

START OF TRANSCRIPT

[00:00:31] GOOD AFTERNOON. THIS IS COMMISSION PRESIDENT PETER STEINBRUECK
[00:00:33] CONVENING THE REGULAR MEETING OF
[00:00:36] THE SEATTLE PORT COMMISSION OF APRIL 14TH, 2020. THE TIME IS 12:05. WE'RE MEETING REMOTELY
[00:00:44] TODAY VIA SKYPE TO COMPLY WITH THE GOVERNOR'S STAY-AT-HOME ORDER AND
[00:00:48] IN ACCORDANCE WITH PROCLAMATION 2028.
[00:00:52] PRESENT WITH ME TODAY ARE COMMISSIONERS BOWMAN, CALKINS CHO AND FELLEMAN. I WILL ASK
[00:01:00] THAT WE DO A ROLL CALL OF ALL COMMISSIONERS
[00:01:02] TO ENSURE EVERYONE IS ON THE LINE.
[00:01:06] WE WILL BEGIN WITH COMMISSIONER BOWMAN.
[00:01:15] COMMISSIONER BOWMAN, ARE YOU PRESENT? I BELIEVE I GAVE AN UNMUTE PROMPT.
[00:01:33] COMMISSIONER BOWMAN?
[00:01:40] OKAY,
[00:01:42] SHE'S HERE, BUT WE'RE NOT GETTING AUDIO.
[00:01:49] YEAH, AND SHE'S UNMUTED AND I CAN'T EVEN MUTE HER AGAIN. SO I'M NOT SURE WHAT IS GOING ON.
[00:01:55] SHE'S HERE. I JUST HEARD HER VOICE DOWN THE HALL SAYING HI HERE.
[00:02:03] SO SHE IS HERE AND SHE HAS REGISTERED.
[00:02:10] OKAY. ALRIGHT
[00:02:12] COMMISSIONER CALKINS? HERE. GREAT. COMMISSIONER CHO? HERE, PRESENT.
[00:02:17] AND COMMISSIONER FELLEMAN?
[00:02:37] HAVE WE GOT COMMISSIONER BOWMAN'S AUDIO WORKING NOW?
[00:02:43] WELL, IT DOESN'T SOUND LIKE IT. TODAY'S MEETING IS ORGANIZED THE SAME AS OUR LAST FEW DUE TO
[00:02:51] PUBLIC THE PUBLIC HEALTH EMERGENCY. WE'VE MADE SPECIAL ARRANGEMENTS TO PROVIDE FOR
[00:02:56] REMOTE PARTICIPATION FOR ALL OF OUR STAFF AND COMMISSIONERS. LATER. WE WILL
[00:03:00] BE TAKING PUBLIC COMMENT FROM
[00:03:03] PEOPLE ARE PARTICIPATING BY SKYPE AND WHO HAVE SIGNED UP TO SPEAK.
[00:03:08] ALSO, PLEASE NOTE THAT ALL VOTES TODAY WILL BE TAKEN BY ROLL CALL
[00:03:11] METHODS SINCE ALL COMMISSIONERS
[00:03:14] ARE PARTICIPATING REMOTELY. THAT MEANS FOR EACH VOTE, I WILL CALL EACH COMMISSIONERS NAME,
[00:03:20] COMMISSIONERS ON THE SKYPE CALL WILL HAVE TO UNMUTE THEMSELVES AND THEN ANSWER YES OR NO.
[00:03:26] BECAUSE COMMISSIONERS ONLINE ARE NOT FULLY IN CONTROL OF THEIR SOUND, WE WILL
[00:03:30] TAKE ALL VOTES TODAY IN THIS
[00:03:33] MANNER INCLUDING OUR CONSENT AGENDA. TO BE EQUITABLE, WE WILL ASK ALL TO COMMISSIONERS TO
[00:03:40] SPEAK IN TERM AND WAIT TO BE RECOGNIZED BEFORE
[00:03:42] SPEAKING AS MUCH AS POSSIBLE.
[00:03:44] WE BEGIN TODAY'S MEETING BY ACKNOWLEDGING THE INDIGENOUS PEOPLES OF THE DUWAMISH AND
[00:03:49] COASTAL SALISH WHO HAVE STEWARDED THESE BEAUTIFUL LANDS AND WATERS
[00:03:53] SINCE TIME IMMEMORIAL WE MUST COMMIT TO
[00:03:56] DOING THE SAME FOR THE PLANET AND FOR GENERATIONS TO COME. THIS MEETING IS BEING DIGITALLY
[00:04:02] RECORDED AND MAY BE VIEWED OR HEARD AT ANY TIME ON THE PORT'S WEBSITE AND MAYBE REBROADCAST
[00:04:08] BY KING COUNTY TELEVISION, ALTHOUGH MAY LOOK A LITTLE DIFFERENT. PLEASE STAND AND JOIN
[00:04:14] US FOR THE PLEDGE OF ALLEGIANCE.
[00:04:19] I PLEDGE ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA AND TO THE REPUBLIC FOR WHICH IT
[00:04:26] STANDS ONE NATION UNDER GOD INDIVISIBLE WITH LIBERTY AND JUSTICE FOR ALL.
[00:04:38] [INAUDIBLE] IS THE APPROVAL OF THE AGENDA. I WILL TURN IT OVER TO
[00:04:42] EXECUTIVE DIRECTOR TO GIVE A LITTLE INSIGHT ON THE
[00:04:45] PROCESS TO DETERMINE THE AGENDA IN FRONT OF US.
[00:04:50] DIRECTOR METRUCK.
[00:04:56] COMMISSIONERS,
[00:04:58] THE OPEN PUBLIC MEETINGS ACT, I'VE DIRECTED STAFF TO CAREFULLY ANALYZE AND REVIEW EACH
[00:05:09] OF THE ITEMS PROPOSED FOR TODAY'S AGENDA TO DETERMINE WHETHER OR NOT
[00:05:12] THEY ARE NECESSARY AND ROUTINE. WE BELIEVE
[00:05:15] THAT THE ITEMS BEFORE YOU TODAY RELATE TO MATTERS OF ROUTINE PORT BUSINESS AND ARE URGENT.
[00:05:21] AND THE URGENT WILL BE DETRIMENTALLY AFFECTED BY SIGNIFICANT DELAY AND ARE
[00:05:26] NECESSARY TO PORT OPERATIONS. ITEMS THAT DO NOT MEET THE NECESSARY ROUTINE CRITERIA
[00:05:31] HAVE BEEN DEFERRED TO LATER MEETINGS. I URGE APPROVAL OF TODAY'S AGENDA. OKAY.
[00:05:34] THANK YOU DIRECTOR METRUCK.
[00:05:37] COMMISSIONERS. WE ARE NOW AT THE ORDER OF APPROVAL OF THE AGENDA. CLERK, PLEASE UNMUTE THE
[00:05:43] COMMISSIONERS. COMMISSIONERS ON THE LINE, PLEASE UNMUTE YOUR SELVES. I'M GOING TO ASK EACH
[00:05:45] COMMISSIONER IN TURN
[00:05:48] THEY HAVE ANY MOTIONS TO REARRANGE THE ORDERS OF THE DAY AND IF YOU DO I WILL ASK
[00:05:54] FOR A SECOND IF IT'S NEEDED. PLEASE RESPOND WHEN I CALL ON YOU. IF YOU HAVE NO

[00:05:59] CHANGES TO SAY NONE.
[00:06:01] ALRIGHT COMMISSIONER BOWMAN DO WE HAVE YOU? NO CHANGES. COMMISSIONER CALKINS?
[00:06:05] NO CHANGES. COMMISSIONER CHO?
[00:06:10] NO CHANGES. AND COMMISSIONER FELLEMAN?
[00:06:15] I'D LIKE TO PULL ITEM 6E FOR A BRIEF NOTIFICATION TO THE PUBLIC.
[00:06:22] OKAY, IS THAT A FORM OF A MOTION?
[00:06:25] YES, I FORGOT.
[00:06:29] OKAY. IS THERE A SECOND? SECOND. IT'S BEEN MOVED AND SECONDED TO REMOVE ITEM 6E FROM THE CONSENT
[00:06:36] AGENDA TO PLACE UNDER THE REGULAR AGENDA.
[00:06:41] CLERK. PLEASE CALL THE ROLL.
[00:06:44] I DON'T BELIEVE WE NEED TO. THAT JUST GETS MOVED, DOESN'T IT?
[00:06:48] IT IS AND THEN THERE'S THE MOTION FOR AN AMENDED AGENDA. CORRECT, AMY?
[00:06:55] THAT'S CORRECT. SO WE WILL APPROVE THE AGENDA AS AMENDED BY ROLL CALL.
[00:07:04] COMMISSIONER CALKINS? AYE. COMMISSIONER CHO? AYE.
[00:07:10] COMMISSIONER FELLEMAN. AYE. COMMISSIONER STEINBREUCK? AYE.
[00:07:12] THE AGENDA IS APPROVED AS REVISED.
[00:07:33] COMMISSIONERS. GOOD AFTERNOON. I THINK THE GOOD NEWS TO REPORT IS THAT WE HAVE HAD A SPELL OF
[00:07:39] WONDERFUL WHETHER EVEN IF WE DIDN'T HAVE ANYTHING TO DO WITH THAT. [LAUGHTER]
[00:07:45] YES. COMMISSIONERS, EVEN THOUGH WE ARE STILL UNDER ORDERS
[00:07:48] TO STAY AT HOME, THE PAST FEW DAYS ARE GIVING US ALL
[00:07:50] THE HOPE OF BETTER DAYS TO COME. ID LIKE TO GIVE YOU A SHORT UPDATE ON THE STATE
[00:07:56] OF THE COVID-19 PANDEMIC IN WASHINGTON, KING COUNTY, AND THE PORT. THERE ARE
[00:08:03] POSITIVE SIGNS ACROSS THE STATE ABOUT THE PANDEMIC. SOCIAL DISTANCING GOING HOME WHEN SICK
[00:08:08] WASHING HANDS, CLEANING, AND DISINFECTING ARE ALL HELPING US FLATTEN THE CURVE BUT WE ALL
[00:08:15] KNOW IT IS FAR TOO EARLY TO RELAX THE STEPS WE HAVE TAKEN AS A COMMUNITY TO SLOW THE
[00:08:21] SPREAD OF THE DISEASE. IF WE RETURN TO OUR NORMAL ACTIVITIES TOO SOON, WE RISK A REBOUND IN
[00:08:26] INFECTIONS. ACROSS THE STATE, THERE ARE 10,538 CASES RECORDED
[00:08:33] WITH 516 DEATHS TO DATE. IN KING COUNTY 4549 CASES HAVE BEEN REPORTED WITH 296 DEATHS.
[00:08:43] THE PORT'S HEALTH AND SAFETY TEAM ARE CURRENTLY MONITORING A HUNDRED AND FIVE STAFF MEMBERS
[00:08:48] WHO ARE EITHER SYMPTOMATIC OR TESTED POSITIVE FOR THE VIRUS.
[00:08:52] IT IS WORTH HIGHLIGHTING THAT THAT NUMBER HAS NOT CHANGED SINCE FRIDAY.
[00:08:54] THIS MAY BE GOOD NEWS. BUT
[00:08:57] OF COURSE, IT'S ALWAYS TOO EARLY TO START COUNTING GOOD NEWS, MOST OF THOSE WHO CONTINUE
[00:09:04] TO BE MONITORED AT THE PORT HAVE BEEN ABLE TO RETURN TO WORK EITHER ON-SITE OR FROM HOME. WE
[00:09:10] ARE ALSO TRACKING TENANT OR CONTRACTOR PERSONNEL WHO HAVE TESTED
[00:09:14] POSITIVE FOR THE VIRUS AT THE PORT.
[00:09:17] LIKE THE REST OF THE ECONOMY, ACTIVITY ACROSS THE PORT HAS SLOWED
[00:09:20] SIGNIFICANTLY AS THE CRUISE
[00:09:23] SEASON IS DELAYED AND AIR TRAVEL IS MUCH REDUCED. WE SAW JUST 2,500 PASSENGERS
[00:09:27] GO THROUGH OUR CHECKPOINTS ON SUNDAY WITH WEEKDAY TOTALS AROUND 3,000. THIS COMPARES TO
[00:09:35] PEAKS BETWEEN 50,000 AND 60,000 NORMALLY ONE YEAR AGO. AIRPORT DINING AND RETAIL
[00:09:42] SUFFERED SIGNIFICANTLY WITH 60 UNITS CLOSED AND 29 IN OPERATION. MORE THAN 1000
[00:09:48] RESTAURANT AND RETAIL WORKERS HAVE BEEN LAID OFF OR FURLOUGHED.
[00:09:52] I CONTINUE TO BE PROUD AND IMPRESSED BY THE HARD WORK AND COMMITMENT ALL OF OUR STAFF HAVE
[00:09:57] DONE TO KEEP DELIVERING SERVICES TO THE COMMUNITY EVERY DAY IN
[00:10:00] TOUGH CIRCUMSTANCES. WHERE MANY SEE PROBLEMS,
[00:10:02] MANY OF OUR EMPLOYEES SEE OPPORTUNITIES. FOR EXAMPLE, WHEN THE RECOMMENDATION CAME DOWN TO
[00:10:09] WEAR CLOTH FACE COVERINGS IN SOME SETTINGS. WHILE WE
[00:10:12] PUT OUR ORDERS IN FOR THOSE
[00:10:15] WHICH ARE NOW BEING DELAYED EVEN THOUGH THEY'VE BEEN ON ORDER
[00:10:17] NOW FOR A FEW WEEKS. OUR OWN PORT WORKERS
[00:10:20] ARE STEPPING IN AND SUPPORTING EACH OTHER BY MAKING THE COVERINGS AND PROVIDING THEM
[00:10:25] TO THEIR COLLEAGUES.
[00:10:27] WE'RE FOLLOWING UP ON THE COMMISSION'S EARLIER DIRECTION TO
[00:10:30] GRANT DEFERRALS OF RENT AND OTHER CHARGES
[00:10:32] TO TENANTS WHO LEASE SPACE AT THE AIRPORT, MARITIME, AND ECONOMIC DEVELOPMENT PROPERTIES.
[00:10:38] THE COMMISSION ALSO APPROVED DEFERRALS FOR MOORAGE TENANTS. LETTERS INFORMING BUSINESSES OF
[00:10:42] THE DEFERRALS ARE GOING OUT THIS WEEK. THIS WAS WELCOME NEWS FOR THE TENANTS AND
[00:10:48] WE PROMISE TO REVIEW THEIR S ITUATION AS THINGS CONTINUE INTO THE FUTURE.
[00:10:51] AS I MENTIONED, THE ALASKA HOME PORT CRUISE
[00:10:55] SEASON HAS BEEN PUT ON HOLD SINCE LAST MONTH DUE TO HEALTH CONCERNS. LAST WEEK, THE
[00:11:00] CENTER FOR DISEASE CONTROL EXTENDED ITS NO SALE ORDER AND SET NEW HEALTH STANDARDS FOR
[00:11:06] CRUISE SHIPS. CRUISE LINES WILL HAVE TO ESTABLISH PROCESSES FOR IDENTIFYING PASSENGERS AND CREW

