERATOR. WE DON'T WANT TO MISS THOSE OPPORTUNITIES. WE WANT TO GROW THOSE OPPORTUNITIES FROM A SEED, IDEALLY, WHETHER THEY ARE SUCCESSFUL IN THEIR OWN RIGHT OR BECOME A FUTURE PART OF OUR MARITIME ACCELERATOR COHORTS. SO THAT'S REALLY WHAT'S BEHIND THIS NEW INITIATIVE AND IN ADDITION TO THAT, WE'LL CONTINUE TO ORGANIZE WHAT WE CALL THOSE BLUE FORMS THAT ADVANCE THESE DISCUSSIONS AND COLLABORATION. SO THAT'S REALLY WHAT WE'RE PLANNING ON DOING. LET'S GO TO THE NEXT SLIDE, PLEASE. AND JUST A HIGH LEVEL REPORT CARD. AS I MENTIONED EARLIER, THE ACCELERATOR PROGRAM HAS GOTTEN OFF TO A STRONG START. WE'RE REALLY LUCKY TO WORK WITH MARITIME BLUE ON INITIATIVES LIKE QUIET SOUND, OFFSHORE WIND. THEY ARE AN ACTIVE SUPPORTER OF OUR MARITIME INNOVATION CENTER, PROBABLY A FUTURE OPERATOR OF THAT FACILITY. AND FINALLY, I'VE JUST SEEN THEM IN THREE YEARS GO FROM ZERO TO AMAZING IN TERMS OF THEIR BOARD AND ORGANIZATIONAL GROWTH. THEY'VE GOT A GREAT GROUP OF LEADERS GUIDING THIS EFFORT AND THEY'RE FINANCIALLY SOLID. SO WITH THAT, WE'RE ASKING FOR YOUR SUPPORT. I THINK THE NEXT SLIDE. THAT'S IT. JOSHUA IS ON THE LINE IN CASE YOU HAVE ANY QUESTIONS AND I MIGHT OPEN IT UP FOR HIM TO JUST SEE IF HE HAD ANY COMMENTS TO ADD. THANK YOU DAVE. THANK YOU COMMISSIONERS THE EXECUTIVE DIRECTOR METRUCK. DAVE, I THINK YOU HIT IT OUT OF THE PARK IN TERMS OF WHAT OUR GOALS ARE. WE'VE BEEN GRATEFUL FOR OUR LONG TERM RELATIONSHIP WITH THE PORT OF SEATTLE AND AS IT EXTENDS REALLY TO OUR BROADER REGIONAL, NATIONAL AND GLOBAL GOALS AROUND THE BLUE ECONOMY, MARITIME DECARBONISATION, EQUITY, SUSTAINABILITY AND INNOVATION. SO WE'D BE GRATEFUL TO TAKE THE NEXT STEPS WITH YOU ALL. I THINK DAVE EXPOSED CERTAINLY A KEY AREA AND PROVIDING AN OPPORTUNITY FOR EARLIER STAGE COMPANIES TO FIND THE CORE SUPPORT THEY NEED TO TAKE THE NEXT STEPS. IT ALSO PROVIDES OPPORTUNITY FOR US TO CLEARLY CLARIFY THE STAGE OF

BUSINESSES GOING THROUGH OUR PROGRAM, WHICH WILL LEAD TO FURTHER CAPITAL INVESTMENT. IT'S FEEDBACK WE'VE GOTTEN FROM THOSE WHO ARE INVESTING OR DOING DUE DILIGENCE ON THOSE COMPANIES. AND THE THIRD IS THE RECRUITMENT OPPORTUNITY. SO THE INCUBATOR IS ALSO PRIMED TO BRING ESTABLISHED STARTUPS, MID STAGE GROWTH STARTUPS WHO ARE LOOKING TO EXPAND INTO THIS REGION HAVE POTENTIALLY A SEAT TO COME LAND SORT OF A SOFT LANDING IN WASHINGTON STATE AND KING COUNTY AS THEY LOOK TO GROW HERE. SO WE'RE VERY EXCITED ABOUT THE GROWTH OF THAT NEW PROGRAM ALONGSIDE WHAT WE'VE BEEN ABLE TO DO TOGETHER AS WELL. THANK YOU. EXCELLENT. THANK YOU BOTH DAVE AND JOSH FOR PRESENTING THIS ITEM TODAY. ARE THERE ANY QUESTIONS FOR STAFF AT THIS TIME FROM COMMISSIONERS? PLEASE INDICATE IF YOU'D LIKE TO SPEAK. ALL RIGHT, COMMISSIONER MOHAMED, I DON'T HAVE ANY QUESTIONS, BUT I DEFINITELY WANTED TO COMMENT AND SAY THAT I APPRECIATE THE WORK THAT IS HAPPENING AT THE PORT OF SEATTLE AND THE PARTNERSHIP WITH MARITIME BLUE. EARLIER TODAY I PARTICIPATED IN A CONGRESSIONAL SELECT COMMITTEE THAT IS ON ECONOMICS DISPARITY AND FAIRNESS IN GROWTH. THE CONGRESSIONAL COMMITTEE WAS INVITED BY US CONGRESSWOMAN JAYAPAL, AND THEY HAVE HEARINGS IN SEATTLE TODAY. AND THEIR BIG FOCUS IS AROUND WORKFORCE DEVELOPMENT ISSUES. AND SO WE WERE ON A BOAT TOUR EARLIER TODAY AND MARITIME BLUE CAME UP. AND ALL THE WORK THAT IS HAPPENING HERE LOCALLY AROUND MAKING SURE THAT WE'RE CREATING PATHWAYS FOR OUR YOUNG FOLKS TO BE EXPOSED TO THESE INDUSTRIES, AND IT IS GREAT WORK THAT IS HAPPENING, AND IT WAS GREAT FOR US TO BE ABLE TO POINT TO THE PARTNERSHIP BETWEEN THE PORT OF SEATTLE, MARITIME BLUE AND OUR STATE. AND SO I'M LOOKING FORWARD TO SUPPORTING THIS WORK. THAT CONCLUDES MY COMMENTS. EXCELLENT. THANK YOU, COMMISSIONER MOHAMED. ALL RIGHT. I WOULD JUST LIKE TO SAY THAT IT'S BEEN AN ABSOLUTE PLEASURE TO WORK WITH MARITIME BLUE, AND IN PARTICULAR, JOSH, ON THE ONE OCEAN INITIATIVE. OBVIOUSLY, YOU AND I'VE HAD MANY CONVERSATIONS, AS WELL AS CONVERSATIONS WITH POTENTIAL ORGANIZATIONS ABROAD WHO MIGHT TAKE PART OF THIS GLOBAL EFFORT. AND SO VERY EXCITED, VERY ENTHUSIASTIC, AND EXTREMELY SUPPORTIVE OF OUR RENEWAL. SO, WITH THAT HEARING NO FURTHER QUESTIONS FOR THIS ITEM IS THERE A MOTION? AND A SECOND? SO MOTION AND A SECOND. MOTION WAS MADE AND SECONDED

CLERK HART. PLEASE CALL THE ROLL FOR THE VOTE. COMMISSIONERS, PLEASE SAY AYE OR NAY WHEN YOUR NAME IS CALLED. THANK YOU. BEGINNING WITH COMMISSIONER HASEGAWA. AYE. THANK YOU. COMMISSIONER MOHAMED. AYE. THANK YOU. AND COMMISSIONER CHO. AYE. THANK YOU. THREE AYES ZERO NAYS FOR THIS ITEM. EXCELLENT. CONGRATULATIONS. THE MOTION PASSES. I'LL TAKE A SECOND HERE SO THAT THE CLERK'S OFFICE CAN BRING BACK OUR COLLEAGUE RYAN. I MEAN YEAH, RYAN.

YEAH. IT DIDN'T PASS. I'M SORRY.

[LAUGHTER]

NO, I THINK YOU'VE RECUSED YOURSELF FROM THE ITEM ALTOGETHER, UNFORTUNATELY. SO I DON'T THINK I'M GOING TO DEFER TO CLERK HART.

[LAUGHTER]

YES, IN GENERAL, I WOULD THINK YOU'VE RECUSED COMPLETELY FROM PARTICIPATION IN THE ITEM, BUT YOU'RE RIGHT THAT THE VOTE HAS BEEN TAKEN.

OKAY. CAN YOU SAVE IT UNTIL THE END OF THE MAYBE BEFORE CLOSING COMMENTS THEN? BECAUSE WE'VE TECHNICALLY ALREADY CLOSED THIS. I CAN DO THAT.

YEAH. THANK YOU. ALL RIGHT, CLERK, PLEASE READ THE NEXT ITEM ON INTO THE RECORD. WE'LL THEN HEAR FROM EXECUTIVE DIRECTOR METRUCK TO INTRODUCE THE ITEM. YOU. THIS IS AGENDA ITEM TEN B AND COMPANION ITEM TEN C FOR THE SOUND INSTALLATION PROGRAM BRIEFING. THE TITLE FOR TEN C IS AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO ADVERTISE ABOARD AND EXECUTE A MAJOR PUBLIC WORKS CONTRACT, INCLUDE A PROJECT LABOR AGREEMENT AND FUND CONSTRUCTION OF PHASE ONE OF THE APARTMENT PROGRAM IN AN AMOUNT NOT TO EXCEED \$40 MILLION OF THE TOTAL APARTMENT PROGRAM COST OF \$133,515,000.

COMMISSIONERS, TODAY WE'LL PRESENT YOU WITH AN UPDATE ON THE SEATTLE TACOMA INTERNATIONAL AIRPORT SOUND INSTALLATION PROGRAMS. GREAT PROGRESS IS MADE TO COMPLETE THE COMMISSION AUTHORIZED ACCELERATION INSTALLATION PROGRAMS BY THE END OF 2026. STAFF ARE HERE TODAY TO BRIEF YOU ON THOSE EFFORTS AND THE STATUS OF EACH PROGRAM THAT IS UNDERWAY. THEY HAVE MADE PROGRESS RAMPING UP THE PROGRAMS TO ENSURE THAT DEADLINES AND THERE'S NOISE REDUCTION BENEFITS ARE HELPING WITHIN OUR COMMUNITIES. STAFF WILL ALSO DISCUSS THEIR PLANS TO EVALUATE OLDER PRODUCTS THAT WERE INSTALLED IN THE EARLY YEARS AFTER THE PROGRAM BEGAN IN 1985 TO DETERMINE IF THEY'RE HOLDING UP AND MEETING THE INTENDED PURPOSE OF THE NOISE REDUCTION. AND FINALLY, WE'RE

GETTING READY TO PROCURE CONTRACTING FOR SOUND INSTALLATION OF THE FIRST PHASE OF APARTMENT BUILDINGS. STAFF ARE HERE TO REQUEST AUTHORIZATION TO ADVERTISE, AWARD AND EXECUTE A PUBLIC WORKS CONTRACT, INCLUDING A PROJECT LABOR AGREEMENT TO BEGIN PHASE ONE OF THIS PROJECT, WHICH INCLUDES FIVE DIFFERENT COMPLEXES. TOTAL AUTHORIZATION IS \$40 MILLION. WITH US TODAY WE HAVE STEVE ST. LOUIS SOUND INSTALLATION PROGRAM MANAGER AND JULIE KINSEY, NOISE PROGRAM SOUND INSTALLATION MANAGER WILL BE OUR PRESENTERS. SO I GUESS I TURN IT OVER TO STEVE. THANK YOU, EXECUTIVE DIRECTOR METRUCK. AND GOOD AFTERNOON, COMMISSIONERS. STEVEN ST. LOUIS, THE SOUND INSTALLATION PROGRAM MANAGER FOR THE AVIATION PROJECT MANAGEMENT GROUP. AND AS MR. METRUCK SAID, I'LL BE JOINED BY JULIE KINSEY, SOUND INSTALLATION MANAGER WITH THE NOISE PROGRAM. NEXT SLIDE.

BRIEF AGENDA TODAY GOING OVER THIS PROGRAM STATUS UPDATES, FUNDING, SOME RISKS AND NEXT STEPS. NEXT SLIDE.

MR. COMMISSIONER, VICE PRESIDENT. I JUST WANT TO KNOW, I THINK COMMISSIONER CALKINS DID NOT RETURN TO THIS MEETING AND HE MIGHT BE ACTUALLY GONE FOR THE REST OF THE MEETING. OKAY DULY NOTED. THANK YOU FOR THAT. THANK YOU. NEXT SLIDE PLEASE.

THIS MAP WE'RE LOOKING AT HERE SHOWS THE POTENTIALLY ELIGIBLE PROPERTIES. THESE ARE THE PROPERTIES THAT WERE ORIGINALLY IDENTIFIED AFTER THE MOST RECENT PART 150 STUDY AND THESE ARE THE HOMES THAT THE PROGRAM WAS FOCUSED ON INITIALLY OVER THE PAST FEW YEARS. NEXT SLIDE.

PROGRAM STATUS UPDATE. WE'RE GOING TO GO OVER THE HISTORY OF THE SOUND INSTALLATION, SOME UPDATES ON EQUITY, DIVERSITY AND INCLUSION AND SOME UPDATES ON WHAT WE'VE COMPLETED THERE. I'LL GO OVER SINGLE FAMILY HOMES, THE CONDOMINIUMS, THE APARTMENT PROGRAM, PLACES OF WORSHIP AND THE ATV.

QUICK UPDATE ON SUBORDINATION AGREEMENT PROCESSES, IMPROVEMENTS AND THEN THE FAILED PRODUCT STUDY. NEXT SLIDE PLEASE. AND FOR THIS ONE I'M GOING TO TURN TO JULIE. JULIE? YES. GOOD AFTERNOON, DIRECTOR METRUCK AND PORT COMMISSIONERS. SO, THE PORT OF SEATTLE HAS A STRONG HISTORY OF SUPPORT FOR SOUND INSULATION PROGRAM SINCE ITS INCEPTION IN 1985. TO DATE, THE PORT HAS INVESTED APPROXIMATELY \$300 MILLION IN SOUND INSULATION OF OVER 9400 RESIDENTS. THE PORT HAS SPENT APPROXIMATELY \$100 MILLION ON ACQUISITION AND RELOCATION OF

OVER 1400 SINGLE FAMILY HOMES AND FIVE MOBILE HOME PARKS THAT WERE MOST IMPACTED BY AIR OPERATIONS. WE'VE PARTNERED WITH EDUCATION, PROVIDING \$14 MILLION TO THE HIGHLINE COLLEGE TO SOUND INSULATE 14 BUILDINGS AND WITH THE HIGHLINE SCHOOL DISTRICT AS PART OF OUR 15 SCHOOL \$100 MILLION JOINT VENTURE WITH THE FAA. TEN OF THOSE 15 SCHOOLS HAVE BEEN COMPLETED, WITH THE REMAINING SCHOOLS BEING LINKED TO HIGHLINE SCHOOL DISTRICT BONDS. NEXT SLIDE, PLEASE. ONE OF THE THINGS WE WANT TO SHARE IS KIND OF AN UPDATE FROM OUR PREVIOUS BRIEFING WITH YOU AND THAT WAS OUR WORK WITHIN THE OFFICE OF EQUITY, DIVERSITY AND INCLUSION. AND SO ONE OF THE ENHANCEMENTS THAT WAS IDENTIFIED WAS OUR SOUND INSTALLATION WEBSITE CONTENT. SO THE NEW WEBSITE IS A VIRTUAL HANDBOOK AND INCLUDES A HUB OF ALL OF OUR EASY TO FIND VIDEOS, PRESS RELEASES, AS WELL AS UPDATES REGARDING THE SOUND INSTALLATION PROGRAM. THIS ENABLES US TO LEVERAGE THE PORT'S GOOGLE TRANSLATE FEATURE WHICH TAKES THIS CONTENT AND CAN TRANSLATE IT INTO THE AVAILABLE 109 LANGUAGES. IN PARTNERSHIP WITH EXTERNAL RELATIONS, WE WERE ABLE TO LAUNCH THIS NEW WEBSITE LAST YEAR AND THAT'S WHAT THE QR CODE IS IF YOU WANT TO BE ABLE TO TAKE A QUICK PEEK AT IT. SO WE HAVE ALSO MODIFIED OUR OUTREACH EFFORTS THROUGH MORE FREQUENT COMMUNICATIONS. WE'VE USED A VARIETY OF MESSAGING AS WELL AS DELIVERY MODELS WITH LETTERS, AS WELL AS MULTILANGUAGE POSTCARDS. WE CONTINUE TO WORK WITH BOTH OEDI AND EXTERNAL RELATIONS ON OUR PROGRAM ON AN ONGOING BASIS. NEXT SLIDE PLEASE. AND STEVE IS GOING TO TALK TO YOU ABOUT OUR VETERANS FELLOWS. THANKS, JULIE. YES, VETERAN FELLOWS. PORT OF SEATTLE HAS A REALLY GREAT, AWESOME VETERAN FELLOWSHIP PROGRAM FOR THOSE OF YOU THAT AREN'T AWARE. AND OUR SOUND INSTALLATION PROGRAM WAS FORTUNATE ENOUGH TO ACTUALLY HAVE TWO VETERAN FELLOWS JOIN OUR PROGRAM LAST WINTER. JOSE FIGUROA AND JACKSON BOROUGH. BOTH WERE ON THE SOUND OF FLASH PROGRAM SUPPORTING PROJECT MANAGEMENT GROUP. AS THAT FELLOWS, THEY JUST RECENTLY COMPLETED THEIR SIX MONTH FELLOWSHIP AND LUCKY FOR THE PORT WE WERE ABLE TO KEEP. JOSE IS NOW AN FTE WITH THE PORT AVIATION MAINTENANCE GROUP AND JACKSON ACCEPTED A POSITION WITH THE WASHINGTON STATE PATROL AS A COMMERCIAL VEHICLE INSPECTOR. SO I JUST REALLY WANTED TO CONGRATULATE BOTH OF THOSE GENTLEMEN. THEY WERE A PLEASURE TO WORK WITH,

REALLY APPRECIATED ALL OF THEIR HELP SUPPORTING THE PROGRAM. AND I ALSO DO WANT TO MAKE A SHOUT OUT TO ALL OF THE FOLKS WHO HELP SUPPORT OUR VETERAN FELLOWSHIP PROGRAM AT THE PORT. A LOT OF ENERGY AND TIME GOES INTO NOT ONLY GETTING THE CANDIDATES, BUT AS THEY'RE HERE WITH US AT THE PORT, MAKING SURE THAT THEY'RE GETTING THE RESOURCES THEY NEED AND THE HELP THEY NEED TO BE SUCCESSFUL WHEREVER THEY END UP GOING ON IN THE NEXT STEP OF THE CHAPTER OF THEIR CAREER. SO, JUST WANTED TO HIGHLIGHT THAT FOR EVERYBODY. NEXT SLIDE, PLEASE.