[00:11:12] WITH COVID-19, CREATE QUARANTINE ISOLATION PROCEDURES AND SHOW HOW THEY WILL SUPPLEMENT THEIR
[00:11:18] OWN ONBOARD MEDICAL RESOURCES.
[00:11:22] OF COURSE. THIS IS NOT JUST AN ISSUE FOR THE PORT OF SEATTLE. GOVERNMENTS, PORTS, AND CRUISE
[00:11:27] LINES AROUND THE WORLD ARE ENGAGED IN A MAJOR EFFORT TO DEVELOP
[00:11:30] STRATEGIES TO SLOW THE SPREAD
[00:11:32] OF THE VIRUS ABOARD VESSELS AND PROTECT PORT COMMUNITIES. HERE IN SEATTLE, CRUISE
[00:11:39] SHIP OPERATIONS WILL NOT RESUME UNTIL THE HEALTH EMERGENCY ABATES. WE LOOK FORWARD TO THE
[00:11:45] SAFE RETURN OF THE SHIPS AND THE ECONOMIC BOOST THE CRUISE INDUSTRY PROVIDES OUR REGION.
[00:11:51] EARLIER TODAY THE COMMISSION AND STAFF HAD A ROBUST DISCUSSION IN THE
[00:11:53] STUDY SESSION ABOUT THE PORT'S
[00:11:55] CONSTRUCTION AND CAPITAL IMPROVEMENT PLAN IN THIS NEW COVID
[00:11:58] ENVIRONMENT. TODAY, THE PORT HAS
[00:12:00] MORE THAN 1 BILLION DOLLARS IN ACTIVE CONSTRUCTION PROJECTS WITHIN THE AVIATION, MARITIME
[00:12:04] AND ECONOMIC DEVELOPMENT DIVISIONS. OVER THE NEXT TWO YEARS. WE PLAN
[00:12:07] ABOUT A HALF BILLION DOLLARS IN
[00:12:10] ADDITIONAL INVESTMENTS.
[00:12:13] A UNIQUE POSITION MANAGING THE MAJOR AVIATION AND MARITIME GATEWAYS CREATES TREMENDOUS
[00:12:17] OPPORTUNITIES FOR THE PORT TO GET OUR ECONOMY MOVING
[00:12:20] AGAIN AND PEOPLE BACK TO WORK. AT OUR NEXT MEETING
[00:12:22] ON APRIL 28TH WE'LL TAKE A FIRST LOOK AT PLANS FOR LONGER-TERM ECONOMIC RECOVERY. WE'LL
[00:12:28] PRESENT OUR FRAMEWORK OF THAT PLAN LATER ON
[00:12:32] TODAY'S AGENDA. THE COMMISSION WILL BE BRIEFED ON THE COVID-19 AID RELIEF
[00:12:37] AND ECONOMIC SECURITY CARES ACT. THE LEGISLATION PROVIDED TWO TRILLION DOLLARS IN ASSISTANCE
[00:12:43] FOR INDIVIDUALS, BUSINESSES AND GOVERNMENTS AFFECTED BY THE PANDEMIC. THE BILL DIRECTS
[00:12:48] FUNDING TO THE AIRPORT AND PORT RELATED BUSINESSES AS WELL AS WORKERS IN MANY PORT RELATED
[00:12:53] INDUSTRIES WHO HAVE LOST THEIR JOBS. THE FEDERAL STIMULUS
[00:12:56] WILL PROVIDE IMPORTANT SUPPORT FOR OUR REGIONAL RECOVERY EFFORTS AND YOU'LL HEAR MORE
[00:13:00] ABOUT THAT LATER. AGAIN, I WANT TO THANK THE COMMISSION AND ALL OUR STAFF FOR YOUR
[00:13:06] COMMITMENT TO THE PORT AND OUR COMMUNITY. THINGS WILL CONTINUE
[00:13:09] TO CHANGE AND WE WILL CONTINUE TO ADAPT WE HAVE A
[00:13:12] DEDICATED TEAM HERE AT THE PORT TOGETHER. WE WILL GET THROUGH THIS.
[00:13:17] OUR EXPERIENCE IN THIS CRISIS WILL MAKE US EVEN STRONGER AS WE MOVE
[00:13:20] INTO THE FUTURE. THANK YOU.
[00:13:23] OKAY. THANK YOU DIRECTOR METRUCK.
[00:13:28] NEXT ITEM ON THE AGENDA IS ITEM NUMBER FIVE PUBLIC COMMENT. I BELIEVE WE RECEIVED TWO WRITTEN
[00:13:35] PUBLIC COMMENTS ADDRESSING ONE OF THE ISSUES ON OUR AGENDA TODAY UNDER 6F. WE WILL ALSO
[00:13:42] ACCEPT PUBLIC COMMENT FROM THOSE WHO HAVE SIGNED UP. WRITTEN MATERIALS
[00:13:44] PROVIDED TO THE CLERK WILL BE
[00:13:47] INCLUDED IN TODAY'S MEETING RECORD. THE CLERK HAS A LIST OF THOSE PREPARED TO SPEAK. AS THE
[00:13:52] CLERK CALLS YOUR NAME. WE WILL OPEN THE LINE AND COMMENTERS WILL HAVE TO UNMUTE THEMSELVES.
[00:13:58] PLEASE REPEAT YOUR NAME FOR THE RECORD. IF YOU ARE ON THE SKYPE MEETING AND ARE ALSO
[00:14:03] STREAMING THE MEETING, PLEASE MUTE THE VIDEO STREAM TO AVOID FEEDBACK.
[00:14:09] PLEASE NOTE. THERE IS NEARLY A THREE-MINUTE LAG ON THE VIDEO SCREEN STREAM. COMMENT TIME WILL
[00:14:16] BE LIMITED TO TWO MINUTES PER PERSON. CLERK. PLEASE CALL THE FIRST SPEAKER.
[00:14:21] YES. SO FIRST SIGNED UP TO SPEAK IS NAT STRATTON CLARK.
[00:14:29] HI
[00:14:30] GREAT.
[00:14:33] HI. MY NAME IS NAT STRATTON CLARK. I'M A LOCAL SMALL BUSINESS OWNER.
[00:14:35] I OWN FLORET BY CAFE FLORA AT SEA.
[00:14:38] WE HAVE 61 EMPLOYEES AND HAVE HAD TO LAY ALMOST ALL OF THEM OFF DUE THE MANDATED CLOSURE
[00:14:43] OF SIT DOWN DINING. IT HAS TRULY BEEN A HEARTBREAKING TIME. IN PREVIOUS
[00:14:46] CONVERSATIONS, RENT ABATEMENT THAT WAS AT THE FOREFRONT
[00:14:48] AND THEN HAD TO BE CHANGED TO DEFERMENT DUE THE FAA GUIDELINES. I'M SURE THAT YOU'RE
[00:14:53] ALL AS PLEASED AS I WAS TO SEE LAST WEEK THAT THE FAA HAS NOW CHANGED THOSE GUIDELINES TO
[00:14:58] MAKE IT A LOCAL DECISION. IN LIGHT OF THIS, I'D LIKE TO SEE THE COMMISSION
[00:15:00] FOLLOW IN THE FOOTSTEPS OF OTHER
[00:15:02] AIRPORTS AND ABATE ALL RENT AND FEES FOR A MINIMUM OF 120 DAYS OR UNTIL THE STAY AT HOME
[00:15:07] ORDER ENDS. AND LOOKING FORWARD, MULTIPLE AIRPORTS INCLUDING DENVER. SLC AND
[00:15:10] PDX HAVE MOVED ALL CONFECTIONERS
[00:15:14] WITH CONTRACT BASED ON MAGC'S PAYMENTS TO PERCENTAGE RENT BASED AGREEMENTS. ONCE WE ARE
[00:15:19] ALL ALLOWED TO REOPEN, FDA NEEDS TO ADOPT A SIMILAR MEASURE UNTIL EMPLOYMENT
[00:15:22] NUMBERS RETURNED TO 2019 LEVELS.
[00:15:25] THE PORT OF SEATTLE CENTURY AGENDA SAYS YOU'LL USE THE

[00:15:27] PORT'S INFLUENCE AS AN INSTITUTION
[00:15:30] TO PROMOTE WOMEN AND MINORITY BUSINESS ENTERPRISE GROWTH,
[00:15:32] SMALL BUSINESS GROWTH, AND WORKFORCE DEVELOPMENT.
[00:15:34] I'VE ALWAYS FELT THE PORT IS A LEADER WHEN IT COMES TO SUPPORTING SMALL BUSINESSES BUT
[00:15:39] SMALL BUSINESSES NEED RENT ABATEMENT NOT LOANS TO GET THROUGH
[00:15:41] THIS CRISIS. THIS IS THE MOMENT TO SUPPORT
[00:15:43] SMALL BUSINESSES IF YOU'D LIKE TO CONTINUE TO SEE US AT THE AIRPORT. EARLIER TODAY, I WAS
[00:15:48] ON A CONFERENCE CALL WITH 20 SMALL BUSINESS AND WOMEN AND MINORITY
[00:15:50] OWNED AIRPORT CONCESSIONAIRES THAT ARE IN TROUBLE.
[00:15:53] THEY'RE CONCERNED ABOUT HOW THEY'RE GOING TO GET THROUGH THIS. WE'LL BE PROPOSING
[00:15:57] A WORKING GROUP MADE UP OF SMALL BUSINESS CONCESSIONAIRES, COMMISSIONERS, AND ADR
[00:16:01] LEADERSHIP TO FIND A MUTUALLY COMPREHENSIVE SOLUTION ALONG WITH OUR INITIAL SUGGESTIONS OF
[00:16:05] WHAT THAT MIGHT BE. THE SENSE OF URGENCY CANNOT BE
[00:16:08] UNDERSTATED. THE FAA ENCOURAGES AIRPORTS TO CONSIDER THE BUSINESS
[00:16:11] SITUATION OF THE TENANT, THE CHANGE CIRCUMSTANCES CREATED BY THE PUBLIC HEALTH
[00:16:15] EMERGENCY AND THE DESIRABILITY OF HAVING SOLVANT TENANTS
[00:16:17] THAT CAN RESUME NORMAL OPERATIONS WHEN THE
[00:16:19] EMERGENCY ENDS. BY ABATING RENT FOR A MINIMUM OF 120 DAYS, EXTENDING OUR CONTRACT BY 5
[00:16:24] YEARS TO HELP AMORTIZED DEBT, AND ONCE WE ARE ABLE TO REOPEN SWITCH TO PERCENTAGE-BASED RENT
[00:16:29] FOR MAG, YOU WILL BE ENSURING THAT SMALL BUSINESSES THAT MAKE THIS AIRPORT THRIVE WILL
[00:16:34] BE ABLE TO REOPEN. WE ARE IN UNPRECEDENTED TIMES. NOW IS THE TIME TO STAND BEHIND
[00:16:37] BUSINESSES WHO ARE STANDING BEHIND
[00:16:39] OUR WORKERS.
[00:16:43] OKAY, GREAT. THANK YOU.
[00:16:46] NEXT SPEAKER.
[00:16:48] NEXT WE HAVE LAURA GIBBONS.
[00:16:54] THIS IS LAURA GIBBONS. CAN YOU HEAR ME?
[00:16:56] YES, WE CAN. GO AHEAD.
[00:16:59] THIS IS LAURA GIBBONS AND I'M A MEMBER OF THE CLIMATE JUSTICE GROUP 360 SEATTLE AND A SEATTLE
[00:17:04] RESIDENT AND I SAW IN TODAY'S ACTION ITEM 6F THAT THERE ARE "SEVERAL CAPITAL IMPROVEMENT
[00:17:12] PROJECTS" PROPOSED TO OCCUR AT SEATAC OVER THE NEXT FIVE YEARS THAT WOULD REQUIRE
[00:17:15] CIVIL DESIGN SUPPORT SERVICES
[00:17:18] AND IT'S NOT CLEAR TO ME WHAT THESE PROJECTS ARE, BUT I JUST WANT TO SAY THAT
[00:17:25] I HOPE THAT THEY ARE NOT CAPITAL IMPROVEMENTS THAT ARE INTENDED TO
[00:17:31] ACCOMMODATE INCREASED AIRPORT AVIATION BECAUSE IT'S WELL ESTABLISHED THAT IF WE WANT TO
[00:17:37] HAVE A LIVABLE PLANET, WE NEED TO DECREASE CARBON EMISSIONS. THERE'S CURRENTLY
[00:17:40] NO WAY WE CAN MEET EMISSIONS
[00:17:42] CARBON WHILE INCREASING AVIATION SO THE ONLY VIABLE OPTION IS LESS AIR TRAVEL AND NOT MORE
[00:17:50] AND THAT SHOULD BE THE FOCUS OF ALL YOUR PLANNING. THANK YOU.
[00:17:54] THANK YOU. NEXT SPEAKER.
[00:17:56] YES. THE NEXT PERSON
[00:17:59] THAT WE HAVE IS STACEY OAKS AND THIS IS THE FINAL COMMENTER..
[00:18:06] STACY?
[00:18:09] YES, CAN YOU HEAR ME?
[00:18:10] YES WE CAN.
[00:18:12] MY NAME IS STACY OAKS AND THANKS FOR TAKING COMMENTS TODAY. I JUST WANTED TO TALK A
[00:18:19] LITTLE BIT ABOUT ENVIRONMENTAL GOALS. LATER YOU'LL BE SPEAKING ABOUT THE CENTURY AGENDA AND
[00:18:24] MEETING ENVIRONMENTAL GOALS BY POWERING SOME OPERATIONS
[00:18:26] WITH RENEWABLE WASTE GAS INSTEAD OF FOSSIL FUEL GAS.
[00:18:29] CHANGING FUELS AWAY FROM FOSSIL FUELS IS CLEARLY A GOOD THING AND CAN BE PART OF A PATHWAY
[00:18:35] TO ACHIEVING GOALS, BUT WE CAN'T REALLY ACHIEVE THOSE GOALS WHILE
[00:18:38] ALSO MAKING PLANS TO EXPAND AIR
[00:18:41] TRAVEL, EXPAND CRUISE SHIP OPERATION. DURING THIS PUBLIC HEALTH CRISIS,
[00:18:45] WE HAVE TO STOP BUSINESS AS USUAL AND WE HAVE TO
[00:18:48] HEALTH AND SAFETY AS A TOP PRIORITY WHICH WE ARE CURRENTLY DOING. BUT WHEN
[00:18:53] WE EMERGE FROM THIS, WE NEED NEED TO KEEP THESE AS A TOP PRIORITY. THERE'S A MEME
[00:18:57] THAT REALLY STRUCK WITH ME THAT I SAW RECENTLY.
[00:19:00] IT'S A MEME OF A DIVER SWIMMING UPWARD FOLLOWED BY A SHARK LABELED COVID-19 AND BELOW
[00:19:07] THAT A BIGGER SHARK LABEL ECONOMIC RECESSION. ALTHOUGH THIS IS THE SHARK THAT MAYBE
[00:19:13] YOU'VE TRADITIONALLY FOCUSED ALL OF YOUR ENERGY ON, THIS ECONOMIC SHARK,
[00:19:17] RIGHT BELOW THAT IS THE JAW
[00:19:20] OF A MEGALODON LABELED CLIMATE CRISIS.
[00:19:24] WE CAN'T JUST CONTINUE TO STARE ONE SHARK AT A TIME OR WE'RE NEVER