SINGLE FAMILY HOMES. SO, PROGRAM UPDATE HERE. I DID WANT TO HIGHLIGHT THE PHOTOS THAT YOU'RE LOOKING AT HERE. SO THIS IS A GREAT EXAMPLE OF BEFORE AND AFTER. SO THE PHOTO UP TOP IS BEFORE, AND THEN THE PHOTO DOWN BELOW IS THE AFTER. YOU CAN SEE THE DIFFERENCE IN THE WINDOWS. SOUND INSULATION. WINDOWS ARE MUCH MORE ROBUST, BIGGER, LARGER, THICKER. AT THIS POINT IN TIME.

LET'S SEE, WE HAVE 63 THAT HAVE APPLIED. WE'VE CURRENTLY COMPLETED TEN SINGLE FAMILY HOMES IN 2021. WE'RE CURRENTLY WORKING ON 13 RIGHT NOW FOR 2022.

WE HAVE A FEW THAT ARE IN THE PROCESS OF GETTING THE PAPERWORK ALL LINED UP SO WE CAN PROCEED WITH THEIR DESIGNS AND CONSTRUCTION. AND WE DO ANTICIPATE THIS PROGRAM, KEEPING PACE WITH AROUND TEN SINGLE FAMILY HOMES PER YEAR THROUGH THE END OF 2026. WE DO HAVE CURRENTLY 25 HOMES THAT ARE ON HOLD BY THE HOMEOWNERS THEMSELVES. NEXT SLIDE, PLEASE.

FOR THE CONDOMINIUM PROGRAM, THE PLAN IS TO FINISH THE VILLA ENZIAN CONDOMINIUM WITH 28 UNITS. WE'RE TARGETING THE END OF THIS YEAR TO BE COMPLETED WITH ALL 28 UNITS. THE OTHER TWO ELIGIBLE CONDOMINIUM PROPERTIES DECLINED TO PARTICIPATE IN THE PROGRAM. AND I DO WANT TO CALL YOUR ATTENTION TO THE PHOTO IN THE TOP LEFT. SO THE WINDOW ON THE LEFT SIDE THERE HAS YET TO RECEIVE SOUND INSULATION UPGRADE. AND THE WINDOW ON THE RIGHT IS THE NEW SOUND INSULATION WINDOW, ALL TRIMMED OUT AND READY TO GO THERE. SO THAT'S THE STATUS OF THE CONDOMINIUM PROGRAM. NEXT SLIDE, PLEASE.

FOR THE APARTMENT PROGRAM, WE STARTED OUT WITH 18 ELIGIBLE COMPLEXES, AND WE WORKED OUR WAY THROUGH TESTING AND PARTICIPATION AND EVERYTHING TO GET THAT PROGRAM TEED UP. AFTER COMPLETING ALL THE TESTING, WE HAVE LANDED WITH TEN PROPERTIES THAT ARE GOING TO BE PARTICIPATING IN THE PROGRAM. DESIGN HAS COMMENCED ON THE FIRST



PACKAGE OF FIVE APARTMENT COMPLEXES AND PHASE ONE CONSTRUCTION, ANTICIPATING BID OPENING Q FOUR THIS YEAR, AND THAT'LL BE WITH THE FIVE BUILDINGS AND 215 UNITS. THE ENTIRE PROGRAM IS ON SCHEDULE TO BE COMPLETED NO LATER THAN Q FOUR 2026 FOR THOSE APARTMENTS. NEXT SLIDE, PLEASE.

AS I MENTIONED BEFORE, PROGRAM IS SET UP TO COMPLETE NO LATER THAN THE END OF 2026, AND RIGHT NOW I HAVE IT SET UP IN THREE SEPARATE DESIGN CONSTRUCTION PHASES. PHASE ONE, I'LL BE REQUESTING CONSTRUCTION AUTHORIZATION SUBSEQUENT TO THE BRIEFING. PHASE TWO, I ANTICIPATE I'LL BE BACK FOR A CONSTRUCTION AUTHORIZATION EITHER LATER THIS YEAR OR EARLY 2023 FOR PHASE TWO, AND THEN SHORTLY FOLLOWED BY THAT WILL BE PHASE THREE FOR CONSTRUCTION, ALL COMPLETED BY THE END OF 2026. NEXT SLIDE, PLEASE.

PLACES OF WORSHIP. WE STARTED WITH SEVEN PROPERTIES, AND AT THIS POINT IN TIME, WE HAVE FOUR THAT HAVE CONFIRMED AND TESTED ELIGIBLE. WE DO ANTICIPATE I ANTICIPATE DESIGN STARTING THIS FALL OR EARLY WINTER, AND WE WILL BE PARTNERING UP WITH OUR CONSULTANT TEAM WHO SPECIALIZES IN THIS TYPE OF WORK ACROSS THE COUNTRY AND HOW DO YOU SOUND INSULATE PLACES OF WORSHIP WHICH HAVE HISTORIC VALUE TO THEM, SENSITIVITIES WITH THE SPACES THAT WE'RE WORKING IN, WHETHER THEY BE SCHOOLING, WORSHIP PLACES, FOOD BANKS, ET CETERA. SO DEFINITELY GOING TO BE ONE OF THE MORE CHALLENGING PARTS OF OUR PROGRAM TO COMPLETE. NEXT SLIDE, PLEASE.

FOR THIS ONE. JULIE, DO YOU WANT TO GIVE A QUICK UPDATE ON THE ATZ?

SO OUR SOUTHERN APPROACH TRANSITION ZONE CONSISTS OF TWO SINGLE FAMILY HOMES AND ONE APARTMENT BUILDING, AND WE HAVE NOT YET FINALIZED THE DESIGN OF THE PROGRAM, BUT WE WILL BE BRIEFING COMMISSION ON THIS SHORTLY. NEXT SLIDE, PLEASE.

OWNERS PARTICIPATING IN THE SOUND INSTALLATION PROGRAM SIGN AVIATION EASEMENTS. THIS IS TO BE IN PART COMPLIANT WITH WASHINGTON STATE LAW AND THE USE OF PUBLIC FUNDS. WHEN AN OWNER HAS A LENDER, A SUBORDINATION OF THE LOAN IS NEEDED TO ENSURE THAT THE AVIATION EASEMENT STAYS ON TITLE. AND WHILE SUBORDINATIONS HAVE ALWAYS BEEN A PART OF OUR DOCUMENT PROCESS, THEY BECAME PROGRESSIVELY MORE CHALLENGING. AS THE COMMISSION KNOWS, DURING THE PANDEMIC, THE SPECIALIZED CONSULTANTS THAT WE BROUGHT IN TO FACILITATE THE PROCESS HAVE CLEARED THE BACKLOG, AND WITH THEIR INDUSTRY CONTACTS, WE'RE

FINDING THAT THEY ARE NOW ABLE TO COMPLETE THE SUBORDINATION PROGRESS ON AVERAGE WITHIN FOUR MONTHS. STAFF HAS ALSO REDUCED THE INITIAL TIME IT TOOK OF REQUIRING THE AVIATION EASEMENTS THROUGH IN HOUSE, NOTARIZATION WITH PORT STAFF. CURRENTLY, WE ONLY HAVE FIVE SUBORDINATIONS OF REMAINING OUTSTANDING FOR OUR SINGLE FAMILY AS WELL AS APARTMENT PROGRAMS. NEXT SLIDE, PLEASE. SO STAFF WILL BE BEGINNING OUR PREVIOUSLY INSTALLED PRODUCT STUDY IN 2023 TO ASSESS THE CONDITION OF OLDER WINDOWS AND DOORS VENTILATION SYSTEMS, SOME OF WHICH HAVE BEEN INSTALLED FOR OVER 30 YEARS. THE PLAN IS TO PREPARE A CONSULTANT TO EVALUATE THE HISTORIC PRODUCTS USED TO MAKE ON SITE INSPECTIONS OF THE PRODUCT, TO ASSESS THEIR POTENTIAL CONDITION, AND TO CREATE COST ESTIMATES FOR A POTENTIAL REPAIR OR REPLACEMENT. THEY WILL MAKE RECOMMENDATIONS ON THE CREATION OF A PROGRAM THAT MAY BE ELIGIBLE FOR FAA APPROVAL. SPECIFICALLY, WITH THE PRE 1993 WORK.

HOMES THAT WERE SOUND INSULATED AFTER 1993 WOULD NOT BE ELIGIBLE FOR FAA FUNDING AND AN ADDITIONAL FUNDING SOURCE WOULD NEED TO BE IDENTIFIED. NO FUNDING SOURCE OR AIP FUNDS HAVE CURRENTLY BEEN PROGRAMMED FOR A NEW PROGRAM. THE GOAL OF THIS STUDY IS REALLY A FIRST STEP TO UNDERSTANDING THE LIFESPAN OF OLDER PRODUCTS THAT ARE WITHIN THE 65 DNL, THEIR CONDITION AND THE COST OF A POTENTIAL PROGRAM. STEVE WILL NOW BE DISCUSSING FOR YOU THE FUNDING FOR OUR CURRENT PROJECTS. NEXT SLIDE, PLEASE. NEXT SLIDE, PLEASE. THANK YOU JULIE.

FOR PROJECT FUNDING, HERE'S THE BREAKOUT OF EACH OF OUR PROGRAMS. SO CURRENTLY OF ALL OF THESE SOUND INSTALLATION PROGRAMS COMBINED, WE CURRENTLY HAVE RECEIVED 30.5 MILLION IN FAA GRANTS AND WE ARE ANTICIPATING OVER \$100 MILLION IN FUTURE GRANTS.

NEXT SLIDE, PLEASE.

PROGRAM RISKS. CURRENTLY OUR NUMBER ONE RISK IS REALLY TIED TO COVID AND ALL THE LINKAGES THAT COVID HAS FOR IMPACTING A PROJECT.

SO LABOR MARKET SHORTAGES ARE CURRENTLY POTENTIALLY IMPACTING US. MATERIAL DELAYS ARE CONTINUING TO BE A CHALLENGE AND THERE'S OTHER ANCILLARY IMPACTS ALL TIED TO COVID

THAT WE'RE ALL MANAGING THOSE ON A DAY TO DAY BASIS. AND THAT'S WHERE WE'RE AT WITH RISKS. NEXT SLIDE.

NEXT STEPS. WE'RE GOING TO CONTINUE PLANNING, TESTING AND DESIGN WITH THE CONSULTING FIRM, CONTINUED

OWNER OUTREACH AND CONTINUED CONSTRUCTION OF SINGLE FAMILY HOMES. INITIATE DESIGNS BASED ON THE ELIGIBILITY OF THE PLACES OF WORSHIP. WE'RE GOING TO COMPLETE PHILANTHROPY AND CONDOMINIUM COMPLEX, AND SHORTLY HERE I'M GOING TO REQUEST CONSTRUCTION AUTHORIZATION FOR PHASE ONE OF THE APARTMENT PROGRAM. NEXT SLIDE. THAT CONCLUDES OUR BRIEFING, WE WILL TAKE SOME QUESTIONS AND THEN BE READY FOR THE NEXT ITEM.

GREAT. ARE THERE ANY QUESTIONS OR COMMENTS FOR STAFF AT THIS TIME FROM COMMISSIONERS?

ALL RIGHT, COMMISSIONER MOHAMED, FIRST OF ALL, THANK YOU FOR THIS PRESENTATION AND FOR BRIEFING US. AS A COMMISSIONER, I HAVE A COUPLE OF QUESTIONS REGARDING YOUR WORK AROUND OUTREACH AND IDENTIFYING HOUSES. AND BEFORE I BRING TO MY LINE OF QUESTIONS, I ALSO WANT TO JUST THANK YOU GUYS FOR INCLUDING LANGUAGE ACCESS AS PART OF YOUR PROGRAMMING. THE QR CODE IS GREAT. IT IS EASY TO FIND THAT INFORMATION ONLINE. AND SO I JUST WANT TO RECOGNIZE THAT AND SHARE MY APPRECIATION FOR THAT. SO MY QUESTION IS THERE'S HOMES RIGHT NOW IN APARTMENTS IN, LET'S SAY, THE CITY OF SEATAC WHO HAVE NOT RECEIVED INSTALLATIONS. WHAT IS THE BEST WAY FOR EITHER THE COMMUNITY THAT'S LIVING IN THE APARTMENT COMPLEX TO REACH OUT TO THE PORT OF SEATTLE? CAN YOU JUST SHARE OR HOW ARE YOU GUYS REACHING OUT TO FOLKS WHO MIGHT BE LIVING IN THAT DNL BOUNDARY BUT HAVE NOT BENEFITED FROM SOUND INSTALLATION?

YES. THANK YOU, COMMISSIONER, FOR THAT QUESTION. SO OF THE 18 APARTMENT BUILDINGS THAT WERE IDENTIFIED AS PART OF THE PREVIOUS PART 150 STUDY, WE'VE DONE EXTENSIVE OUTREACH TO ALL 18 OF THE PROPERTIES. WE DID HAVE 14, AS WE'VE SHARED WITH YOU, THAT APPLIED. AND OF THAT THERE WAS TWO THAT DECIDED DECLINED TO DO PERFORM TESTING. THAT WAS THE BUILDING OWNERS. AND THEN ELEVEN OF THE TWELVE THAT DID PERFORM TESTING ARE MOVING FORWARD WITH THE PROGRAM. SO REGARDING THE FOUR THAT HAVE NOT APPLIED, THAT DOES BECOME THE CHALLENGE. SO WE HAVE HAD PHONE CONVERSATIONS WITH ONE OF THE OWNERS, BUT THEY HAVE CONFIRMABLY, NOT EXPRESSED INTEREST. WE WILL CONTINUE TO DO OUTREACH. SO REALLY WITH APARTMENT BUILDING SPECIFICALLY, IT IS DEPENDENT UPON THE OWNER RESPONDING TO OUR OUTREACH EFFORTS, WHICH WITH THE NEARLY 80%, WE HAVE BEEN VERY SUCCESSFUL WITH THAT. BUT I CAN

TELL FROM YOUR LOOK, I DON'T KNOW THAT IT COMPLETELY ANSWERED YOUR QUESTION. I'M VERY EXPRESSIVE. SO I'M WONDERING ABOUT AND MAYBE I NEED TO TAKE A LOOK AT THE STUDY. I'M THINKING ABOUT MAYBE THOSE APARTMENT COMPLEX THAT FALL OUTSIDE OF THAT STUDY BUT STILL LIVE NEAR THE AIRPORT OR WHO ARE LIKE MAYBE A COUPLE OF MILES AWAY FROM THE AIRPORT. I'D LOVE TO SEE THE LIST OF THE 18 COMPLEX THAT WE'RE TALKING ABOUT RIGHT NOW. SO MAYBE THAT'S INFORMATION YOU CAN SEND TO ME. YES, WE CAN CERTAINLY PROVIDE THAT. AND IF THERE ARE ADDITIONAL QUESTIONS AROUND THE FUTURE, THE NEXT PART 150. WE DO HAVE STAN SHEPHERD IN ATTENDANCE IN THE COMMISSION CHAMBER TODAY. SHE PUT YOU ON THE SPOT. SO I'M GOING TO WAIT.

YEAH, THAT'S A GOOD QUESTION. PLEASE INTRODUCE YOURSELF. OH, YES. STAN SHEPHERD, SENIOR MANAGER AIRPORT NOISE PROGRAMS. AND THE FUTURE PART 150 COMING UP, WE'LL TAKE A LOOK AT WHAT IS INSIDE THE CURRENT BOUNDARY ALSO, BUT WE'LL PRODUCE A NEW BOUNDARY BASED ON THE ACTUAL NOISE LEVELS THAT ARE HAPPENING AT THE AIRPORT AND FORECASTED NOISE LEVELS. SO IF THERE ARE PROGRAMS THAT ARE FALLING OUTSIDE NOW AND THEY MAY COME IN AT THE NEXT PART 150, THAT'S WHEN THE INCLUSION CAN HAPPEN. BUT RIGHT NOW WE'VE NOTIFIED EVERY HOMEOWNER, EVERY APARTMENT OWNER OUT THERE THAT'S INCLUSIVE TO THE BOUNDARY THAT IS ELIGIBLE AND WORKING WITH THOSE TO GET THEM INTO THE PROGRAM, THAT'S HELPFUL. YEAH, I'M REALLY INTERESTED IN SEEING WHAT THOSE BOUNDARIES LOOK LIKE AND WHAT HOMES ARE ACTUALLY IDENTIFIED. SO THAT WOULD BE HELPFUL. THANK YOU. MY NEXT QUESTION AGAIN IS AROUND A LITTLE BIT OF THE OUTREACH THAT HAS BEEN CONDUCTED. HAVE WE PROVIDED THIS BRIEFING TO THE ELECTED MEMBERS WHO ARE PART OF THE HIGHLINE FORUM? WE HAVE TALKED TO THE HIGHLINE FORUM ON NUMEROUS OCCASIONS. WE ALSO GIVE BRIEFINGS TO START ON A REGULAR OCCASION TOO. SO WE'VE DONE BOTH OF THOSE. YES. OKAY. AND THEN SO IF THERE'S A COMMUNITY GROUP THAT IS INTERESTED IN GETTING A BRIEFING ON THE PORT SOUND INSTALLATION PROGRAM, WHAT IS THE BEST WAY THAT THEY CAN GO ABOUT THAT? PUBLIC AFFAIRS, SO WE CAN HAVE THEM CONTACT OUR PUBLIC AFFAIRS DEPARTMENT. MARCO MALINAS IS THE PERSON WHO ACTUALLY COORDINATES WITH OUR LOCAL COMMUNITIES ON THOSE. SO HAPPY TO DO IT. YEAH, THAT'S HELPFUL. AND DOES OUR OUTREACH PLAN INCLUDE JUST LIKE, BROADER LISTENING SESSIONS THAT ARE