[00:19:27] GOING TO MAKE IT OUT OF THE WATER.
[00:19:30] TO CONTINUE TO EXPAND THE GREENHOUSE GASES USED FOR OPERATIONS IS LIKE DECIDING TO
[00:19:35] KEEP CHURCH SERVICES OPEN DURING A PANDEMIC-- THE EFFECTS WILL BE SENT
[00:19:38] DOWN THE ROAD AND IT'LL LIKELY BE CATASTROPHIC
[00:19:41] AND THERE WILL BE NO WAY TO TAKE BACK THE DECISION ONCE IT'S BEEN MADE.
[00:19:48] I JUST URGE YOU ALL TO TAKE THIS MOMENT WHILE WE'RE IN THIS PAUSE
[00:19:51] TO FIGURE OUT HOW WE CAN COME OUT
[00:19:54] OF THIS DIFFERENTLY. GOING BACK TO BUSINESS AS USUAL
[00:19:59] IS NOT SOMETHING THAT WE CAN AFFORD. WE TALK ABOUT MEETING THESE GOALS BECAUSE WE KNOW
[00:20:06] THEY'RE IMPORTANT. WE NEED TO ACT LIKE IT. THANK YOU.
[00:20:12] THANK YOU STACY. AND I THINK THAT'S IT. IS THAT RIGHT, LAUREN?
[00:20:16] YEP, THAT IS CORRECT.
[00:20:19] THAT'S ALL OF OUR PUBLIC COMMENT.
[00:20:22] THAT'S ALL WE HAVE FOR PUBLIC COMMENT AT THIS TIME.
[00:20:25] HEARING NO FURTHER PUBLIC TESTIMONY WE WILL ADVANCE THE UNANIMOUS CONSENT CALENDAR ITEM
[00:20:32] NUMBER SIX. ITEMS ON THE CONSENT CALENDAR ARE CONSIDERED ROUTINE
[00:20:36] AND WILL BE ADOPTED BY ONE MOTION.
[00:20:40] ITEMS REMOVED FROM THE CONSENT CALENDAR WILL BE CONSIDERED SEPARATELY AS A SPECIAL ORDER OF
[00:20:45] BUSINESS. THERE IS ONE ITEM, 6E, WHICH IS HAS BEEN REMOVED FROM THE CONSENT AGENDA
[00:20:53] AND WILL BE HEARD UNDER A SPECIAL ITEM.
[00:20:58] SO AT THIS TIME THE CHAIR WILL ENTER A MOTION TO APPROVE THE CONSENT AGENDA
[00:21:06] COVERING ITEM 6A THROUGH 6J WITH THE EXCEPTION OF ITEM 6E.
[00:21:16] SO MOVED.
[00:21:17] OKAY, IT'S BEEN MOVED.
[00:21:20] DID WE ALREADY HAVE A MOTION?
[00:21:27] I THOUGHT WE ALREADY TOOK A VOTE ON THIS.
[00:21:30] YOU TOOK A VOTE ON APPROVING THE AGENDA NOW
[00:21:33] YOU WILL VOTE ON AMENDING IT.
[00:21:40] OKAY.
[00:21:45] OKAY, WE HAVE TWO MOVES.
[00:21:48] YOU'VE GOT TWO MOVES. I THINK THAT CONSTITUTES A MOTION AND A SECOND.
[00:21:52] ALL RIGHT, PLEASE SAY YES OR NO COMMISSIONERS WHEN YOU HEAR YOUR NAME CALLED.
[00:21:58] OKAY, COMMISSIONER BOWMAN? YES.
[00:22:01] COMMISSIONER CALKINS? I'M SORRY. CAN YOU TELL ME EXACTLY AGAIN WHAT WE'RE VOTING ON?
[00:22:05] I AM AN AYE.
[00:22:15] OKAY, COMMISSIONER CHO? AYE. COMMISSIONER FELLEMAN? AYE. COMMISSIONER STEINBREUCK? AYE.
[00:22:25] THE MOTION PASSES AND THE CONSENT AGENDA IS APPROVED.
[00:22:34] ITEM NUMBER 7?
[00:22:37] SO WE HAVE NO SPECIAL ORDERS TODAY BUT THIS IS THE POINT IN THE AGENDA WHERE WE WILL MOVE
[00:22:41] TO ITEMS REMOVED FROM CONSENT. SO WE HAVE ITEM 6 E, MOTION 2020-08 A MOTION OF THE PORT OF
[00:22:51] SEATTLE COMMISSION TO EXTEND THE DEADLINES ESTABLISHED IN MOTION 2019-13
[00:22:56] FOR POLICY RECOMMENDATIONS ON THE USE OF PUBLIC FACING
[00:23:00] BIOMETRIC TECHNOLOGY AT PORT FACILITIES TO JUNE 30TH, 2020 AND FOR POLICY
[00:23:08] GOVERNING THE USE OF PUBLIC FACING BIOMETRIC TECHNOLOGY AT PORT FACILITIES TO
[00:23:14] AUGUST 31ST, 2020.
[00:23:17] COMMISSIONERS. THIS REQUEST IS TO DELAY THE DEADLINES
[00:23:20] OUTLINED IN THE MOTION APPROVED BY THE COMMISSION
[00:23:22] LAST DECEMBER. AS YOU MIGHT EXPECT, WE'VE BEEN UNABLE TO CONVENE OUR INTERNAL AND
[00:23:27] EXTERNAL BIOMETRICS ADVISORY GROUPS DURING THE PUBLIC HEALTH EMERGENCY. THE ADDITIONAL TIME
[00:23:32] REQUESTED FOR THIS MOTION HELPS REINFORCE OUR COMMITMENT TO STAKEHOLDER ENGAGEMENT IN THIS
[00:23:36] PROCESS. ERIC SHINFELD AND BRONCO VALDEZ ARE AVAILABLE TO ANSWER QUESTIONS.
[00:23:43] OKAY, ARE THERE QUESTIONS FROM COMMISSIONERS? LET'S START THE ROLL.
[00:23:47] ALL RIGHT, WE'LL BEGIN WITH COMMISSIONER BOWMAN.
[00:23:49] NO QUESTIONS.
[00:23:52] COMMISSIONER CALKINS?
[00:23:55] NO QUESTIONS EITHER.
[00:23:58] COMMISSIONER CHO? NO QUESTIONS.
[00:24:00] AND COMMISSIONER FELLEMAN?
[00:24:11] I HAVE NO QUESTIONS. I JUST WANTED TO MAKE SURE THAT-- THE PUBLIC SEEMS TO HAVE A LOT
[00:24:15] OF INTEREST IN THIS SUBJECT MATTER KNEW THAT THIS WAS BEING EXTENDED AND THANK YOU FOR DOING
[00:24:21] THAT. COMMISSIONERS, THIS IS ERIC SHINFELD. LET ME JUST SHARE
[00:24:26] THAT OBVIOUSLY WE DO NOT KNOW WHEN THIS PUBLIC HEALTH
[00:24:31] WILL END. THIS EXTENSION REPRESENTS OUR BEST GUESS ABOUT WHEN WE MIGHT BE ABLE TO

[00:24:37] CONVENE OUR EXTERNAL ADVISORY GROUPS AND WORK THROUGH THIS PROCESS. OBVIOUSLY IF THIS
[00:24:42] TIMELINE IS NOT REASONABLE, WE WILL BE COMING BACK TO YOU WITH AN EXTENDED
[00:24:45] TIME LINE EVEN BEYOND THIS EXTENSION JUST TO MAKE SURE
[00:24:47] AGAIN, AS EXECUTIVE DIRECTOR METRUCK, SAID THAT WE ARE FULLY ENGAGING AND
[00:24:53] GETTING THESE POLICY RECOMMENDATIONS WITH ALL OF OUR STAKEHOLDERS.
[00:24:58] OKAY, JUST A QUESTION. WHAT IMPLICATIONS, IF ANY, ARE THERE TO EXTENDING THE DEADLINE TO
[00:25:04] AUGUST 31ST OF THE POLICY RECOMMENDATIONS? THE MOTION PASSED ON DECEMBER 10TH
[00:25:08] BY THE COMMISSION PUTS A HOLD ON
[00:25:12] ANY NEW BIOMETRIC IMPLEMENTATION AT ANY OF THE PORT'S FACILITIES BEYOND
[00:25:16] THOSE IMPLEMENTATIONS THAT
[00:25:19] BEEN APPROVED BY POLICY. SO YOU DID APPROVE, IN MARCH, BIOMETRIC AIR EXIT, WHICH IS THE USE OF
[00:25:26] FACIAL RECOGNITION TECHNOLOGY FOR DEPARTING INTERNATIONAL PASSENGERS
[00:25:29] AT THE DEPARTING INTERNATIONAL GATE.
[00:25:31] SO THAT HAS BEEN AUTHORIZED TO MOVE FORWARD. BUT ANY OTHER BIOMETRIC IMPLEMENTATION THAT
[00:25:36] THE PORT HAS CONTROL OVER AT PORT FACILITIES WILL NOT MOVE FORWARD
[00:25:39] UNTIL ADDITIONAL POLICIES ARE FINALIZED.
[00:25:41] THANK YOU ERIC. THAT'S VERY CLEAR. OKAY. THANK YOU.
[00:25:46] WITH THAT IN MIND, IF THERE ARE NO FURTHER COMMISSION COMMENTS OR QUESTIONS, I WOULD CALL THE
[00:25:52] ITEM FOR A CALL FOR MOTION.
[00:25:57] SO MOVED.
[00:25:59] IS THERE A SECOND?
[00:26:02] SECONDED.
[00:26:04] OKAY, IT'S BEEN MOVED AND SECONDED BY COMMISSIONERS BOWMAN AND CHO.
[00:26:07] ALL THOSE IN FAVOR, PLEASE SAY AYE.
[00:26:11] OH, WE'LL VOTE BY ROLE CALL. SORRY.
[00:26:15] I'M SORRY. I'M STILL IN MY OLD MANNER.
[00:26:17] COMMISSIONER BOWMAN? AYE.
[00:26:19] COMMISSIONER CALKINS? AYE. COMMISSIONER CHO? AYE.
[00:26:25] COMMISSIONER FELLEMAN? AYE. AND COMMISSIONER STEINBREUCK? AYE.
[00:26:32] THE MOTION CARRIES. THAT TAKES US TO ITEM 8.
[00:26:35] OKAY ITEM 8 IS
[00:26:37] AUTHORIZATION FOR THE
[00:26:42] EXECUTIVE DIRECTOR TO: 1, MEET CENTURY AGENDA GOALS FOR CARBON REDUCTION BY EXECUTING A 10 YEAR
[00:26:50] SUPPLY CONTRACT WITH THE BEST VALUE PROPOSER FOR RENEWABLE NATURAL GAS TO SEATTLE-TACOMA
[00:26:56] INTERNATIONAL AIRPORT CENTRAL PLANT BOILERS AND CNG FUELING STATION
[00:27:00] COMMENCING DELIVERY ON OCTOBER 1ST, 2020,
[00:27:03] AND 2. AUTHORIZE A TOTAL CONTRACT COST OF 23 MILLION DOLLARS.
[00:27:11] COMMISSIONERS, OVER THE PAST SEVEN YEARS, PORT STAFF HAVE CONDUCTED EXTENSIVE RESEARCH
[00:27:16] TO EVALUATE OPTIONS FOR MEETING OUR AGGRESSIVE CARBON REDUCTION GOALS. THAT EFFORT
[00:27:21] DEMONSTRATED THAT PURCHASING RENEWABLE NATURAL GAS IS THE MOST COST-EFFECTIVE STRATEGY
[00:27:26] AVAILABLE TO US OVER THE COMING DECADE. THE PORT IS A CRITICAL COMPONENT OF OUR REGION'S
[00:27:32] TRANSPORTATION SYSTEM AND THIS CONTRACT REINFORCES, OUR
[00:27:34] PRINCIPLES TO SUPPORT GLOBAL TRADE AND TRAVEL
[00:27:37] BY HELPING TO IMPROVE ECONOMIC EQUITY AND PROMOTE HEALTHY COMMUNITIES AND A HEALTHY PLANET
[00:27:43] I'D LIKE TO TURN IT OVER TO LANCE LITTLE, MANAGING DIRECTOR
[00:27:46] OF AVIATION FOR ADDITIONAL REMARKS.
[00:27:50] PRESENTERS INCLUDE LANCE LITTLE, ELIZABETH LEVITT, AND STEPHANIE MEIN.
[00:27:57] THANK YOU. STEVE. GOOD AFTERNOON COMMISSIONERS. SEATTLE TACOMA INTERNATIONAL AIRPORT IS OPEN
[00:28:06] BUT IT IS NOT BUSINESS AS USUAL RIGHT NOW IN UNPRECEDENTED TIME OF CHANGE DUE TO COVID-19.
[00:28:17] AS YOU KNOW, WE'RE TRYING TO ADDRESS THE IMMEDIATE MAJOR IMPACTS TO OUR
[00:28:20] FACILITIES. WE ARE ALSO LOOKING
[00:28:23] TOWARDS THE ECONOMIC RECOVERY. THAT WORK IS TIED TO THE PORT COMMISSION
[00:28:29] TO PROMOTE ECONOMIC OPPORTUNITIES AND QUALITY OF LIFE
[00:28:32] IN THE REGION. OUR WORK TO ADVANCE
[00:28:35] TRADE, TRAVEL, COMMERCE, AND JOB CREATION MUST BE DONE IN AN EQUITABLE, ACCOUNTABLE, AND
[00:28:40] ENVIRONMENTALLY SUSTAINABLE WAY. TODAY WE'RE ASKING THAT YOU APPROVE THE AIRPORT TRANSITION
[00:28:47] TO RENEWABLE NATURAL GAS OR RNG. THIS ITEM WILL BE A REALLY BIG STEP
[00:28:51] TOWARD OUR COMMITMENT TO BE THE
[00:28:54] GREENEST AND MOST ENERGY EFFICIENT PORT IN NORTH AMERICA. WE CAN MAKE THIS
[00:28:58] INVESTMENT NOW AND ENSURE THE
[00:29:02] AIRPORT WILL CONTINUE TO OPERATE WITHOUT COMPROMISING OUR GOAL TO MAKE
[00:29:05] THOSE OPERATIONS SUSTAINABLE.
[00:29:09] THIS CONTRACT PROVIDES A STABLE RNG PRICE FOR 10 YEARS THAT WILL HELP US TO AVOID MARKET