HAPPENING IN COMMUNITIES THAT ARE NEAR THE AIRPORT OUTSIDE OF START AND HIGHLAND FORUM AND SO FORTH? YEAH, WE HAVEN'T DONE THAT RECENTLY. WE WERE DOING THAT PRE-COVID, BUT WE HAVEN'T DONE IT RECENTLY. AND AGAIN, WHEN WE'RE GOING INTO THIS NEXT PART 150, WHICH IS ANTICIPATED TO START UP NEXT YEAR, THERE'S GOING TO BE EXTENSIVE PUBLIC PARTICIPATION WITH THAT. SO THAT'S A PERFECT TIME FOR ALL THE COMMUNITIES TO GET INVOLVED IN OUR PROGRAMS, TO PUT IN WHAT THEY WOULD LIKE TO SEE IN THE PROGRAMS AND HAVE THEIR VOICE HEARD. SO THAT'S THE PERFECT TIMING FOR IT. CAN YOU JUST BRIEFLY DESCRIBE WHAT SOME OF THOSE LISTENING SESSIONS LOOK LIKE IN THE PAST? SURE. PART 150, WHEN WE BEGAN THE LAST TIME WE HAD DONE IT, WE HAD BROUGHT EVERYBODY INTO A ROOM, JUST INVITED EVERYBODY INTO THE ROOM THAT WANTED TO COME INTO IT. AND WE ALSO PUT UP WHITEBOARD, SPLIT EVERYBODY INTO LITTLE GROUPS, AND WE HAD EVERYBODY PUT THEIR INPUT INTO THE PROGRAM, PUT IT ALL ON WHITEBOARD, TOOK IT BACK AND COMPILED ALL OF THAT INFORMATION FOR ANALYSIS TO GO FORWARD INTO THE PART 150. SO WE LIKE TO REALLY MAKE SURE THAT EVERYBODY HAS A VOICE IN THE PROGRAM GOING FORWARD. THAT'S GREAT. AND I GUESS MY LAST QUESTION IS FOR A PROPERTY OWNER WHO HAS MAYBE A SOUND INSTALLATION THAT HAS FAILED IN THE PAST. IT'S CLEAR THAT IT SAYS FROM 1993, THERE'S NO ADDITIONAL FUNDING TO PROVIDE SORT OF AN UPGRADE ON THAT. WHAT ARE THE OTHER AVENUES THOSE INDIVIDUALS CAN TAKE, OR MAYBE EVEN AS A PORT? WHAT SORT OF TOOLS DO WE HAVE? SO IT WAS MENTIONED IN THE BRIEFING THAT WE HAD HERE, WE'RE GOING TO BE TAKING A LOOK AT THE PRODUCTS THAT MAY BE FAILING OUT THERE. SO COMING UP NEXT YEAR, WE ARE HIRING A CONSULTANT. WE'RE MAKING SURE WE HAVE ENOUGH MONEY IN OUR BUDGET TO HIRE A CONSULTANT NEXT YEAR TO GO IN AND TAKE A LOOK AT OUR PROGRAMS THAT WE'D LIKE TO PUT IN IN THE 1980S WHEN THEY BEGAN. THOSE PRODUCTS THAT ARE 30 OR MORE YEARS OLD OUT THERE. WE'RE GOING TO TAKE A LOOK AT THOSE. HAVE THEM SEE WHAT THE PROBLEM IS OUT THERE. IF THERE'S A PROBLEM. IF THOSE PRODUCTS ARE FAILING. IF THEY ARE NO LONGER MEETING THE NOISE REDUCTION NEEDS THAT WE HAVE AND THE STANDARDS FOR THAT. AND THEN GIVE US A REPORT ON THAT TO UNDERSTAND WHAT THE ISSUE IS. IF THEIR ISSUE IS EXTENSIVE, WE DON'T KNOW YET. SO, I MEAN, WE NEED THAT INFORMATION TO FORM A PROGRAM THAT WE CAN TAKE FORWARD TO ACTUALLY PUT A PROJECT TOGETHER. SO THAT'S WHERE WE'RE AT. WE'RE MOVING

FORWARD WITH IT. WE'RE COMMITTED TO DO IT NEXT YEAR. SO WE'RE GOING TO BE TAKING A LOOK AT THAT. THAT'S REALLY HELPFUL. I GUESS MY LAST QUESTION MAYBE IS FOR DIRECTOR METRUCK, AS WE ARE GETTING DOLLARS FROM THE INFRASTRUCTURE BILL AND WE HAVE A LACK OF FUNDING AND PROGRAMS LIKE THE SOUND INSTALLATION, ARE WE TAKING INTO ACCOUNT MAYBE PRIORITIZING SOUND INSTALLATION AS PART OF SOME SURPLUS DOLLARS THAT WE'VE GOTTEN, CONSIDERING DOLLARS THAT WE ARE GETTING FROM THE INFRASTRUCTURE BILL? I'M NOT SURE HOW THOSE ALL FIT TOGETHER, BUT WE CAN LOOK AT THAT, COMMISSIONER, OF THE DIFFERENT FUNDING SOURCES AND WHERE THOSE ARE AVAILABLE. SO WE CAN DEFINITELY LOOK AT THAT. THANK YOU. THAT CONCLUDES MY QUESTIONS. THANK YOU. THANK YOU, COMMISSIONER MOHAMED. ANYONE ELSE? NO? ALL RIGHT, COMMISSIONER FELLEMAN, I MUST SAY IT'S REALLY GREAT TO SEE THE PROGRESS OCCURRING. WE GAVE THE MOTION LAST YEAR OR THE YEAR BEFORE AND SAID, LET'S GET BACK ON TRACK AND FULL SPEED AHEAD. THANK YOU VERY MUCH FOR ALL THAT WORK. AND IT'S AN EXTENSIVE FUTURE PROJECT LIST IN FRONT OF YOU. SO I'M GLAD YOU STAFFED UP TO GET ON WITH IT. AND IT'S VERY ENCOURAGING AND I THINK THE COMMUNITIES AROUND SHOULD VERY MUCH SEE THE PROGRESS THAT YOU'RE TAKING ON. SO IT'S GREATLY APPRECIATED. THE QUESTION THAT I HAD REALLY WENT TO THIS QUESTION ABOUT THE PRE 1993, POST 1993. I SHOULD KNOW THIS, BUT YOU ASSUME IF THEY'RE UP TO MODERN CODE, THEN THEY WOULDN'T BE ELIGIBLE. IS THAT THE WAY IT IS, OR IS IT JUST AN ABSOLUTE MEASUREMENT? IF YOU'RE IN THE DNL, IF YOU'RE LOUD, YOU'RE LOUD. BUT HELP ME UNDERSTAND. YEAH, ONE THING THAT COMES INTO THE 1993, THAT'S WHEN THE FAA ACTUALLY ESTABLISHED A NOISE STANDARD FOR NOISE REDUCTION. THAT'S WHY THE FAA SAYS WE DIDN'T HAVE A STANDARD BEFORE THAT. WE'RE GOING TO GO BACK AND SAY IF SOMETHING'S NOT WORKING, THAT YOU PUT IN BECAUSE WE DIDN'T PROVIDE YOU A STANDARD. THOSE WOULD BE POTENTIALLY ELIGIBLE IF THEY'RE WITHIN THE 65 DNL AND THEY ALSO TEST AT A HIGHER NOISE LEVEL THAN 45 DB INTERIOR. SO THOSE ARE THE ONE THING. WE ALSO HAVE BUILDING CODES WITHIN THE CITIES. BOY, I FORGET THE BUILDING CODES. MAYBE JULIE CAN HELP ME. GO AHEAD. WHICH ONE IS THAT? SO IT'S 1986, 1987 SLIGHTLY DIFFERENT BETWEEN OUR SO 1986 AND 1987, WHERE THE LOCAL COMMUNITIES AROUND THE AIRPORT ACTUALLY

ENACTED BUILDING CODES. THOSE BUILDING CODES MET OR EXCEEDED OUR STANDARDS FOR NOISE REDUCTION THAT WE COULD PUT INTO A HOUSE. SO ANYTHING BUILT AFTER THAT IS NOT ELIGIBLE. ANYTHING PRIOR TO THAT IS ELIGIBLE. SO IT JUST ASSUMES THAT IT WAS BUILT TO THE CODE AND THAT THE THINGS WEREN'T FAILING AND ALL THAT SORT OF STUFF. SO IT'S NOT REALLY BASED ON A MEASUREMENT. IT'S BASED ON THE FACT THAT YOU ASSUME IT WAS BUILT TO CODE AND THE INSTALLATION HASN'T FAILED OR THE ROOF HASN'T HAD A PROBLEM. SO DO WE GET THE AVIATION RIGHTS FOR THOSE BUILDINGS, NOT THE ONES THAT WE'RE NOT DOING. YEAH, RIGHT. SO WE'RE NOT TRADING ANY OF THEM. WE DO HAVE TO PUT THE RELIANCE ON THE CITIES FOR THEIR BUILDING CODES TO ENFORCE THOSE TO MAKE SURE THAT THEY'RE DONE. BUT WE HAVE NOTHING TO, NO RIGHT TO GO IN FOR AN EASEMENT ON THOSE PROPERTIES, BUT AT THE SAME TIME, THE COMMUNITIES DON'T HAVE A RIGHT OF COMPLAINT EITHER. THEY CAN'T TAKE THE FAA ON FOR FAILING TO ACKNOWLEDGE THEIR IMPACT. NOT THAT I KNOW OF. ALL RIGHT, WELL, I'M JUST TRYING TO REALLY JUST GET IT CLARITY. SURE. SO THE QUESTION THOUGH IS FOR THE POST 1993, WE'RE GOING TO DO THIS SURVEY, WHICH I THINK IS GREAT. HOW BIG A PROBLEM DO WE HAVE? WE'RE GOING TO DO A SURVEY ON ALL OF OUR PROGRAMS SINCE 1985. ANYTHING THAT WAS IMPLEMENTED SINCE- IT'S NOT RELIANT ON THAT 1993 NUMBER. SO 1993 IS WHEN THE FAA WILL FUND SOME OF IT. PRIOR TO THAT, WE KNOW THERE STILL MAY BE FAILURES WITH SOME OF THE PRODUCTS THAT WE PUT IN A LONG TIME AGO. AND IF THOSE FAILURES ARE ACTUALLY EVIDENT AND OUT THERE, WE'LL FIGURE OUT WHAT WE CAN DO WITH THOSE. WE DON'T HAVE A FUNDING SOURCE FOR THOSE, THOUGH. OKAY, SO WE'LL FIND OUT EVERYTHING SINCE I THINK I GOT THAT WRONG. AFTER 1993 IS GOING TO BE ON US AT THIS POINT. BUT THE FAA DOESN'T HAVE ANY MONEY FOR REPAIR. RIGHT. IS THERE A REPAIR PROGRAM? 1993. THEY SAY IF IT'S NOT WORKING, IF IT'S FAILING, IF IT'S A PRODUCT THAT IS NO LONGER PERFORMING ITS FUNCTION IN THERE, THEY CAN PROVIDE FAA FUNDING FOR IT. I HAVE TO CAUTION TO SAY THAT COMPETES WITH ALL OF THIS OTHER WORK THAT WE'RE DOING OUT THERE. I DIDN'T EVEN REALIZE THAT THERE WAS. SO THEY GIVE 80% OF THE COST AND WE HAVE TO COVER 20% OF THAT COST, EVEN FOR REPAIRS. YES, CORRECT. IT'S ALL FAA GRANT FUNDED AT THAT POINT, AND IT COMPETES WITH ALL OF THE OTHER WORK THAT WE'RE DOING OUT THERE.

THERE'S ONLY A CERTAIN AMOUNT OF FUNDING THAT WE HAVE. I KNOW, BUT I REALLY DO LIKE SUPPORT COMMISSIONER MOHAMMED'S POINT THAT THIS IS TRUE INFRASTRUCTURE AND IT'S HELPING THE HUMAN INFRASTRUCTURE IN A BIG WAY THAT COEXIST WITH THIS HUGE, MASSIVE AMOUNT OF INFRASTRUCTURE THAT WE OPERATE THERE AT SEATAC. SO THAT IS A VERY CLEVER WAY OF LOOKING AT SUPPLEMENTING. IT DOESN'T EVEN HAVE TO GO TO THE FAA. WELL, THAT BECOMES THE QUESTION, DOES THIS HAVE TO GO THROUGH? WE COULD USE INFRASTRUCTURE MONEY THAT DOESN'T GO THROUGH FAA. I AM NOT AN INFRASTRUCTURE MONEY PERSON. SO I CAN'T ANSWER. YEAH, IT'S KIND OF AN INTERESTING THING. IT'S A PASS THROUGH, POTENTIALLY, BUT LET US PUT A POINT ON THAT. FIRST WE HAVE TO FIND OUT HOW BIG A PROBLEM IT IS, BUT LET'S NOT LET THE LACK OF IMMEDIATE FUNDS FROM THE FAA PRECLUDE US FROM FINDING WAYS TO GET IT DONE. AGREED. THANK YOU SO MUCH. I AGREE WITH THAT. BUT I THINK THIS POINT STAN WAS TRYING TO MAKE IS THAT IF WE GO BACK AND TRY TO FIX THE ONES THAT ARE FAILING, WE THEN ARE IN A DILEMMA WHERE YOU HAVE TO CHOOSE BETWEEN PEOPLE WHO WANT TO FIX IT VERSUS WHO NEVER GOT IT IN THE FIRST PLACE. RIGHT. SO HOW DO WE PRIORITIZE THAT? THAT IS THE COMPLICATION. SO THAT'S THE COMPLICATION OF WHAT I THINK THAT'S WHAT STAN WAS TRYING TO POINT OUT. WE'RE MAKING IT OFFERED TO EVERYBODY. RIGHT? THAT'S WHAT THE FIRST PHASE WAS. I THOUGHT OF IF YOU'RE ELIGIBLE, YOU'RE STILL ELIGIBLE, RIGHT? FOR REPAIRS? NO, FOR POST 93. IF YOU'RE ELIGIBLE, WE'RE OFFERING. YEAH, RIGHT. SO THAT'S THE GIVEN. SO THEN THE QUESTION IS IF YOU FAILED. SO I'M NOT SURE. THE POINT IS THERE'S ONLY SO MUCH MONEY. IS THAT WHAT YOU'RE SAYING? THAT'S THE TRADE OFF, BUT I'M JUST SAYING WE SHOULD BE LOOKING FOR OTHER SOURCES OF REVENUE. DO YOU WANT TO MAKE ANOTHER COMMENT? I JUST WANTED TO MAKE A QUICK COMMENT AS WELL, THAT THERE'S REALLY GOOD WORK BEING DONE HERE, AND I DON'T THINK WE'VE ACKNOWLEDGED THAT ENOUGH. YOU ALL ARE DOING A HUGE AMOUNT OF WORK, GOD'S WORK, REALLY. AND TO SOME FOLKS, IT MIGHT NOT BE QUICK ENOUGH AND IT MIGHT NOT BE ENOUGH, BUT THE REALITY IS THAT WE ARE ALL RESOURCE CONSTRAINED AND THAT WE'RE DOING IT AS MUCH AS WE CAN. AND I THINK IT'S CLEAR THAT THIS COMMISSION CARES VERY MUCH SO ABOUT THIS ISSUE. AND I ALSO WANT TO TAKE A SECOND TO THANK THOSE WHO HAVE CONSISTENTLY ADVOCATED ON BEHALF OF THOSE COMMUNITIES, IN PARTICULAR COUNCIL MEMBER JC HARRIS,



WHO HAS CONSISTENTLY BROUGHT THIS ISSUE UP TO US, IN PARTICULAR, THE FAILING MITIGATION PACKAGES. ONE QUESTION I DID HAVE FOR STAN AND THE TEAM IS, GIVEN OUR EXPERIENCE WITH MITIGATION PACKAGES POTENTIALLY HAVING FAILED FOR WHATEVER REASON, HOW ARE WE GIVEN THE NEW INITIATIVES, PREPARING FOR OR PUTTING IN SAFEGUARDS FOR 20-30 YEARS FROM TODAY, MAKING SURE THAT WE DON'T RUN INTO THE SAME ISSUE OF THE INSTALLERS BEING OUT OF BUSINESS? RIGHT. I THINK THAT WAS ONE OF THE THINGS THAT HAD BROUGHT UP, IS LIKE, THE INSTALLERS FROM 1985 DON'T EXIST ANYMORE. THEY'RE NOT EVEN IN BUSINESS. SO HOW DO WE GO CLAIM THAT LIABILITY? I'M WONDERING HOW YOU GUYS ARE KIND OF THINKING ABOUT MITIGATING AGAINST THOSE RISKS IN THE FUTURE. THAT IS ALWAYS A CHALLENGE. WE CAN'T PREDICT IF A BUSINESS IS GOING TO GO OUT AT WHAT POINT IN TIME. WE ARE USING THE BEST OF PRODUCTS THAT WE KNOW ARE AVAILABLE OUT THERE. THEY ARE TESTED AND TRUE PRODUCTS THAT GIVE GOOD NOISE REDUCTION. WE'VE SEEN NO ISSUES WITH THESE WINDOWS THAT WE'RE PUTTING IN. WE'RE CONTINUALLY MONITORING OUR CONTRACTORS TO BE THE BEST INSTALLERS THAT WE CAN HAVE. WE'VE GOT OVERSIGHT BY PMG GROUP, BY OUR ENGINEERING GROUP, BY JULIE, WITH THE NOISE GROUP GOING OUT THERE. WE HAVE THEM ON SITE. SO WE'RE MAKING SURE THAT WHAT WE'RE DOING IS HIGH QUALITY, THE BEST WORK THAT CAN GO INTO THESE HOMES. GREAT. SO THAT'S THE REAL TRUE START TO THIS WHOLE THING. BUT DOES THE WINDOW MANUFACTURER GIVE YOU A LIFETIME WARRANTY? NO, THEY DON'T ANYMORE. YEAH, THEY USED TO, BUT THAT ISN'T A THING WITHIN THE WINDOW INDUSTRY ANYMORE. YEAH. COMMISSIONER MOHAMED. THANK YOU. I HAVE A QUESTION. IS THERE A PARTNERSHIP WITH OTHER AIRPORTS OR LIKE, ARE WE LOOKING AT BEST PRACTICES AROUND THE COUNTRY, AROUND SOUND INSTALLATION? YA. SO WHEN WE BEGAN THIS WHOLE EFFORT, WHEN THE COMMISSIONER ACTUALLY GAVE US DIRECTION TO COMPLETE THIS PROJECT BY 2026, THE END OF IT, WE ACTUALLY WENT OUT AND WE DID PEER REVIEWS WITH THE OTHER AIRPORTS. WE HAD THEM REVIEW US AND WE ASKED THEM A LOT OF QUESTIONS TOO. SO WE SET UP CALLS. I THINK THERE WAS LIKE FIVE OR TEN CALLS ASSOCIATED WITH THAT JUST TO SEE WHAT ISSUES OTHER AIRPORTS HAD, WHAT PROBLEMS THEY WERE ENCOUNTERING. AND WE STILL DO THAT. I MEAN, WE STILL KEEP IN CONTACT WITH THE OTHER AIRPORTS. I SIT IN ON THE AIRPORT'S COUNCIL INTERNATIONAL ENVIRONMENTAL NOISE COMMITTEE. WE'RE ALWAYS TALKING