[00:29:15] FLUCTUATIONS AND REDUCE UNCERTAINTY. THE PORT AND THE AIRPORT IN PARTICULAR HOLD A
[00:29:20] UNIQUE POSITION DURING THIS CRISIS. OUR INVESTMENT IN INFRASTRUCTURE WILL HELP TO
[00:29:26] REBUILD OUR ECONOMY. WE MUST CHOOSE TO MAKE THOSE INVESTMENT WISELY BY MAKING OUR ENVIRONMENT
[00:29:33] OUR COMMUNITIES, AND OUR OPERATIONS A PRIORITY NOW. I'D LIKE TO TURN IT OVER TO
[00:29:38] ELIZABETH LEVITT FOR ADDITIONAL REMARKS.
[00:29:42] THANK YOU LANCE. GOOD AFTERNOON COMMISSIONERS AND ED METRUCK.
[00:29:46] I AM REALLY PLEASED AND PROUD TO BE ABLE TO BRING THIS ITEM T ODAY TO YOU
[00:29:49] FOR COMMISSION CONSIDERATION, ESPECIALLY
[00:29:52] IN THE 50TH ANNIVERSARY MONTH OF EARTH DAY. THIS RNG INVESTMENT WILL REDUCE THE
[00:29:59] PORT'S OWNED AND OPERATED CARBON EMISSIONS ENABLING US TO MEET OUR 2020 15% REDUCTION
[00:30:04] GOAL ON TIME AS WELL AS
[00:30:08] OUR 50% REDUCTION GOAL FOR 2030, MEETING THAT GOAL 10 YEARS EARLIER.
[00:30:14] MEETING THAT GOAL A DECADE AHEAD OF SCHEDULE IS REALLY A REMARKABLE ACHIEVEMENT AND
[00:30:19] DEMONSTRATES TO OTHER ORGANIZATIONS IN OUR REGION THAT WE CAN MAKE
[00:30:23] THIS HAPPEN. PORT STAFF HAVE SPENT MANY YEARS
[00:30:27] INVESTIGATING WAYS THAT WE CAN REDUCE OUR CARBON EMISSIONS THROUGH EFFICIENCY AND
[00:30:33] DIRECT INVESTMENT AND RENEWABLE ENERGY RATHER THAN FOCUSING ON PURCHASING CARBON OFFSETS. THIS
[00:30:40] CONTRACT IS AN INVESTMENT IN THE GREEN ECONOMY AND REINFORCES THE PORT MARKET
[00:30:44] SIGNAL THAT SUPPORTS LONG-TERM
[00:30:47] INVESTMENT AND RENEWABLE FUEL PRODUCTION FACILITIES AND COMPANIES AND THIS IS AN
[00:30:53] ESPECIALLY IMPORTANT STEP AS WE LOOK FORWARD TO RECOVERY AFTER THE COVID-19 CRISIS.
[00:31:00] WHILE COVID-19 IMPACTS ARE REDUCING OUR SCOPE THREE GROUND TRANSPORTATION,
[00:31:04] AIRCRAFT, AND COMMUTING EMISSIONS, THERE'S
[00:31:07] REALLY ONLY A SMALL AFFECT ON THE PORT'S SCOPE 1 AND 2 EMISSIONS BECAUSE WE HAVE TO
[00:31:14] KEEP OUR AIRPORT TERMINAL HEATED AND OPERATING. RNG REDUCES OUR SCOPE ONE
[00:31:18] EMISSIONS ONLY AND THESE
[00:31:22] EMISSIONS ARE NOT WHERE THE COVID CRISIS IS HAVING A BIG IMPACT.
[00:31:29] THE IMPACT ON TRANSPORTATION EMISSIONS FROM COVID IS EXPECTED TO BE
[00:31:32] TEMPORARY AND NOT A PERMANENT NEW STATE.
[00:31:35] GLOBAL CARBON EMISSIONS TEND TO BOUNCE BACK FAIRLY SHORTLY AFTER A GLOBAL DISTURBANCE ENDS,
[00:31:42] AS HISTORY SUGGESTS. WE DO HOPE, HOWEVER, THAT MANY OF THE THINGS WE
[00:31:45] ARE LEARNING DURING THIS PANDEMIC ABOUT
[00:31:47] THE ABILITY TO REDUCE THESE EMISSIONS WILL HELP INFORM OUR RECOVERY.
[00:31:53] SO I'D ALSO LIKE TO RECOGNIZE THE TEAM THAT HAS WORKED HARD ON THIS GOAL
[00:31:57] FOR MANY MANY YEARS INCLUDING
[00:32:00] THE DIRECT SUSTAINABILITY TEAM, LESLIE STANTON AND STEPHANIE MINE
[00:32:03] AS WELL AS MEMBERS FROM AROUND THE
[00:32:07] PORT IN WHAT I WOULD CALL THE EXPANDED SUSTAINABILITY TEAM WHO'VE ALL HAD TO WORK TO MAKE
[00:32:12] THIS GOAL A REALITY. THAT INCLUDES KEITH WARNER FROM FACILITIES AND INFRASTRUCTURE,
[00:32:15] CARLOS LUIS AND
[00:32:19] PAUL READ FROM THE CHIEF PROCUREMENT OFFICE, RYAN STAMPER FROM THE PORT'S LEGAL DEPARTMENT
[00:32:24] AND A HOST OF OTHERS WHO HAVE MADE THIS REALITY.
[00:32:29] SO WHILE MANY ARE FOCUSING ON ELECTRIFICATION AS A SOLE CLIMATE
[00:32:32] STRATEGY, OUR TEAM REALLY
[00:32:35] DETERMINED THAT NATURAL GAS WAS THE WAY TO GO. SO WITH THAT,
[00:32:39] I'D LIKE TO TURN IT OVER TO STEPHANIE MINE WHO CAN PRESENT OUR ACTION. AND THANKS
[00:32:45] TO ALL FOR ALL YOUR HARD WORK.
[00:32:50] THANK YOU LANCE AND ELIZABETH FOR THOSE WORDS OF INTRODUCTION. IF WE COULD HAVE THE SLIDES.
[00:32:58] WE'RE NOW READY TO USE THEM. [LAUGHTER]
[00:33:07] YEAH GREAT.
[00:33:12] THANK YOU. SO COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK,
[00:33:15] THIS EFFORT IS A COLLABORATION BETWEEN
[00:33:18] THE AVIATION ENVIRONMENT AND SUSTAINABILITY AND THE AVIATION FACILITIES AND INFRASTRUCTURE
[00:33:23] DEPARTMENTS, BUT AS ELIZABETH MENTIONED, I'D REALLY LIKE TO RECOGNIZE THE INCREDIBLE SUPPORT
[00:33:28] WE'VE GOTTEN FROM THE LEGAL, PROCUREMENT, AND FINANCE DEPARTMENTS IN THIS EFFORT. THIS
[00:33:33] CONTRACT AND BUDGET ACTION IS THE FINAL STEP IN A MULTI-YEAR EFFORT
[00:33:36] TO PROCURE RENEWABLE NATURAL GAS
[00:33:39] FOR THE AIRPORT'S CENTRAL PLANT HEATING BOILERS AND OUR CNG FUELING STATION. NEXT SLIDE.
[00:33:52] FOR THE PRESENTATION TODAY, I WILL REVIEW THE PORT'S CLIMATE GOALS
[00:33:55] AND HOW RENEWABLE NATURAL GAS OR RNG
[00:33:58] SUPPORTS THOSE GOALS, THEN I'LL DISCUSS WHY THAT CONTRACT IS NEEDED NOW AND THE ALTERNATIVES
[00:34:05] THAT WE CONSIDERED.
[00:34:07] I'LL THEN WRAP UP WITH THE PRINCIPLES THAT WE FOLLOWED FOR THE CONTRACT AND

[00:34:09] DETAILS ON THIS SPECIFIC BUDGET
[00:34:12] REQUEST. NEXT SLIDE, PLEASE.
[00:34:17] COMMISSIONERS, THE CENTURY AGENDA GOALS THAT YOU APPROVED IN 2012 MATCH THOSE OF THE CITY
[00:34:23] OF SEATTLE AND KING COUNTY. FOR THE PORT OWNED AND CONTROLLED
[00:34:25] EMISSIONS, ALSO KNOWN AS SCOPE ONE AND TWO,
[00:34:28] OUR GOAL IS TO REDUCE THOSE FROM 2005 LEVELS BY 15% BY THIS YEAR, 2020; 50 PERCENT BY 2030; AND TO
[00:34:39] ACHIEVE NET ZERO CARBON EMISSIONS OR A HUNDRED PERCENT REDUCTION BY 2050. NEXT SLIDE.
[00:34:49] WHEN WE EXAMINE THE PORT'S OWNED AND CONTROLLED EMISSIONS,
[00:34:52] OUR SCOPE 1 AND 2 EMISSIONS, YOU CAN QUICKLY SEE
[00:34:54] THAT FOSSIL NATURAL GAS, SHOWN IN THE DARK BLUE BAR, IS RESPONSIBLE FOR ABOUT 75% OF
[00:35:01] THOSE EMISSIONS AND THE TWO ACCOUNTS THAT ARE RESPONSIBLE
[00:35:04] FOR 90% OF THAT FOSSIL NATURAL GAS CONSUMPTION
[00:35:08] ARE THE AIRPORT'S CENTRAL PLANT BOILERS, OUR HEATING BOILERS, AND THE AIRPORT'S CNG BUSES.
[00:35:15] SO IN ORDER TO MEET OUR FUTURE EMISSION REDUCTION GOALS THAT YOU SEE IN THE THE 15 AND THE
[00:35:21] 50 PERCENT LINES THERE, YOU CAN SEE THAT WE HAVE TO ADDRESS THOSE SOURCES OF EMISSIONS.
[00:35:28] NEXT SLIDE.
[00:35:30] AND WHEN WE PROJECT OUR EMISSIONS INTO THE FUTURE, YOU CAN SEE THAT
[00:35:34] THE DARK BLUE AIRPORT FOSSIL
[00:35:37] NATURAL GAS NUMBERS, THEY GO UP SLIGHTLY OVER TIME DUE TO SOME GROWTH FROM NEW FACILITIES LIKE
[00:35:43] THE INTERNATIONAL ARRIVALS FACILITY COMING ONLINE. BUT YOU CAN ALSO SEE OVER TIME THE
[00:35:49] EMISSIONS FROM THE OTHER SOURCES SHOWN IN LIGHT BLUE SUCH AS LIQUID
[00:35:52] FUELS AND ELECTRICITY, THEY
[00:35:54] ACTUALLY GO DOWN AND THAT'S PRIMARILY BECAUSE OF THE USE OF RENEWABLE DIESEL, WHICH IS NOW
[00:36:00] PORTWIDE AS OF 2019
[00:36:01] ACROSS OUR DIESEL FLEET. BUT IT'S ALSO DUE TO GREEN DIRECT AND THE PROGRESSION TOWARDS
[00:36:08] CARBON-FREE ELECTRICITY, THANKS TO THE STATE'S 100% CLEAN ELECTRICITY BILL.
[00:36:14] BUT WHAT YOU CAN ALSO SEE ON THIS GRAPH IN THE BLACK HORIZONTAL LINE
[00:36:17] IS THE PORT'S 50 PERCENT BY 2030
[00:36:20] REDUCTION GOAL OF ABOUT 12,000 TONS, WHICH CLEARLY CANNOT BE
[00:36:24] MET WITH BUSINESS AS USUAL NATURAL GAS CONSUMPTION
[00:36:28] EVEN IF WE HAVE ALL OF THOSE OTHER IMPORTANT INITIATIVES TRANSFORMING OUR
[00:36:34] LIQUID FUEL AND ELECTRICITY SECTORS AND EVEN IF WE MAXIMIZE EFFICIENCY WITHIN THE CENTRAL
[00:36:39] HEATING PLANT. NEXT SLIDE.
[00:36:43] SO WHAT WE'RE PROPOSING IN THIS RNG ACTION IS THAT THE AIRPORT PURCHASES ENOUGH RNG TO BRING
[00:36:51] DOWN THE EMISSION PROFILE OF THE PORT ENOUGH TO MEET THE 2030 EMISSION
[00:36:54] REDUCTION GOAL, BUT WITHOUT SURPASSING
[00:36:57] THE GOAL SO THAT WE CAN MANAGE OUR COSTS. WHEN I PRESENT THE ACTION ITEM IN A FEW SLIDES, I
[00:37:03] WILL ALSO BE PRESENTING SOME OTHER COST REDUCTION MEASURES THAT WE INCLUDED IN THIS
[00:37:09] ACTION ITEM ESPECIALLY IN LIGHT OF THE COVID-19 IMPACTS.
[00:37:13] SLIDE
[00:37:17] SO FOR THE BENEFIT OF THOSE LISTENING IN AND WATCHING
[00:37:19] WHO MAY NOT BE FAMILIAR WITH RNG, I WANTED TO REVIEW
[00:37:22] EXACTLY WHAT IT IS. RNG IS CONSIDERED A RENEWABLE OR BIOGENIC FUEL, WHICH UNDER
[00:37:29] UNITED NATIONS CONVENTIONS, MEANS IT IS TREATED AS A ZERO CARBON FUEL AND
[00:37:32] THAT'S BECAUSE RNG IS MADE UP OF CARBON MOLECULES
[00:37:36] THAT ARE ESSENTIALLY RECYCLED FROM EXISTING CARBON IN OUR ECOSYSTEM RATHER THAN USING
[00:37:41] NEW CARBON FROM FOSSIL OR GEOLOGIC SOURCES. THAT ARE BURIED DEEP IN THE GROUND.
[00:37:48] SO WHEN ORGANIC MATTER BREAKS DOWN INSIDE A LANDFILL OR OTHER ANAEROBIC CONDITIONS A MIXTURE
[00:37:53] OF GASES, THE MAJORITY OF WHICH IS METHANE, IS GENERATED BY THE BACTERIA THAT ARE CONSUMING THAT
[00:38:00] ORGANIC MATTER AND IF THOSE GASES ARE CAPTURED AND CLEANED TO PIPELINE
[00:38:03] QUALITY, THEY CAN BE USED AS A
[00:38:06] SUBSTITUTE FOR OR BLENDED WITH FOSSIL NATURAL GAS.
[00:38:10] ONE OF THE CHALLENGES OF THAT, THOUGH, IS THAT THERE ARE REALLY LIMITED NUMBERS OF RNG
[00:38:15] PRODUCTION FACILITIES IN THE US. THERE ARE ABOUT A HUNDRED OF THEM
[00:38:18] WHICH WHEN YOU COMPARE TO ABOUT
[00:38:21] THE 900,000 OIL AND GAS WELLS THAT WE HAVE IN THIS COUNTRY, YOU CAN
[00:38:24] GET SOME PERSPECTIVE ABOUT THE
[00:38:27] LIMITED SUPPLY. AND THE AMOUNT OF GAS COMING OFF THOSE FACILITIES IS
[00:38:30] ALSO NOT THAT LARGE, AT LEAST IN
[00:38:34] COMPARISON TO THE FOSSIL INDUSTRY, AND IT'S ALSO VARIABLE WHICH IS
[00:38:37] WHY YOU CAN SEE THAT LANDFILLS DOMINATE
[00:38:40] THE PROJECT NUMBERS IN THE SECOND BULLET. THE AMOUNT OF CAPITAL INVESTMENT REQUIRED TO
[00:38:45] CAPTURE, CLEAN, AND INJECT THE GAS INTO THE PIPELINE IS VERY HIGH.

[00:38:49] SO THE MORE THAT THESE PROJECTS CAN FOCUS ON
[00:38:52] LARGE AND STEADY SUPPLIES OF HIGH ENERGY CONTENT WASTE, LIKE WE HAVE IN LANDFILLS, THE MORE
[00:38:58] COST-EFFECTIVE THE PROJECT TENDS TO BE.
[00:39:01] AND LASTLY, FOR THE FINAL BULLET I WANTED TO POINT OUT THAT
[00:39:04] ALMOST ALL OF THE RNG PRODUCED IN THE U.S.
[00:39:06] IS BEING USED IN THE TRANSPORTATION SECTOR.
[00:39:10] AND THIS IS BECAUSE THE FEDERAL RENEWABLE FUEL
[00:39:13] STANDARD PROVIDES INCENTIVES, ECONOMIC INCENTIVES, THAT BRING DOWN THE COST OF RNG TO MAKE IT
[00:39:18] ABOUT EQUAL TO THE PRICE YOU PAY FOR FOSSIL NATURAL GAS WHEN
[00:39:22] YOU USE IT AS A TRANSPORTATION FUEL.
[00:39:25] AND ADDITIONALLY STATES LIKE CALIFORNIA AND OREGON,
[00:39:27] WHO HAVE A CLEAN FUEL STANDARD, THEY CAN BRING DOWN
[00:39:30] THOSE PRICES EVEN FURTHER. SO IT REALLY ENDS UP DIRECTING ALL OF THE RNG INTO THE TRANSPORTATION
[00:39:36] SECTOR. NEXT SLIDE.
[00:39:42] AND JUST SO WE CAN PUT SOME VISUALS ON THIS. I WANTED TO SHOW SOME EXAMPLES OF WHAT AN
[00:39:47] RNG PRODUCTION FACILITY LOOKS LIKE. ON THE FAR LEFT, YOU CAN SEE GAS CLEANING AND INJECTING
[00:39:53] THE FACILITY AT THE CEDAR HILLS LANDFILL HERE IN KING COUNTY. AND THAT'S BASICALLY, THOSE
[00:39:58] BIG STACKS YOU SEE ARE THE GAS CLEANING TECHNOLOGY AND DRYING TECHNOLOGY. IN THE MIDDLE PHOTO,
[00:40:03] YOU CAN SEE THE RENTON WASTEWATER TREATMENT PLANT, WHICH IS WHERE SOME OF THE
[00:40:09] AIRPORT'S OWN WASTEWATER FLOWS AND WHICH WAS ONE OF THE FIRST IN THE NATION. TO CLEAN AND
[00:40:14] INJECT IT'S GAS INTO THE PIPELINE BACK IN 1988 AND IT'S THE OLDEST OPERATING WASTEWATER
[00:40:18] RNG FACILITY IN THE COUNTRY. AND ON THE FAR RIGHT,
[00:40:21] YOU CAN SEE, AND AGAIN THIS IS SORT OF TO GIVE YOU A SENSE OF SCALE, YOU CAN GET AN
[00:40:27] EXAMPLE OF A DAIRY FARM THAT'S SHOWING THE MANURE COLLECTION PONDS THAT ARE COVERED PLUS SOME
[00:40:32] TRAILERS AND SKID MOUNTED GAS CLEANING SYSTEMS THAT ALLOW THAT GAS TO BE CLEANED AND
[00:40:37] DELIVERED INTO THE PIPELINE.
[00:40:39] NEXT SLIDE.
[00:40:43] SO IN THE CURRENT ECONOMIC CONTEXT, I REALLY WANT TO ADDRESS WHY RNG IS NEEDED NOW.
[00:40:49] PRIOR TO ISSUING THIS RFP FOR THIS GAS BACK IN JANUARY 2019, STAFF DID CONSIDERABLE RESEARCH
[00:40:57] INTO THE COST AND AVAILABILITY OF RNG AND WE COMPARED IT TO THE COST OF ELECTRIFICATION
[00:41:00] WHICH IS GENERALLY
[00:41:03] THE MOST COMMONLY EXPLORED ALTERNATIVE AND WHERE YOU SEE A LOT OF POLICIES BEING FOCUSED.
[00:41:16] TO MOVE TOWARDS ELECTRICITY, IT WOULD INVOLVE REPLACING OUR FOUR NATURAL GAS BOILERS WITH
[00:41:20] ELECTRIC ONES, WHICH IF WE JUST BALLPARK, WOULD COST A SEVERAL HUNDREDS OF MILLIONS OF DOLLARS
[00:41:28] AND IT WOULD ALSO REQUIRE A SIGNIFICANT UPGRADE TO OUR ELECTRICAL TRANSMISSION
[00:41:31] CAPABILITY TO THE AIRPORT. AND ANOTHER
[00:41:34] CONSIDERATION IS THAT AS A CENTER THAT HAS TO REMAIN OPEN DURING EMERGENCIES, THE AIRPORT
[00:41:42] CURRENTLY HAS THE ABILITY TO USE LIQUID FUELS IN OUR NATURAL GAS BOILERS IF THERE IS A
[00:41:47] DISRUPTION TO THE NATURAL GAS PIPELINE. IF WE WERE TO SWITCH TO ELECTRIC BOILERS, WE WOULD
[00:41:52] NEED AN ADDITIONAL ELECTRICAL BACKUP GENERATION SYSTEM THAT WOULD DWARF
[00:41:55] THE CURRENT BACKUP SYSTEMS THAT
[00:41:58] ARE CURRENTLY USED BY THE AIRPORT TERMINAL.
[00:42:02] BUT WHAT IS PARTICULARLY ADVANTAGEOUS ABOUT RNG
[00:42:05] IS THAT WE CAN USE IT WITHOUT CHANGES TO OUR
[00:42:07] OPERATIONS OR INFRASTRUCTURE AT THE AIRPORT AND IT'S AVAILABLE NOW AND IT IS THE LOWEST COST
[00:42:14] OPTION TO MEET OUR CLIMATE GOALS AND WHILE OUR FIRST FOCUS AT THE AIRPORT AND
[00:42:21] AND THE COMMISSION IS ON EFFICIENCY, AFTER WE'VE
[00:42:24] ADDRESSED ALL OF THOSE EFFICIENCY OPTIONS, THE PORT TRIES TO SEEK WAYS TO REPLACE
[00:42:29] FOSSIL ENERGY WITH RENEWABLE EQUIVALENTS RATHER THAN JUST
[00:42:32] BUYING GLOBAL CARBON OFFSETS. AND ONE OF THE KEY REASONS
[00:42:35] THAT WE DO THAT AND WE HEAR THESE PRINCIPLES ECHOED LOUDLY BY THE COMMISSION IS THAT WE CAN
[00:42:41] PLAY A CRITICAL ROLE IN THE CLEAN ENERGY ECONOMY AND THE ECONOMIC DEVELOPMENT. WE CAN
[00:42:47] SEND MARKET SIGNALS, WE CAN CREATE DOMESTIC JOBS, AND WE
[00:42:50] CAN REALLY BOOST SECTOR GROWTH
[00:42:53] IN THE CLEAN ENERGY ECONOMY.
[00:42:56] NEXT SLIDE.
[00:42:59] SO I WILL NOW DIVE INTO THE SPECIFICS ON THE TIMING AND PRICE AS THEY RELATE TO THIS
[00:43:04] CONTRACT AND BUDGET ACTION. NEXT SLIDE.
[00:43:09] SO THE RFP AND THE SUBSEQUENT PROPOSED CONTRACT THAT WE NOW HAVE, IT INCLUDED SEVERAL ITEMS
[00:43:16] THAT REFLECT THE PRIORITIES OF THE PORT AND THE COMMISSION. IN ADDITION TO RECEIVING ALL OF THE
[00:43:21] ENVIRONMENTAL ATTRIBUTES OF THE RNG GAS IN THIS CONTRACT, THE CONTRACT OFFERS A FIXED PRICE
[00:43:27] WITH THE ABILITY TO BUY MORE GAS IF WE HAVE AN UNUSUALLY COLD WINTER OR THERE ARE OTHER
[00:43:33] INCREASES TO OUR DEMAND THAT WE NEED TO RESPOND TO IN A SHORT AMOUNT OF TIME.

[00:43:37] ANOTHER CRITICAL ELEMENT OF THE CONTRACT IS THAT
[00:43:40] THE SOURCE OF THE RNG COMES FROM NEW SOURCES RATHER THAN JUST DIVERTING GAS OR TRYING TO
[00:43:47] OUT COMPETE ON GAS THAT'S ALREADY SERVING OTHER CUSTOMERS.
[00:43:51] AND WE REFER TO THAT AS ADDITIONALITY. WE ALSO
[00:43:54] WANTED TO ENSURE THAT THIS GAS THE THE STRICTEST FEDERAL DEFINITION OF A RENEWABLE
[00:43:59] CELLULOSIC BIOFUEL. AND THE REASON WE DID THAT IS IT ALLOWS
[00:44:03] US TO GENERATE THE HIGHEST VALUE CREDITS
[00:44:06] THAT ARE ON THE MARKET OR COULD COME IN FUTURE MARKETS. AND SPEAKING OF THAT, WE ALSO WROTE
[00:44:11] THIS CONTRACT IN A WAY THAT THE PORT RECEIVES 100% OF THE VALUE OF ANY OF THESE CREDITS TO
[00:44:16] REDUCE OUR RNG ENERGY COSTS AND WE HAVE THE RIGHT TO 100% OF ANY FUTURE CREDITS THAT ARE
[00:44:22] IMPLEMENTED SUCH AS A CLEAN FUEL STANDARD OR A RENEWABLE HEATING STANDARD IF ONE WERE
[00:44:28] TO BE DEVELOPED. NEXT SLIDE.
[00:44:32] THIS BUDGET ACTION REQUEST AN INCREASE TO THE OPERATIONAL COST TO THE AIRPORT UTILITY OF
[00:44:40] ABOUT 2.3 MILLION DOLLARS PER YEAR OVER AND ABOVE THE FOSSIL NATURAL GAS COST.
[00:44:43] AS YOU CAN SEE IN THE MIDDLE COLUMN,
[00:44:46] THE MAJORITY OF THIS COST RELATES TO THE CENTRAL HEATING PLANT FUEL, WHICH DOESN'T
[00:44:54] BENEFIT FROM FEDERAL INCENTIVES. WHEN THE ANNUAL COST, IN THE MIDDLE COLUMN,
[00:44:57] IS ROLLED UP INTO THE 10-YEAR
[00:45:00] CONTRACT, YOU CAN SEE THE TOTALS FOR THIS BUDGET REQUEST IN THE RIGHT-HAND COLUMN
[00:45:06] ONE WORD ABOUT THE ASTERISK NEXT TO THE TRANSPORTATION OR CNG FUEL COSTS. WE AIM FOR THOSE
[00:45:13] COSTS TO BE EQUAL TO OR LESS THAN CURRENT FOSSIL PRICES, BUT THE VALUE OF
[00:45:15] THE FEDERAL CREDIT HAS FLUCTUATED QUITE
[00:45:18] A BIT BETWEEN THESE LAST TWO FEDERAL ADMINISTRATIONS. SO THE COST I'M SHOWING ON THIS ITEM OF
[00:45:24] \$150,000 PER YEAR COULD, IN FACT, VARY FROM A CREDIT OF A MILLION DOLLARS PER YEAR
[00:45:31] TO SOME MAXIMUM COST OF \$300,000 PER YEAR. SO THE 150,000 I HAVE SHOWN HERE IS A
[00:45:38] CONSERVATIVE ESTIMATE BASED ON THE CREDIT VALUES THAT WE'VE SEEN MORE
[00:45:41] RECENTLY IN THIS ADMINISTRATION.
[00:45:44] BUT WE DO EXPECT THAT CREDIT VALUE TO INCREASE AGAIN AND THE COST TO GO DOWN
[00:45:47] TO NEAR ZERO. ON THE LEFT HAND
[00:45:50] SIDE, YOU CAN SEE THE BUDGET SPECIFICALLY IDENTIFIED FOR THIS CALENDAR YEAR 2020.
[00:45:56] THE ORIGINAL PUBLISHED BUDGET FOR 2020 ALLOCATED \$1.5 MILLION IN TOTAL FOR RNG, WHICH WE
[00:46:04] ALREADY HAD BAKED INTO THE PLANNED EXPENSES FOR THIS YEAR, BUT GIVEN THE IMPACTS
[00:46:08] OF COVID-19. WE WORKED
[00:46:12] DILIGENTLY WITH THE PROPOSER TO POSTPONE THE DELIVERY OF THE RNG UNTIL OCTOBER 1ST OF THIS
[00:46:18] YEAR WHICH WILL SAVE \$800,000 FROM THE ORIGINAL BUDGET AND POSTPONE THOSE
[00:46:22] FINANCIAL IMPACTS. NEXT SLIDE.
[00:46:30] WITH RESPECT TO HOW THIS BUDGET INCREASE AFFECTS DIFFERENT COST CENTERS AND PARTNERS, I WANTED
[00:46:34] TO BREAK THIS DOWN INTO THE TRANSPORTATION AND THE HEATING RNG. AS I MENTIONED EARLIER, THE
[00:46:40] TRANSPORTATION RNG IS SUBJECT TO THE FEDERAL INCENTIVES AND THE COST INCREASE
[00:46:43] TO THAT COST CENTER IS EXPECTED
[00:46:46] TO BE NEGLIGIBLE OR MAY EVEN INCUR A CREDIT AND THOSE COSTS OR CREDITS WOULD THEN BE
[00:46:53] RECOVERED BY THE USERS OF THE CNG BUSES WHICH INCLUDES THE RENTAL CAR FACILITY
[00:46:56] AND USERS OF EMPLOYEE PARKING.
[00:46:58] FOR THE HEATING FUEL, HOWEVER, WHERE WE DON'T HAVE FEDERAL INCENTIVES, THE COSTS ARE
[00:47:04] ALLOCATED TO THE AIRPORT'S EXPENSES FOR 23% OF THE TOTAL AND 77% TO THE AIRLINE'S RATES
[00:47:12] AND CHARGES. TO GIVE A SENSE OF SCALE, THIS RNG COST IN TOTAL IS
[00:47:16] EXPECTED TO INCREASE THE AIRLINE'S RATES
[00:47:19] AND CHARGES BY LESS THAN 1% AND NONE OF THIS COST WILL BE BORNE BY AIRPORT DINING AND
[00:47:26] RETAIL, OR ANY SMALL AIRPORT BUSINESSES NOR THE TAX LEVY. NEXT SLIDE.
[00:47:33] FINALLY, I WANTED TO
[00:47:37] EXPLAIN THIS USING A METRIC THAT WE'VE OFTEN USED WITH COMMISSION WHEN WE TALKED ABOUT THE
[00:47:42] BEST VALUE OF A PROJECT THAT REDUCES CARBON EMISSIONS AND WE EXAMINE THAT, REALLY, ON A COST
[00:47:49] PER TON OF CARBON MITIGATED BASIS. IN THE PAST, COMMISSION HAS USED THIS METRIC TO
[00:47:56] GAUGE THE EFFECTIVENESS OF AN INITIATIVE AND HAS PREVIOUSLY APPROVED OTHER EFFICIENCY
[00:48:03] AND FUEL SWITCHING PROJECTS TYPICALLY AT OR LESS THAN \$300 A TON.
[00:48:07] RNG, AS A HEATING FUEL ALONE, HAS A COST OF ABOUT
[00:48:12] \$270 A TON AND AS A TRANSPORTATION FUEL, IT COULD RANGE FROM \$0 WITH A LOT OF
[00:48:18] CREDITS TO ABOUT \$60 A TON. AND SO THAT GIVES US A TOTAL PROJECT
[00:48:25] MITIGATION OF ABOUT \$209 A TON. FROM A PERSPECTIVE OF SCALE, WHEN YOU CONSIDER
[00:48:31] THAT THIS CONTRACT WILL HELP THE PORT ACHIEVE A 50% REDUCTION ACROSS ITS CARBON
[00:48:38] EMISSIONS, THIS IS A PARTICULARLY EFFECTIVE CARBON MITIGATION VALUE, ESPECIALLY
[00:48:42] IN LIGHT OF THE LIMITED AND
[00:48:45] EXTREMELY EXPENSIVE ALTERNATIVES TO FOSSIL NATURAL GAS. NEXT SLIDE.