ABOUT AIRPORT NOISE ISSUES WITH THAT AND SOUND INSTALLATION PROGRAMS. WE HAVE A CONFERENCE ONCE A YEAR, USUALLY. HASN'T HAPPENED IN THE PAST COUPLE OF YEARS, WHERE ALL THE SOUND PEOPLE GET TOGETHER AND TALK ABOUT THIS NERDY THING OF NOISE INSULATION AND SOUND AND WE ALL TALK ABOUT HOW WE'RE PROGRESSING WITH THESE. SO LOTS OF INDUSTRY COORDINATION GOING ON WITH IT. YEAH, BECAUSE THERE'S SUMMITS THAT HAPPEN WHERE IT'S COMMUNITY EXPERTS AND LEADERS COME TOGETHER ON SOUND INSTALLATION. I'D BE CURIOUS TO HEAR IF THERE ARE SOMETHING LIKE THAT FROM THE AIRPORT LEADERS. RIGHT. IF YOU GUYS ARE EVER SHARING ANY OF THOSE NERDY INFORMATION YOU'RE READING ABOUT, IF THAT'S OPEN TO THE PUBLIC AND WHAT SOME OF THOSE PEER REVIEWS LOOK LIKE. THE CLOSEST THING I KNOW TO THAT IS THERE IS AN AIRPORT CONFERENCE WITH THE UC DAVIS. IT'S CALLED THE AIRPORT NOISE SYMPOSIUM, WHICH HAS A VERY LARGE EXTENT OF PUBLIC PARTICIPATION IN THERE. AND ALSO THE AIRPORTS ALSO ATTEND THAT. SO A LOT OF COMMUNICATION BETWEEN BOTH THE PUBLIC AND THE AIRPORT STAFF IN THAT SYMPOSIUM. OKAY. AND LASTLY, I'LL JUST SAY TO COMMISSIONER CHO'S POINTS. I REALLY DO APPRECIATE THE WORK THAT YOU ALL ARE DOING, AND I WANT TO SERVE AS A PARTNER TO YOUR TEAM, ESPECIALLY WHEN WE'RE GOING OUT TO THE COMMUNITY AND HEARING FROM THEM. I THINK THERE IS A DISCONNECT BETWEEN SOME OF THE GOOD WORK THAT'S HAPPENING HERE AND COMMUNITY MEMBERS. AND SO, HOWEVER WE CAN DO TO BRIDGE SOME OF THAT COMMUNICATION AND COORDINATE OUR EFFORTS, I THINK WOULD BE REALLY GREAT. AND SO I WANT TO JUST SAY THAT I WILL MAKE MYSELF AVAILABLE FOR ANY OF THOSE EFFORTS. HOWEVER WE CAN BUILD PARTNERSHIPS WE SHOULD WORK HARD AS A PORT TO DO THAT. I DO APPRECIATE THE WORK THAT'S HAPPENING THUS FAR. THAT SOUNDS GREAT. THANK YOU. EXCELLENT. THANK YOU SO MUCH. STAN. HEARING NO FURTHER QUESTIONS FOR THIS ITEM IS THERE A MOTION AND A SECOND? MR. COMMISSION VICE PRESIDENT. I KNOW THAT COMMISSIONER CALKINS REDID REJOIN AT 1:07. HE DOESN'T HAVE A HAND UP, SO I DON'T KNOW IF YOU'RE INTERESTED. OKAY. COMMISSIONER COLLINS, DO YOU HAVE ANY QUESTIONS REGARDING THE SOUND MITIGATION PROGRAM? NO QUESTIONS FOR ME AT THIS TIME. OKAY, THANK YOU. IS THERE A MOTION IN A SECOND? SO MOVED. SECOND. EXCELLENT. THE MOTION WAS MADE AND SECONDED. CLERK HART, PLEASE CALL THE ROLE FOR THE VOTE. YES. BEGINNING WITH COMMISSIONER FELLEMAN. AYE. THANK YOU.

COMMISSIONER HASEGAWA. AYE. THANK YOU.  
COMMISSIONER MOHAMED. AYE. THANK YOU.  
COMMISSIONER CALKINS. AYE. THANK YOU.  
AND COMMISSIONER CHO. AYE. THANK YOU.  
FIVE AYES ZERO NAYS. THE MOTION PASSES.  
I'M SORRY.  
SO DID THEY NOT COMPLETE THEIR  
PRESENTATION?  
WE JUST HAVEN'T GONE THROUGH THE ACTION  
ITEMS. OH, GOT YOU. OKAY. ALL RIGHT. I  
THOUGHT THAT THEY HAD MADE IT THROUGH  
THEIR FULL PRESENTATION.  
WE STOPPED AT THE BRIEFING.  
IT'S GOING TO BE HARD TO SAY NO NOW.  
[LAUGHTER]  
I FEEL REALLY BAD ABOUT TRYING TO RETRACT  
A MOTION AND A VOTE. WE CAN RETAKE  
THAT VOTE AFTER THEY GET THROUGH WITH  
THE REST OF THEIR PRESENTATION. OKAY,  
GO AHEAD. PLEASE CONTINUE. THIS SHOULD  
BE QUICK. THANK YOU, DEPUTY CLERK HART.  
RIGHT,  
NEXT SLIDE. ALL RIGHT. SO,  
CONSTRUCTION AUTHORIZATIONS. WE'RE HERE  
FOR \$40 MILLION TO SUPPORT PHASE ONE  
CONSTRUCTION AUTHORIZATION. THE  
ACCELERATED PROGRAM, THE APARTMENT  
PROGRAM IS THE CRITICAL PATH. IT IS THE  
LARGEST PROGRAM THAT WE HAVE TO  
IMPLEMENT. PHASE ONE WILL AUTHORIZE US  
TO COMPLETE CONSTRUCTION OF FIVE  
ELIGIBLE APARTMENT COMPLEXES. AND THEN  
FUTURE AUTHORIZATIONS FOR PHASE TWO AND  
PHASE THREE WILL BE COMING  
LATER THIS YEAR OR EARLY NEXT YEAR.  
NEXT SLIDE.  
MILESTONES. ACOUSTIC TESTING. OUTREACH  
WILL CONTINUE. DESIGNING, PERMITTING IS  
GOING TO BE ONGOING THROUGHOUT THE  
PROGRAM. CONSTRUCTION TARGETING Q FOUR  
END OF THE YEAR THIS YEAR AND THROUGH  
THE END OF 2026. AS I NOTED,  
THE MILESTONES REPRESENT MULTIPLE DESIGN  
AND CONSTRUCTION PHASES, ALL RUNNING  
CONCURRENTLY FOR US TO COMPLETE BY THE  
END OF 2026. NEXT SLIDE.  
AND THESE ARE THE PARTICIPATING  
APARTMENT COMPLEXES IN LOCATION TO THE  
NOISE REMEDY BOUNDARY. THESE ARE THE TEN  
PROPERTIES THAT WE NOTED AS TESTING  
ELIGIBLE AND CURRENTLY PARTICIPATING.  
NEXT SLIDE. THAT'S IT.  
ANY QUESTIONS ON THE CONSTRUCTION  
AUTHORIZATION?  
ALL RIGHT. I DON'T SEE ANY HANDS.  
COMMISSIONER CALKINS. ARE YOU GOOD?  
I'M GOOD. ALL RIGHT. SHOULD WE RETAKE  
THE VOTE OR ARE WE GOOD? I THINK WE  
SHOULD RETAKE THE VOTE, TO BE CLEAR FOR  
THE RECORD. THANK YOU. ALL RIGHT. I'LL  
TAKE A MOTION AND A SECOND.  
SO MOVED. SECONDED. ALL RIGHT, SEEING THE  
MOTION WAS MADE AND SECONDED. AND CLERK,

PLEASE CALL THE ROLL FOR THE VOTE. DEJA VU. BEGINNING WITH COMMISSIONER FELLEMAN. AYE. THANK YOU. COMMISSIONER HASEGAWA. AYE. THANK YOU, COMMISSIONER MOHAMED. AYE. THANK YOU, COMMISSIONER CALKINS. AYE. THANK YOU. COMMISSIONER CHO. AYE. THANK YOU. FIVE AYES ZERO NOES. EXCELLENT. THE MOTION PASSES AGAIN. ALL RIGHT, MOVING ON IN THE AGENDA, ITEM TWELVE. WELL, WE ACTUALLY HAVE NO PRESENTATIONS OR STAFF REPORTS TODAY, SO THAT CONCLUDES OUR SCHEDULED BUSINESS ITEMS. ARE THERE ANY CLOSING COMMENTS AT THIS TIME OR MOTIONS RELATING TO COMMITTEE REFERRALS FROM COMMISSIONERS? ALL RIGHT, COMMISSIONER FELLEMAN, I LIKE TO JUST START BY EXPRESSING HOW EXCITED I AM WITH THE IRA PASSING AND WHAT THAT'S GOING TO MEAN, THE INFLATION REDUCTION ACT AND WHAT IT'S GOING TO MEAN FOR THE PORT'S EFFORTS FOR DECARBONIZATION BOTH IN THE AVIATION AND MARITIME WORLD. AND I THINK IT'S ALSO APPROPRIATE THAT IT'S THE SAME MEETING HERE THAT WE PASSED THE BUDGET FOR MARITIME BLUE, WHERE WE'RE PUTTING OURSELVES INTO THE EFFORT TO DECARBONIZE OUR MARITIME SECTOR IN PARTICULAR. AND SO I'M GLAD, EVEN THOUGH I COULDN'T VOTE, THAT WE WERE ABLE TO DO THAT. THE ONE THING I DID HAVE NO INFLUENCE OVER THIS BUDGET ITEM, BUT THE ONE ITEM THAT IS THE THIRD TIER OF THE ASKING INVOLVES SOMETHING VERY GENERAL REFERRED TO AS LIKE HOSTING MEETINGS OR IT'S AN OPEN ENDED SORT OF FORUM SORT OF THING. AND I JUST WANT TO BE CLEAR THAT PART OF MY BUDGET, AS FOR THIS YEAR, IS THAT WE CREATE A MUCH MORE HIGH PROFILE MARITIME AWARDS PROGRAM AS AN INCENTIVE BASED PROGRAM FOR THE VARIOUS INNOVATIONS WE'D LIKE TO SEE BY THE MARITIME INDUSTRY. AND SO WE ARE EXPLORING SPONSORS AND THINGS LIKE THAT AT THIS TIME. SO I JUST WANT TO MAKE SURE THAT IN THE PROVIDING THE PORT OF CART BLANCHE THAT IT WOULD BE IF WE'RE DOING SOMETHING COLLABORATIVELY, THAT'S GREAT, BUT I DIDN'T WANT THAT TO BE INTERPRETED AS GO FORTH AND CREATE SOMETHING THAT MIGHT BE COMPETING WITH US. BECAUSE THE PROBLEM WITH THE MARITIME AWARDS PROGRAMS HAVE BEEN EVERYBODY'S GOT THESE LITTLE PROGRAMS, SO NONE OF THEM MAKE A SPLASH, SO TO SPEAK. THAT'S MY ONE POINT. AWESOME. THANK YOU, COMMISSIONER FELLEMAN. ANYONE ELSE? COMMISSIONER MOHAMED, I WOULD LIKE TO MOVE AN ITEM TO COMMITTEE, THE EQUITY AND WORKFORCE COMMITTEE. WE'VE HEARD TODAY FROM A FEW AIRPORT WORKERS. AND I'D LIKE FOR THE EQUITY AND WORKFORCE COMMITTEE TO LOOK AT NEW YORK'S HEALTHY TERMINAL

ORDINANCE AND LA'S LIVING WAGE ORDINANCE THAT BOTH FOCUS ON MAINTAINING WAGES FOR AIRPORT WORKERS THAT ALSO ALIGNS WITH THE COST OF HEALTH BENEFIT TO BE INCLUDED IN THAT. AND SO I WOULD LIKE TO LOOK AT THOSE TWO ORDINANCES FROM THOSE STATES THROUGH THE EQUITY AND WORKFORCE COMMITTEE. GREAT, I WILL SECOND THAT. AND I THINK DO WE NEED A ROLL CALL? CAN I JUST ASK FOR? JUST GENERAL CONSENT IS FINE. NO OBJECTIONS. FINE. ANY OBJECTIONS? ALL RIGHT, WE WILL MAKE THAT REFERRAL TO THE EQUITY. THANK YOU. YEAH, ABSOLUTELY. ANYTHING ELSE? EXCELLENT. WELL, HEARING NO FURTHER COMMENTS AND HAVING NO FURTHER BUSINESS OH, I'M SORRY, RYAN, PLEASE, I APOLOGIZE. DO YOU HAVE ANYTHING FOR US? YEAH, JUST A QUICK NOTE ON WHY I'M PARTICIPATING IN THIS PARTICULAR CONFERENCE. THE AAA IS HOSTING CONFERENCE FOR AIRPORTS THROUGHOUT THE AMERICAS AND THE FOCUS OF THE PANEL WAS ON SUSTAINABLE AVIATION FUELS AND THE PROGRESS WE'VE MADE IN THE LAST THREE YEARS TO DEVELOP ESSENTIALLY A MARKET AND PRODUCTION FOR IT. AND I WAS ON A PANEL WITH THE WHOLE SUPPLY CHAIN FROM REFINERS TO DISTRIBUTORS TO FUEL FARM LOGISTICS FOLKS AND OF COURSE, AIRPORTS AND AIRLINES. AND THERE'S BEEN SIGNIFICANT PROGRESS IN THE LAST THREE YEARS. AND THEN OF COURSE, WITH THIS WEEK'S NEWS OF THE SENATE PASSAGE OF IRA, THAT'S A BIG STEP FORWARD BECAUSE THE INFLATION REDUCTION ACT INCLUDES BOTH BLENDED CREDITS AND GRANTS TO HELP SUPPORT THE DEVELOPMENT OF INFRASTRUCTURE FOR SUSTAINABLE AVIATION FUEL. SO IT'S BEEN A VERY BIG WEEK FOR THIS VERY PROMISING MECHANISM FOR REDUCING THE GHG EMISSIONS OF FLIGHTS BY 80% AND SIGNIFICANTLY REDUCING THE LOCAL AIR PARTICULATE EMISSIONS ALSO ASSOCIATED WITH AVIATION. SO, VERY GOOD NEWS ALL AROUND AND IT WAS GREAT TO BE ON A PANEL AS A RESULT OF PORT OF SEATTLE REALLY DEMONSTRATING LEADERSHIP IN THE FIELD. SO THANKS FOR A MOMENT TO EDITORIALIZE A LITTLE. AWESOME. THANK YOU SO MUCH, COMMISSIONER CALKINS, FOR TRAVELING OUT TO REPRESENT THE PORT AND THE PANEL. COMMISSIONER HASEGAWA? JUST TO ADD THAT WE LOOK FORWARD TO VISITING THE PORT OF SAN DIEGO. TOMORROW SOME OF US ARE TRAVELING DOWN FOR A TWO DAY SERIES OVER THURSDAY AND FRIDAY. IN FACT, FOR THE FIRST TIME, A MAJORITY MINORITY PORT COMMISSION HERE AT THE PORT OF SEATTLE, WE RECEIVED AN INVITATION BY SAN DIEGO COMMISSIONER SANDY NATANO TO TAKE A LOOK

AT THEIR OPERATIONS. DOWN THERE WILL BE ACCOMPANIED BY OUR DEPUTY CHIEF OF STAFF, WHO IS ALSO A WOMAN OF COLOR, LEAN SHIRATO, AS WELL AS OUR DIRECTOR OF DIVERSITY EQUITY INCLUSION SO WE REALLY LOOK FORWARD TO SHARING SOME OF OUR INSIGHTS AS A BODY AND LEARNING ABOUT WHAT THEY HAVE TO OFFER AS WELL. EXCELLENT. THANK YOU, EXECUTIVE DIRECTOR METRUCK, ANY CLOSING COMMENTS FROM YOU TODAY. NO, THANK YOU, COMMISSIONER. AND LOOK FORWARD TO REPORTS BACK. WE KNOW ON THE VISIT TO SAN DIEGO, WE HAVE ONGOING CONVERSATIONS BOTH ON INNOVATION AND SUSTAINABILITY AS WELL, AND THOSE WITH OTHER PORTS THERE TOO. SO I HOPE YOU HAVE A GOOD TRIP DOWN THERE. EXCELLENT. THANK YOU VERY MUCH. I'M LOOKING FORWARD TO THAT TRIP AS WELL. HEARING NO FURTHER COMMENTS AND HAVING NO FURTHER BUSINESS, IF THERE IS NO OBJECTION, WE ARE ADJOURNED AND THE TIME IS 01:49 P.M..  
WOW. THANK YOU, EVERYONE.  
THANK YOU.