[00:48:54] AND WITH THAT I AM HAPPY TO TAKE ANY QUESTIONS BEFORE THE COMMISSION CONSIDERS THIS BUDGET
[00:49:00] AND CONTRACT ACTION. SO THANK YOU.
[00:49:04] THANK YOU,
[00:49:06] STEPHANIE AND LESLIE. A REALLY EXCELLENT PRESENTATION. WE'RE GOING TO TAKE COMMISSIONER
[00:49:13] QUESTIONS AND COMMENTS AT THIS TIME. LET'S START WITH THE TOP OF THE LIST.
[00:49:19] HI, THIS IS COMMISSIONER BOWMAN. I DON'T HAVE ANY QUESTIONS. I GOT A GOOD DETAILED BRIEFING ON
[00:49:26] THIS ABOUT A WEEK AGO AND MOSTLY JUST WANT TO SAY CONGRATULATIONS TO THE TEAM.
[00:49:28] I KNOW THIS HAS BEEN LITERALLY
[00:49:30] SEVEN YEARS IN THE MAKING. IT'S THE RIGHT THING TO DO AND I WANT TO-- ALSO THE STAFF, YOU
[00:49:36] GUYS HAVE JUST BEEN PHENOMENAL IN BRINGING THIS FORWARD TO US.
[00:49:39] BUT I ALSO WANT TO THANK COMMISSIONERS
[00:49:41] FELLEMAN AND CALKINS FOR THEIR LEADERSHIP ON THE ENVIRONMENTAL ENERGY AND SUSTAINABILITY
[00:49:46] COMMITTEE FOR OVERSEEING THIS WORK ON BEHALF OF THE COMMISSION, SO NO QUESTIONS.
[00:49:54] OKAY. THANK YOU.
[00:49:55] COMMISSIONER CALKINS?
[00:50:00] THANK YOU SO MUCH TO THE STAFF, TO ELIZABETH AND YOUR TEAM FOR THIS AND STEPHANIE.
[00:50:03] WE'VE SPENT MANY HOURS
[00:50:05] IN COMMITTEE MEETINGS AND BRIEFINGS TRYING TO BRING UP TO SPEED ONE LIKE ME ON A PRETTY
[00:50:11] COMPLEX BUT REALLY INTERESTING INITIATIVE.
[00:50:16] AND I JUST HAVE ONE SPECIFIC CLARIFYING QUESTION. AS WE LOOK AT
[00:50:20] THAT TOP LINE THAT WE'RE VOTING ON TODAY.
[00:50:25] IT SOUNDS TO ME THAT YOU HAVE STRUCTURED IN SUCH A WAY TO BE THE
[00:50:33] MOST CONSERVATIVE FROM A BUDGET PERSPECTIVE.
[00:50:38] AND SO IF A COUPLE OF THINGS GO OUR WAY IN THE FUTURE,
[00:50:42] IT COULD BE SIGNIFICANTLY LESS THAN THAT. AND I'M THINKING
[00:50:45] SPECIFICALLY IF THERE IS A MORE, LET'S CALL IT CLIMATE FRIENDLY ADMINISTRATION, COME
[00:50:53] JANUARY 2021, OR IF WE'RE ABLE TO SUCCESSFULLY ACHIEVE OUR
[00:50:56] NUMBER ONE LEGISLATIVE PRIORITY, WHICH IS SOME SORT
[00:51:00] OF CLEAN FUEL STANDARD OR LOW CARBON FUEL STANDARD IN THE STATE OF WASHINGTON WOULD EITHER
[00:51:04] OR BOTH OF THOSE EFFECTIVELY REDUCE THAT TOP LINE NUMBER.
[00:51:09] YES, SO
[00:51:12] I GUESS BROADLY I DO I WANT TO AGREE THAT YES, THE NUMBER THAT I'VE PRESENTED HERE IS A
[00:51:20] CONSERVATIVE ESTIMATE AND WE ONLY SEE THAT TOTAL PRICE GOING DOWN OVER TIME WITH MORE
[00:51:26] CLIMATE-FRIENDLY ACTION. A CLEAN FUEL STANDARD LIKE WE HAVE IN CALIFORNIA AND OREGON WOULD
[00:51:33] BRING THE TRANSPORTATION RELATED COSTS DOWN EVEN FURTHER
[00:51:36] SO WE COULD ACTUALLY START APPLYING A CREDIT TO THOSE
[00:51:40] COST CENTERS THAT WOULD BE LESS THAN THE OVERALL COST OF ANY TYPE OF TRANSPORTATION FUEL. AND
[00:51:47] THEN SIMILARLY, THE MORE THAT WE HAVE CAP AND TRADE OR A RENEWABLE HEATING STANDARD OR
[00:51:55] OTHER APPROACHES TO BRING MORE RENEWABLE NATURAL GAS ONLINE AND AND DEVELOPING CREDITS THEN
[00:52:01] WE WOULD ALSO SEE THOSE COST CENTERS GO DOWN. WE HAVE PUT THIS MOTION
[00:52:04] WITH THE SORT OF CONSERVATIVE
[00:52:07] BUDGET AMOUNT SO THAT WE DON'T HAVE TO CONTINUALLY COME TO COMMISSION AND THAT WE CAN SIGN
[00:52:11] THIS PARTICULAR CONTRACT. BUT WE DO ANTICIPATE THAT THOSE PRICES WOULD GO DOWN.
[00:52:17] EXCELLENT. THANK YOU FOR THE CLARIFICATION. AND I WILL SAY I KNOW THERE WAS, AS WE ARE
[00:52:20] BEING VERY CONSCIENTIOUS ABOUT
[00:52:22] BUDGETS IN THIS MOMENT, I KNOW EVERY LINE ITEM IN OUR BUDGET NEED TO BE CONSIDERED AND I AM
[00:52:28] EXTRAORDINARILY PROUD OF OUR LEADERSHIP TEAM FOR SAYING THIS IS A PRIORITY EVEN IN THE MIDST
[00:52:33] OF THESE COVID COLORED TIMES. THANK YOU, AGAIN, EVERYONE.
[00:52:41] ALL RIGHT. NEXT WE WILL GO TO COMMISSIONER CHO.
[00:52:45] YEAH, I JUST WANTED TO ECHO THE SENTIMENT AND CONGRATULATE YOU ALL THAT THIS HAS BEEN DONE
[00:52:49] AHEAD OF SCHEDULE. I DID WANT TO ASK HOWEVER, I THINK THE
[00:52:53] DISTINCTION BETWEEN GOVERNMENT
[00:52:57] SUBSIDIES AND OR PROGRAMS TO LOWER THE COST BETWEEN
[00:53:04] USING RNG FOR HEAT AND TRANSPORTATION IS A VERY IMPORTANT ONE, I THINK THAT'S A
[00:53:08] VERY IMPORTANT POLICY NUANCE AND SO I'M CURIOUS, ARE YOU AWARE OF ANY
[00:53:11] PROGRAMS IN THE PRESS? OR ANYTHING
[00:53:15] BEING DISCUSSED FOR THE FUTURE FOR CREDITS OR SUBSIDIES OR PROGRAM SPECIFICALLY FOR WHEN
[00:53:22] RNG IS USED FOR HEATING?
[00:53:26] YES. THERE ARE TWO DIFFERENT POLICY APPROACHES THAT WE HAVE
[00:53:29] BEEN FOLLOWING AND LOOKING AT WHICH IS THE MORE LIKELY TO
[00:53:33] OCCUR AT THE STATE LEVEL. I DON'T KNOW THAT WE'D
[00:53:37] SEE ANYTHING HAPPENING AT THE FEDERAL LEVEL, BUT THERE ARE SEVERAL INITIATIVES
[00:53:41] FOR WHAT IS ESSENTIALLY A RENEWABLE HEATING STANDARD. SO SIMILAR TO RENEWABLE

[00:53:46] ELECTRICITY STANDARDS WHERE THE UTILITIES, SO IN THIS CASE THE
[00:53:49] GAS UTILITIES, WOULD CONTINUALLY LOWER
[00:53:53] THE INTENSITY OR THE AMOUNT OF CARBON CONTENT OF THEIR NATURAL GAS AND THEY WOULD DO THAT
[00:53:58] THROUGH RNG AND THEN THOSE PROGRAMS WOULD LOWER THE COSTS IN THAT WAY. AND THEN
[00:54:05] THERE ARE OTHER PROGRAMS THAT ARE BEING EXPLORED MORE IN EAST COAST STATES WHERE THERE IS A
[00:54:10] HIGHER HEATING DEMAND TO ALSO HAVE SOMETHING SIMILAR TO THE CLEAN FUEL STANDARD, BUT IT BE A
[00:54:18] CLEAN HEATING STANDARD WHERE THERE'S SORT OF A SIMILAR STRUCTURE WHERE
[00:54:21] CARBON CREDITS ARE GENERATED FOR
[00:54:24] THE USE OF THAT FUEL AND TARGETS AND BASICALLY CAP THAT WOULD HELP BRING DOWN
[00:54:31] THOSE COSTS. SO WE HAVE BEEN EXPLORING THEM AND WE
[00:54:34] ARE ACTIVELY LOOKING AT HOW WE CAN ENGAGE COMMISSION IN HELPING TO BRING MORE OF THOSE
[00:54:41] STANDARDS ONLINE.
[00:54:44] THE FOLLOW-UP IS THAT, I'M SORRY I MISSED THIS IN THE PRESENTATION,
[00:54:47] BUT I ALSO THINK ANOTHER I MPORTANT
[00:54:50] PART OF THIS PROGRAM IS FOR THE PUBLIC TO UNDERSTAND THAT THE SOURCE OF RNG THAT WE ARE
[00:54:56] EXTRAPOLATING FROM IS A NEW SOURCE. BASICALLY, WE'RE NOT
[00:55:01] TAPPING INTO AN RNG SITE THAT EXISTED PREVIOUS TO THIS PROGRAM, BUT ONE OF THE
[00:55:04] CONDITIONS OF THIS PROGRAM
[00:55:07] WAS TO BASICALLY BUILD OUT OR EXPAND THE NET USE OF RNG. IS THAT RIGHT?
[00:55:13] THAT'S CORRECT. YEAH. I MAYBE BRUSHED OVER THAT A BIT QUICKLY BUT THAT'S ADDITIONALITY
[00:55:19] IS HOW WE REFER TO THAT BUT IT WAS CRITICALLY IMPORTANT TO US THAT WHEN WE WENT
[00:55:25] OUT FOR THIS RFP THAT WE DIDN'T JUST SHUFFLE
[00:55:29] THE DECK. THAT SOMEONE WHO WAS USING RNG THAT WE BASICALLY TOOK
[00:55:34] IT AWAY FROM THEM. WE WANTED TO ADD MORE RENEWABLE FUELS ON TO THE PIPELINE. WE WANTED
[00:55:41] TO CREATE MORE SOURCES AND HELP DEVELOP THE MARKET. SO IT WAS A CONDITION OF THE THE RFP
[00:55:48] THAT ANY SOURCES THAT WE TAKE ON WOULD BE NEW SOURCES BROUGHT ON TO THE PIPELINE BASICALLY IN
[00:55:53] OUR NAME. THANK YOU SO MUCH.
[00:55:56] THANK YOU SO MUCH. WE'LL THEN GO COMMISSIONER FELLEMAN.
[00:56:01] I'D LIKE TO ADD MY VOICE TO THE CHORUS OF GREAT APPRECIATION FOR ALL THE WORK THAT HAS BEEN
[00:56:07] DONE OVER THE YEARS TO GET THIS TO WHERE IT IS. WE'RE EXCITED
[00:56:10] TO BE ABLE TO FINALLY SEE IT COME TO FRUITION.
[00:56:13] I THINK IT'S BUILDING OFF OF COMMISSIONER CHO'S COMMENTS. NOT ONLY IS IT A NEW PROJECT BUT
[00:56:19] IT'S KIND OF UNUSUAL IN THAT IT'S SORT OF FUNGIBLE THAT UNFORTUNATELY THIS PLANT IS NOT
[00:56:25] LOCATED IN WASHINGTON STATE, BUT IT'S SORT OF A TRADE OF THESE CARBON CREDITS OF SORTS
[00:56:33] FOR USBUILDING A FACILITY ELSEWHERE. WHICH IS SOMEWHAT OF A
[00:56:36] REFLECTION OF THAT BECAUSE WE WE DON'T HAVE
[00:56:39] CLEAN FUEL STANDARD, WE DON'T HAVE THE INCENTIVES IN WASHINGTON FOR THIS TO BE BUILT
[00:56:45] AND OR TO BE USED LOCALLY. AND SO I REALLY SEE THAT WE WILL
[00:56:49] CONTINUE TO DOUBLE DOWN ON THOSE EFFORTS.
[00:56:52] BUT I'M SURPRISED WE HAVE NOT INCLUDED THE HEATING COMPONENT TO THE LCFS AS PART OF OUR
[00:56:58] LEGISLATIVE AGENDA. AND CERTAINLY WITH THIS PROJECT, EVEN WITHIN LCFS
[00:57:01] THE WAY IT STANDS, WOULD HAVE
[00:57:05] NEGLIGIBLE BENEFITS TO THE COST GIVEN THAT MOST OF IT IS FOR HEATING. AND SO I REALLY THINK
[00:57:10] WE NEED TO AMEND OUR LEGISLATIVE AGENDA TO ABSOLUTELY INCLUDE THIS. BUT ULTIMATELY IT'S
[00:57:17] JUST CLEAR, THE PORT'S COMMITMENT TO CONTINUE TO TAKE RESPONSIBILITY
[00:57:20] EVEN IN HARD TIMES. I THINK IT'S A
[00:57:23] GREAT THING.
[00:57:25] THE PRIORITY TO RECOVER FROM THE COVID CRISIS CANNOT BE OVERSHADOWED BY THE FACT THAT WE
[00:57:33] WILL HAVE, YOU KNOW--
[00:57:38] UH OH, WE LOST YOU.
[00:57:44] THEY ARE FROZEN.
[00:57:50] COMMISSIONER FELLEMAN? ARE YOU STILL WITH US?
[00:58:01] MAYBE A CONNECTIVITY ISSUE.
[00:58:10] COMMISSIONER STEINBREUCK, WOULD YOU LIKE TO?
[00:58:12] I HAVE SOME QUESTIONS ACTUALLY.
[00:58:15] SOME QUESTIONS FOR OUR PRESENTERS. FIRST OF ALL, I DIDN'T HEAR WHAT THIS
[00:58:24] NEW SOURCE OF RNG IS AND HOW DOES IT GET DISTRIBUTED TO THE AIRPORT?
[00:58:31] AT THIS TIME. ONCE THE CONTRACT IS FULLY EXECUTED, TOMORROW, WE'LL BE ABLE TO TALK MORE
[00:58:35] PROPOSER AND THE SOURCES
[00:58:45] PUBLICLY ABOUT IT. BUT WHAT I CAN SAY ABOUT ANY SOURCE THAT
[00:58:49] WE'D BE TAKING ON IS THAT THE WAY THAT IT WORKS,
[00:58:53] CONTRACTUALLY, IS THAT THERE IS A TRACKING SYSTEM TO MAKE SURE THAT EVERY INPUT OF RNG ONTO
[00:59:01] THE NATIONAL PIPELINE SYSTEM IS BALANCED WITH ANY OUTPUT THAT WE TAKE CONTRACTUALLY. SO IT

[00:59:06] WORKS VERY SIMILARLY TO GREEN ELECTRICITY WHERE YOU MAY NOT BE ABLE TO GUARANTEE THAT THE
[00:59:11] EXACT ELECTRON THAT YOU USED IS THE GREEN ELECTRON, WHEN
[00:59:14] YOU HAVE A POWER PURCHASE AGREEMENT TO SAY
[00:59:16] THAT SOLAR PANEL IS BEING GENERATED IN MY NAME AND I AM TAKING THOSE
[00:59:23] ELECTRONS, IT WORKS SIMILARLY FOR RNG WHERE WE HAVE A TRACKING SYSTEM TO NOTE
[00:59:29] EVERYTHING THAT COMES ONTO THE PIPELINE AND EVERYTHING THAT WE ARE TAKING OFF IS BALANCED.
[00:59:35] BUT YOU DO KNOW THAT IT WILL BE PIPED TO SEATAC USING EXISTING INFRASTRUCTURE?
[00:59:38] CORRECT.
[00:59:42] OKAY BUT YOU CAN'T DISCLOSE THE SOURCE SO WE DON'T KNOW ANYTHING ABOUT THE SUPPLIER
[00:59:46] ALL OF THE CONTRACTUAL ELEMENTS DESCRIBED IN THE SLIDESHOW, THIS PROPOSER MET. SO IT MEETS ALL
[00:59:54] OF THOSE ADDITIONALITY
[01:00:01] REQUIREMENTS, ALL OF THE ENVIRONMENTAL REQUIREMENTS.
[01:00:03] I GUESS IT'S THE RELIABILITY
[01:00:05] QUESTION THAT I HAVE HERE GIVEN THAT THIS IS A 10-YEAR CONTRACT AND THAT'S PRETTY
[01:00:11] REMARKABLE TO HAVE A SUPPLY OF FUEL SUPPLY THAT THE PRICE IS GUARANTEED OVER A
[01:00:18] 10-YEAR PERIOD GIVEN THAT THE VOLATILITY AND PLASTICITY OF CONVENTIONAL FUELS. IT'S HARD
[01:00:27] TO KNOW YEAR-TO-YEAR WHAT CONVENTIONAL FUELS ARE GOING TO BE. SO I JUST FIND IT
[01:00:33] ESCALATORS BUILT INTO IT?
[01:00:40] IT IS A GUARANTEED LOCKED IN FLAT RATE AND I CAN SPEAK BRIEFLY TO THAT
[01:00:47] DIFFERENCE BETWEEN
[01:00:49] COMMODITY FOSSIL PRICES AND RNG AND WHAT MAKES IT SO STRIKING AND THE ABILITY TO HAVE
[01:00:55] LANDFILLS, WHICH AS YOU'RE PROBABLY AWARE, MANY LANDFILLS HAVE 50 YEAR OR LONGER LIFE
[01:01:01] SPANS OF CONTINUING TO ACCEPT WASTE AND HACE THOSE CONTRACTS BAISCALLY LOCKED IN TO ACCEPT
[01:01:15] THAT WASTE FROM LARGE URBAN CENTERS. AND SO WHEN WE ARE BUYING THE RNG, THE PRICE
[01:01:19] IS REALLY REFLECTING THE
[01:01:24] CAPITAL COST THE, AMORTIZED CAPITAL COST OR THE DEBT SERVICE ON THAT CAPITAL INVESTMENT
[01:01:30] TO CLEAN UP THE GAS AND INJECT IT INTO THE PIPELINE PLUS THE OPERATIONAL COSTS. SO IT DOES
[01:01:37] NOT FLUCTUATE BASED ON THE SORT OF COMMODITY AND MARKETS AND GLOBAL TRADE BECAUSE IT'S REALLY
[01:01:43] REFLECTING THE PRICE OF ONE CAPITAL INVESTMENT
[01:01:47] AND AN OPERATIONAL COST THAT IS STEADY OVER TIME.
[01:01:55] COMMISSIONER FELLEMAN IS BACK
[01:02:10] THAT'S THE SECOND TIME I GOT KICKED OFF. I DON'T KNOW WHAT IT IS.
[01:02:16] IT'S NOT BEING INJECTED INTO SEATAC. THE RELIABILITY QUESTION IS THAT FUNGIBLE NATURE.
[01:02:19] AND JUST A FINER POINT ON THE COST
[01:02:23] BECAUSE IT IS A LARGE NUMBER OVER A 10-YEAR PERIOD.
[01:02:28] THE POINT BEING IT'S ONLY LESS THAN 1% THAT WOULD BE SPREAD ACROSS ALL THE AIRLINES WHICH IS
[01:02:33] ABOUT \$1.7 MILLION A YEAR SPREAD ACROSS ALL THE AIRLINES. SO 23 MILLION IS A BIG NUMBER.
[01:02:43] IT BREAKS DOWN TO QUITE A BIT LESS THAN THAT WHEN YOU THINK ABOUT THE
[01:02:47] OVERALL OPERATIONS AND CERTAINLY AS WE SAW
[01:02:51] BANG FOR THE BUCK ON THE PRICE PER TON OF CARBON IT WAS TRULY COST-EFFECTIVE. SO I THANK
[01:02:58] YOU VERY MUCH AGAIN AND SEE THIS AS A CLEARLY A GREAT STEP FORWARD
[01:03:02] FOR US. OH AND ONE OTHER THING.
[01:03:06] YOU DID MENTION THAT THE CENTURY AGENDA WAS PASSED BACK IN 2014. WE DID AMEND THE
[01:03:11] CENTURY AGENDA TO ESTABLISH THE 2020 GOAL
[01:03:16] JUST IN THE PAST SEVERAL YEARS.
[01:03:20] OKAY, THANK YOU.
[01:03:22] ARE THERE ANY FURTHER QUESTIONS OR COMMENTS FROM COMMISSIONERS ON THIS ITEM? BEFORE WE CALL FOR
[01:03:27] A MOTION? WE WILL GO THROUGH EACH COMMISSIONER AND WE'LL START WITH
[01:03:30] COMMISSIONER BOWMAN. ANY ADDITIONAL QUESTIONS OR COMMENTS?
[01:03:32] I DO NOT. THANK YOU. COMMISSIONER CALKINS?
[01:03:42] NONE FOR ME EITHER.
[01:03:45] COMMISSIONER CHO? WAS THAT A NOTHING, COMMISSIONER CHO? YEA.
[01:03:51] GREAT. AND COMMISSIONER FELLEMAN? I HAVE NO FURTHER QUESTIONS BUT
[01:03:58] I'D LIKE TO MAKE A MOTION AND SUPPORT OF ITEM. WHATEVER THIS WAS. 8A.
[01:04:05] COMMISSIONER FELLEMAN MOVES THE ADOPTION OF ITEM 8A. IS THERE SECOND?
[01:04:16] SECOND. IT'S BEEN MOVED AND SECONDED. CLERK, PLEASE CALL THE ROLL ON THE MOTION.
[01:04:23] OKAY, COMMISSIONER BOWMAN. AYE. COMMISSIONER CALKINS. AYE. COMMISSIONER CHO. AYE.
[01:04:31] COMMISSIONER FELLEMAN. AYE. COMMISSIONER STEINBREUCK. AYE. WITH FIVE AYES, THE ITEM CARRIES
[01:04:40] NEXT ITEM 8B AUTHORIZATION TO EXECUTE INTERLOCAL AGREEMENTS
[01:04:48] WITH THE WASHINGTON STATE DEPARTMENT OF ECOLOGY AND
[01:04:56] WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES TO SUPPORT A 3-YEAR EVALUATION OF
[01:05:03] CARBON SEQUESTRATION, WATER TREATMENT IMPROVEMENT, AND ECOLOGICAL PRODUCTIVITY
[01:05:10] ASSOCIATED WITH THE SMITHCOVE BLUE CARBON PILOT PROJECT.

[01:05:15] COMMISSIONERS, THESE TWO INTERLOCAL AGREEMENTS WILL SUPPORT LONG-TERM EVALUATION OF
[01:05:20] IMPACTS OF THE SMITHCOVE BLUE CARBON PILOT PROJECT THROUGH DATA COLLECTION, ANALYSIS
[01:05:26] REPORTING, AND PUBLIC OUTREACH. PRESENTING ARE JOHN SLOAN AND SANDY KILROY.
[01:05:33] CLERK PLEASE UNMUTE THE PRESENTERS.
[01:05:37] PRESENTERS, PLEASE UNMUTE YOURSELVES. COMMISSIONERS WILL REMAIN MUTED UNTIL THE
[01:05:41] PRESENTATION IS COMPLETE. AT THAT TIME WE WILL CALL ANY COMMISSIONER TO ASK QUESTIONS
[01:05:47] AND OFFER COMMENTS.
[01:05:50] JOHN SLOAN. I BELIEVE SHOULD BE UNMUTED. I'M HAVING TROUBLE FINDING SANDY. SO GIVE ME A
[01:05:55] MOMENT.
[01:05:58] JOHN, ARE YOU ON? [CROSSTALK]
[01:06:00] OKAY GREAT.
[01:06:03] GOOD AFTERNOON, COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK. THIS IS A REQUEST FOR THE
[01:06:08] COMMISSION TO AUTHORIZE THE EXECUTIVE DIRECTOR TO SIGN INTERLOCAL AGREEMENTS WITH THE
[01:06:11] WASHINGTON STATE DEPARTMENTS
[01:06:13] OF NATURAL RESOURCES AND DEPARTMENT OF ECOLOGY, SUPPORT A A 3-YEAR MONITORING STUDY FOR
[01:06:18] THE SMITHCOVE BLUE CARBON PILOT PROJECT.
[01:06:21] NEXT SLIDE
[01:06:28] IN 2018, WE BEGAN A PILOT PROGRAM TO RESTORE AND ENHANCE KELP, EELGRASS, AND OLYMPIA
[01:06:33] OYSTER BEDS IN SMITHCOVE. WE HAD 3 GOALS AT THAT TIME. ONE WAS TO MAKE THE SITE
[01:06:37] MORE CARBON-RICH THROUGH THE
[01:06:40] ADDITION OF THESE FEATURES, 2 IS TO IMPROVE WATER QUALITY BY RAISING PH AND HELPING OFFSET
[01:06:45] LOCAL EFFECTS OF OCEAN ACIDIFICATION, AND 3 WAS TO MAKE THE SITE MORE PRODUCTIVE FOR
[01:06:50] FISH AND WILDLIFE, PARTICULARLY SALMON.
[01:06:53] COMMISSIONER'S ENERGY AND SUSTAINABILITY COMMITTEE FOR
[01:06:58] A MONITORING STUDY. THE STUDY WILL HELP US UNDERSTAND
[01:07:03] THE BENEFITS AND IMPROVE TECHNIQUES FOR OTHER PORT PROJECTS.
[01:07:07] NEXT SLIDE
[01:07:13] THE STUDY [INAUDIBLE] IN LARGE PART BY THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES.
[01:07:18] THE ILA WILL ALLOW THEM TO DEDICATE A PART-TIME POSITION TO THE PROJECT
[01:07:21] TO PERFORM THE MONITORING WORK AS WELL AS
[01:07:23] ENGAGE COMMUNITY MEMBERS AND TRIBES. THE SECOND ILA WITH THE DEPARTMENT OF ECOLOGY
[01:07:29] LAST COUPLE OF YEARS TO INTEGRATE THE SITE INTO HIS OCEAN ACIDIFICATION RESEARCH
[01:07:34] PROGRAM AT ECOLOGY.
[01:07:40] NEXT LINE
[01:07:45] FOR OUR PART OVER A THREE-YEAR PERIOD, WE'LL PROVIDE \$163,500 TO DNR TO SUPPORT
[01:07:49] THE PART-TIME POSITION AND \$36,500 TO ECOLOGY FOR DR. HOROWITZ'S
[01:07:56] INVOLVEMENT. WE'LL CONTINUE TO COORDINATE THE PROJECT ACTIVITIES BETWEEN DNR AND
[01:08:01] ECOLOGY AS WELL AS OUR OTHER PARTNERS WHO INCLUDE THE PUGET SOUND RESTORATION FUND
[01:08:04] AS WELL AS COMMUNITY MEMBERS AND TRIBES AND GRADY ASSOCIATES,
[01:08:06] OUR CONSULTANT. ULTIMATELY THIS WORK WILL BE USED TO REFINE TECHNIQUES
[01:08:13] FOR OTHER PROJECTS ON PORT RESTORATION SITES. AND THE STUDY WILL ALSO PROVIDE VALUABLE
[01:08:18] INFORMATION ABOUT WHETHER OFTEN OVERLOOKED URBAN LOCATIONS LIKE SMITHCOVE CAN BE PART OF A MORE
[01:08:23] CLIMATE MITIGATION STRATEGY. RESULTS WILL ALSO BE USED TO HELP BUILD A MODEL
[01:08:34] THAT WILL MORE PROPERLY VALUE THE PORT'S MARINE HABITATS ASSETS IN SUPPORT OF OUR MITIGATION
[01:08:39] BANKING PROGRAM.
[01:08:41] NEXT SLIDE.
[01:08:45] OUR SCHEDULE: WE'RE COMPLETING SUPPLEMENTAL KELP AND OYSTER INSTALLATIONS NOW AND AS SOON AS
[01:08:50] THE ILAS ARE SIGNED, WE'LL FINALIZE THE MONITORING PLAN AND KICK OFF THE STUDY IN
[01:08:54] EARNEST THIS SUMMER.
[01:08:56] MONITORING AND OTHER ACTIVITIES WILL GO ON FOR 3 YEARS DURING WHICH WE'LL PROVIDE UPDATES TO
[01:09:00] THE ENERGY AND SUSTAINABILITY COMMITTEE WITH A FINAL REPORT AT THE END.
[01:09:04] WE'D LIKE TO THANK THE COMMISSION'S ENERGY AND SUSTAINABILITY COMMITTEE FOR
[01:09:07] PROVIDING THE FUNDING FOR THIS STUDY WHICH WILL GENERATE MEANINGFUL INFORMATION THAT'S
[01:09:10] HELPFUL NOT ONLY TO THE PORT BUT THE OTHER PUBLIC, PRIVATE, AND NONPROFIT ORGANIZATIONS IN
[01:09:19] THE REGION. THAT'S THE END OF SLIDES. I'D BE HAPPY TO TAKE ANY QUESTIONS.
[01:09:23] OKAY, LET'S START WITH COMMISSIONER QUESTIONS.
[01:09:28] COMMISSIONER BOWMAN.
[01:09:32] I HAVE NO QUESTIONS.
[01:09:34] COMMISSIONER CALKINS.
[01:09:37] NO QUESTIONS. COMMISSIONER CHO? NO QUESTIONS. AND COMMISSIONER FELLEMAN.
[01:09:47] JOHN I HAVE A COUPLE. THE COMBINATION OF BENEFITS HERE. I THINK YOU COULD FLUSH OUT A
[01:09:54] LITTLE BIT MORE. IN ADDITION TO THE PLANTING OF THE KELP AND THE EELGRASS, WE HAVE ABOUT 25 ACRES
[01:10:01] OF THAT AND YOU HAVE EFFORTS TO RESTORE THE OLYMPIA OYSTER,

[01:10:09] CREATING TEMPORARY HABITAT FOR THE FISH AS YOU MENTIONED, RESTORING OYSTERS AS WELL AS
[01:10:14] TESTING WHETHER THE CARBON CAN BE SEQUESTERED INTO THE SEDIMENTS AND
[01:10:17] REDUCING LOCALIZED OCEAN
[01:10:19] ACIDIFICATION. AS FAR AS I'M CONCERNED, AS FOUNDING CHAIR OF THE ENS COMMITTEE. THAT'S
[01:10:25] A LOT OF BANG FOR THE BUCK OF 250K. WHAT YOU DID TELL ME THOUGH WAS THAT
[01:10:29] THE ESTIMATE FOR THE GOAL FROM OTHER PROJECTS
[01:10:33] THAT THIS COULD RESULT IN ABOUT 14 METRIC TONS A YEAR OF CARBON BEING SEQUESTERED? IS THAT IT?
[01:10:40] I THINK IT'S 10 METRIC TONS WHEN WE SUCCESSFULLY RESTORE THE FULL 25 ACRES
[01:10:46] AND THAT WAS THE EQUIVALENT OF 1,400 GALLONS OF FUEL BURNED EVERY YEAR.
[01:10:56] THAT'S ONE OF THE THINGS
[01:10:58] WE WANT TO TEST THROUGH THE STUDY TO SEE IF THAT'S A VALID ESTIMATES BASED ON LITERATURE
[01:11:02] REVIEW FROM AROUND THE REGION.
[01:11:05] I WAS LOOKING AT THAT. IN COMPARISON, FOR EXAMPLE,
[01:11:11] WE'VE GOT TWO SOLAR PROJECTS GOING ON, WHICH I GUESS, BECAUSE WE HAVE A CLEAN
[01:11:17] ELECTRICAL GRID THAT ONLY ADDED ABOUT 2.8 MILLION METRIC TONS OF CARBON REDUCTION
[01:11:25] IN COMPARISON. SO I JUST THINK THIS IS, CUMULATIVELY, IT IS QUITE EXCITING.
[01:11:33] AND THEN THE COMPARISON,
[01:11:36] AGAIN ANOTHER COMPONENT THAT I THOUGHT WAS VERY INTERESTING THAT THIS IS ONE OF
[01:11:40] 6 SITES AROUND THE STATE AND WHY COLLABORATING WITH DNR AND ECOLOGY MAKES SO MUCH SENSE,
[01:11:47] AS WELL AS PUGET SOUND RESEARCH RESTORATION FUND IN THAT WE COULD LOOK AT THE BEING THE
[01:11:53] ONLY URBAN SITE IN THAT CONTEXT I THOUGHT WAS ANOTHER ADDED VALUE OF US BEING PART OF THIS BIGGER
[01:12:01] STUDY. AND THEN FINALLY, I THINK IT'S VERY ENCOURAGING THAT YOU'RE GETTING GOOD AT
[01:12:08] TRANSPLANTING KELP AND EELGRASS, WHICH IS A VITAL HABITAT THAT WOULD BE BENEFICIAL TO A LOT OF
[01:12:15] PLACES. HOPEFULLY SOMEDAY WE'LL BE GETTING INTO THE KELP AQUACULTURE BUSINESS OR KELP
[01:12:23] OTHER BUSINESSES BECAUSE THERE ARE SO MANY VALUES, ADDITIVES IN THE FOOD CHAIN AND JOBS
[01:12:29] IN THE WATER THAT ARE NOT POLLUTING. I SEE THIS AS A GREAT INCENTIVE AND INNOVATION
[01:12:37] GOING FORWARD. SO THANK YOU SO MUCH FOR THAT WORK.
[01:12:41] THANK YOU COMMISSIONER FELLEMAN. I HAVE A COUPLE
[01:12:44] OF QUESTIONS. FIRST OF ALL, THE FUNDING, I'M GUESSING DID NOT COME THROUGH THE COMMITTEE. IT
[01:12:50] CAME THROUGH THE COMMISSION AS AN ADOPTED BUDGET FUNDED PROJECT. IS THAT MORE ACCURATE?
[01:13:01] WE DON'T FUND PROJECTS THROUGH COMMITTEES SO I THINK THAT SHOULD BE CLARIFIED.
[01:13:04] PETER, BACK WHEN WE ESTABLISHED THE COMMITTEE
[01:13:08] FIVE YEARS AGO
[01:13:10] COURTNEY AND I, WE RECOMMENDED TO THE FULL COMMISSION PUTTING ASIDE
[01:13:14] A MILLION DOLLARS AND SO THAT WAS THE RISE FIVE YEARS AGO
[01:13:17] MY ONLY POINT OF CLARIFICATION IS THAT WE DO NOT FUND THINGS
[01:13:23] THROUGH COMMITTEE. WE MAKE RECOMMENDATIONS TO THE FULL COMMISSION AND THE
[01:13:28] COMMISSION ADOPTED THE BUDGET SO THIS JUST TO BE CLEAR, NOT TO MISLEAD THE PUBLIC IN THAT.
[01:13:35] JUST A CLARIFICATION. THE COMMISSION AUTHORIZED THE COMMITTEE TO HAVE THIS FUND
[01:13:41] THAT WE'RE SLOWLY STEWARDING.
[01:13:50] A SLUSH FUND. OKAY NEVER MIND [LAUGHTER]
[01:13:54] OKAY SO I WANTED TO ASK ABOUT THE REPLICABILITY OF THIS PROJECT. IT'S A PRETTY
[01:13:58] INTERESTING PROJECT I MIGHT SAY
[01:14:02] WITH MULTIPLE POTENTIAL BENEFITS AND OBVIOUSLY THE STUDY IS GOING TO BETTER
[01:14:09] EVALUATE THE OUTCOMES HERE AND SO IT'S REALLY QUITE AN INTERESTING PROJECT I THINK.
[01:14:19] I'M ASKING OUR STAFF THIS QUESTION, WHAT IS THE REPLICABILITY OF A BLUE CARBON
[01:14:26] SEQUESTRATION PROJECT LIKE THIS MAYBE EVEN ON A LARGER SCALE. SCALE UP AT OTHER SITES.
[01:14:37] YEAH, I CAN ADDRESS THAT. WE HAVE A COUPLE OF MARINE AREA PROJECTS THAT ARE IN PLANNING
[01:14:43] RIGHT NOW. THE MOST IMMEDIATE ONE IS IT TERMINAL 25 THAT WILL BE PART OF OUR MITIGATION
[01:14:49] BANKING PROGRAM. AND BECAUSE IT'S A SALTWATER SITE, WHAT WE LEARNED AT
[01:14:52] SMITHCOVE ON HOW TO GROW EELGRASS AND KELP
[01:14:54] CAN BE REPLICATED ON THAT PROJECT SITE. AND BECAUSE THIS WORK WILL ALSO
[01:15:00] HELP REFINE THE MODEL THAT THEY USE TO VALUE MARINE HABITAT IT'S LIKELY WE'LL GET MORE CREDITS OR
[01:15:06] VALUE OUT OF THAT PROJECT BECAUSE OF WHAT WE'RE LEARNING AT SMITHCOVE. AS FAR AS
[01:15:13] REPLICABILITY AT A BIGGER SCALE. WE DON'T CONTROL
[01:15:16] HUGE SWATHS OF TIDAL LANDS. WE HAVE A LARGE AREA AT TERMINAL 5 WHERE I EXPECT
[01:15:20] WE COULD DO SOME KELP AND EELGRASS
[01:15:24] WORK THERE IN THE FUTURE AND WE HAVE A LONG STRETCH OF SHORELINE ALONG CENTENNIAL PARK.
[01:15:30] THAT'S IDEALLY SUITED FOR KELP CULTIVATION AT LEAST AT A SMALLER SCALE.
[01:15:33] FASCINATING. WELL I WAS
[01:15:37] ALSO THINKING THAT THERE MAY BE OPPORTUNITIES HERE, AT SOME FUTURE, TIME FOR PARTNERSHIPS
[01:15:45] WITH PRIVATE SECTOR, INDUSTRY, TO EXPAND SHELLFISH FARMING TO GROW FLORA THAT MIGHT HAVE OTHER
[01:15:54] USES AS COMMISSIONER FELLEMAN SAID, OTHER VALUABLE USES OF KELP AND ALSO SALMON RECOVERY TO

[01:16:02] RESTORE THE NEARSHORE ENVIRONMENT FOR JUVENILE FISH MIGRATION.
[01:16:09] ALL OF THOSE THINGS I THINK WOULD BE POTENTIAL
[01:16:12] OPPORTUNITIES. I DON'T KNOW WHAT YOUR THOUGHTS WOULD BE ABOUT THAT JOHN, IN THAT REGARD.
[01:16:19] I THINK THAT'S ONE OF THE EXCITING THINGS ABOUT THIS PROJECT IS IT CREATES
[01:16:21] A PARTNERSHIP WITH DNR WHO
[01:16:24] REGULATES AQUACULTURE IN PUGET SOUND AND ALSO CREATES
[01:16:27] A PARTNERSHIP OR EXTENDS A PARTNERSHIP WITH THE PUGET SOUND RESTORATION FUND WHICH
[01:16:33] IS DOING WORK WITH TAYLOR SHELLFISH AND A BUNCH OF OTHERS IN DOING EXPERIMENTS ON KELP
[01:16:38] AQUACULTURE OUT IN HOOD CANAL SO BY PARTICIPATING IN THESE PARTNERSHIPS, I REALLY DO THINK
[01:16:43] IT AVAILS US THE OPPORTUNITIES IN THE FUTURE.
[01:16:46] YEAH, GREAT LASTLY AND THIS IS A PASSION OF COMMISSIONER CALKINS',
[01:16:50] IT WOULD SEEM TO ME THERE WOULD BE
[01:16:54] SOME GREAT OPPORTUNITIES FOR EXPERIENTIAL LEARNING AND STUDENT INVOLVEMENT IN THE
[01:16:59] RESEARCH SIDE OF IT. HAS THAT BEEN CONSIDERED?
[01:17:03] IT HAS. THE DNR PART-TIME POSITION WILL ALSO BE TASKED WITH DEVELOPING A CLIMATE CHANGE
[01:17:08] CURRICULUM FOR DNR. THIS IS ONE OF THE THINGS THAT THE GOVERNOR ASKED THEM TO DO AND THEY'RE
[01:17:14] GOING TO USE OUR PROJECT AND OUR FUNDING TO HELP SUPPORT THAT WHICH MEANS WE CAN BRING IN THE
[01:17:20] DUWAMISH VALLEY YOUTH CORPS, WE CAN BRING IN FOLKS WHO LIVE IN MAGNOLIA, COMMUNITY-BASED
[01:17:23] SCIENCE PARTICIPANTS, TRIBES,
[01:17:26] AND OTHERS. THAT'S DEFINITELY GOING TO BE PART OF THE PLAN.
[01:17:31] EXCELLENT. ALL GOOD. I HAVE NO FURTHER QUESTIONS OR COMMENTS. COMMISSIONERS?
[01:17:36] I MIGHT CHIME IN HERE MOMENTARILY AND THANK
[01:17:38] YOU FOR MENTIONING THE QUESTION ABOUT STUDENT INVOLVEMENT, IT WAS SOMETHING
[01:17:43] I HAD ASKED ABOUT IN A RECENT BRIEFING. I'M ACTUALLY GOING TO RECUSE MYSELF FROM THIS VOTE
[01:17:48] BECAUSE IN READING THROUGH THE BRIEFINGS, I WAS REMINDED THAT DR. HOROWITZ WAS MENTIONED
[01:17:56] EARLIER AS INVOLVED IN THIS PROJECT AND HE IS A FRIEND OF MINE. SO I AM GOING TO RECUSE
[01:18:00] MYSELF FROM THE VOTE.
[01:18:03] OKAY, VERY GOOD. I THINK WE'RE READY TO CALL FOR A MOTION TO ADOPT. IS THERE A MOTION?
[01:18:11] IT'S BEEN MOVED, IS THERE A SECOND?
[01:18:14] DO I HEAR A SECOND?
[01:18:18] SECOND
[01:18:20] CLERK PLEASE CALL THE ROLL ON THE MOTION
[01:18:28] SORRY I WAS MUTED. COMMISSIONER BOWMAN. AYE COMMISSIONER CALKINS. RECUSING.
[01:18:33] OKAY THAT'S AN ABSTENTION.
[01:18:41] YOU'D HAVE TO ASK LEGAL ON THAT. I THINK IT'S DIFFERENT.
[01:18:46] COMMISSIONER CHO. AYE. COMMISSIONER FELLEMAN. AYE COMMISSIONER STEINBREUCK. AYE.
[01:18:55] THE MOTION IS ADOPTED AND THE MOTION PASSES AND GREAT WORK. WE'LL LOOK FORWARD TO THE
[01:19:03] RESULTS DOWN THE ROAD.
[01:19:06] COMMISSIONER STEINBREUCK, CAN I HAVE A QUICK STATEMENT HERE?
[01:19:11] I JUST THINK THESE TWO PROJECTS TOGETHER REALLY ARE A FANTASTIC OPPORTUNITY TO POINT OUT THAT
[01:19:17] WE'RE COMING TO THE 50TH ANNIVERSARY OF EARTH DAY NEXT THURSDAY AND A GREAT TIME TO
[01:19:22] REFLECT ON ALL THAT WE TRY TO DO TO REDUCE OUR CARBON FOOTPRINT AND THIS
[01:19:25] HAS BEEN THE ENERGY
[01:19:29] AND SUSTAINABILITY'S PRIMARY GOAL BUT WE REALLY FOCUSED ON, THERE'S SEVERAL PUBLIC COMMENTS
[01:19:35] WITH REGARDS TO THIS, WE'VE BEEN FOCUSING ON SCOPE 1 AND SCOPE 2 IMPACTS, THINGS WE HAVE DIRECT
[01:19:40] CONTROL OVER AND THE FUELS THAT WE PURCHASE. WE ALSO DO OUR PART TO TRY TO HELP OUR
[01:19:46] TENANTS REDUCE THEIR FOOTPRINT WHETHER IT BE SHORE POWER FOR THE MARITIME, PRECONDITION AIR
[01:19:53] AND ELECTRIFICATION FOR THE AIRLINES. AND SO I JUST THINK THAT THESE ARE IMPORTANT
[01:20:00] THINGS TO RECOGNIZE THAT WE'RE TRYING TO DO. SIMILARLY WITH THE SOLAR PROJECTS. ONE OF THE
[01:20:06] THINGS I JUST READ IN ATLANTIC
[01:20:10] MAGAZINE THE MARCH ISSUE, THEY HAVE THIS ARTICLE CALLED IN PRAISE OF HERD MENTALITY AND IT
[01:20:16] DEALS WITH HOW THE HUMAN INSTINCT CAN CONFORM TO MEET THE CHALLENGES OF
[01:20:19] THE CLIMATE CRISIS AND IT MIGHT
[01:20:22] SOUND CONTRADICTIONARY. BUT ONE OF THE THINGS THEY POINT OUT IS THAT WHEN
[01:20:24] PEOPLE PUT UP SOLAR CELLS IN NEIGHBORHOODS,
[01:20:27] IT'S MORE LIKELY THAT OTHER SOLAR CELLS WILL POP UP BECAUSE PEOPLE WANT TO BE A PART
[01:20:33] OF THE SAME THING. SO I'M HOPING PART OF WHAT WE'RE DOING HERE IS
[01:20:36] TO SERVE AS A ROLE MODEL TO
[01:20:39] MAGNIFY WORK THAT'S BEING DONE AND I APPRECIATE SO MUCH OF THE STAFF'S WORK TO MAKE IT POSSIBLE
[01:20:45] OKAY THANK YOU COMMISSIONER FELLEMAN.
[01:20:48] AGENDA ITEM 9 PRESENTATIONS REPORTS AND BRIEFINGS .WE HAVE REMOVED ITEM NUMBER 9 A FROM THE
[01:20:55] AGENDA SO WE WILL TURN NOW TO 9B
[01:21:00] ITEM 9B IS COVID-19: FEDERAL CARES ACT RELIEF AND UPCOMING RECOVERY PROPOSALS.

[01:21:09] COMMISSIONERS, THIS BRIEFING WILL PROVIDE YOU AN OVERVIEW OF THE FEDERAL
[01:21:14] CORONAVIRUS AID RELIEF AND ECONOMIC SECURITY ACT, THE CARES ACT, SIGNED BY THE PRESIDENT
[01:21:22] ON MARCH 27TH AND ITS IMPACT ON PORT OPERATIONS. PRESENTING FOR THE PORT ARE PEIRCE EDWARDS
[01:21:27] AND DAVE MCFADDEN. I THINK OTHER PRESENTERS AS WELL INCLUDING ERIC FITCH, RYAN MCFARLAND, AND
[01:21:35] I'M NOT SURE... LANCE LITTLE, [INAUDIBLE] AND DON HUNTER. SO WITH THAT I'LL TURN IT TO--
[01:21:42] OKAY AND LET ME JUST ADD THAT I HAVE SPECIFICALLY ASKED FOR THIS PRESENTATION TO CHECK THE
[01:21:50] STATUS OF THE FEDERAL STIMULUS AND THE RELIEF EFFORTS THAT WE HAVE UNDERTAKEN AT THE AIRPORT
[01:21:57] AND HOW WE MIGHT GAIN A BETTER UNDERSTANDING OF THE COMPLEXITIES OF THIS AND HOW
[01:22:05] WE CAN BEST DELIVER ON THOSE EFFORTS. SO THANK YOU TO OUR STAFF FOR PUTTING THIS TOGETHER.
[01:22:10] THANK YOU COMMISSIONER STEINBREUCK
[01:22:15] AND EXECUTIVE DIRECTOR METRUCK. THIS IS ERIC FITCH STATE GOVERNMENT RELATIONS MANAGER FOR
[01:22:20] THE PORT. I'LL BE PRESENTING ALONG WITH MY COLLEAGUE BRIAN MCLAREN WHO IS OUR LEAD ON
[01:22:26] FEDERAL GOVERNMENT AFFAIRS FROM THE MARITIME SIDE.
[01:22:31] WE ARE VERY PLEASED TO APPEAR BEFORE YOU TO PROVIDE A
[01:22:38] REVIEW OF AND LOOK FORWARD TO VARIOUS AVENUES OF FEDERAL COVID-19 RELIEF. WE'LL BEGIN
[01:22:46] WITH A BRIEF RECAP OF THE CARES ACT, THE THIRD RELIEF PACKAGE THAT WAS ADOPTED BY CONGRESS
[01:22:51] LATE LAST MONTH. WE WILL ASK SOME OF THE PORT'S DIVISION DIRECTORS TO SPEAK
[01:22:54] DIRECTLY TO HOW THAT LEGISLATION
[01:22:57] IS BEING IMPLEMENTED ACROSS THEIR OPERATIONS, HOW IT AFFECTS OUR TENANTS AND OUR WORKFORCE
[01:23:04] AND BEFORE CONCLUDING WE WILL LOOK AHEAD TO WHAT WE CAN EXPECT FROM THE NET FEDERAL
[01:23:07] GOVERNMENT BY WAY OF A NEXT ROUND
[01:23:09] OF RELIEF AND WE WILL ALSO SHARE SOME OF THE PORT'S DEVELOPING PRIORITIES FOR THAT
[01:23:15] UPCOMING RELIEF AND RECOVERY PARTNERSHIP WITH THE FEDERAL GOVERNMENT. SO WITH THAT I WOULD
[01:23:20] LIKE TO TURN IT OVER TO OUR FEDERAL AFFAIRS MANAGER, RYAN MCFARLAND TO INTRODUCE YOU ALL
[01:23:26] TO THE CARES ACT. RYAN.
[01:23:33] WE CAN GO TO THE NEXT SLIDE AS WELL.
[01:23:36] AND RYAN YOU SHOULD BE UNMUTED BUT I CAN SEND THAT PROMPT AGAIN IF NEEDED.
[01:23:50] ALL RIGHT. HOW ABOUT NOW?
[01:23:54] OKAY, CAN YOU HEAR ME LAUREN? WE CAN YES, GREAT.
[01:23:57] COMMISSIONERS. HELLO, STEVE
[01:24:00] METRUCK. I'M RYAN MCFARLAND FEDERAL GOVERNMENT RELATIONS MANAGER FOR THE PORT. THE CARES
[01:24:07] ACT WAS PASSED BY CONGRESS AND SIGNED INTO LAW ON MARCH 27TH AT \$2.2 TRILLION. IT'S THE
[01:24:14] LARGEST RELIEF PACKAGE IN US HISTORY. IT WAS THE 3RD COVID-19 RELIEF PACKAGE THAT PASSED IN
[01:24:20] THE MONTH OF MARCH. THE 1ST BILL FOCUSED ON THE HEALTH CARE SYSTEM EPIDEMIC RESPONSE, THE
[01:24:27] 2ND FOCUSED ON RELIEF FOR INDIVIDUALS AND WORKERS INCLUDING SICK LEAVE, UNEMPLOYMENT,
[01:24:33] INSURANCE, MEDICAID AND FOOD ASSISTANCE PROGRAMS. SO REALLY
[01:24:37] THE FIRST THREE RELIEF PACKAGES HAVE COVERED REALLY JUST FOCUSED
[01:24:40] ON MITIGATING THE IMMEDIATE IMPACTS OF THE EPIDEMIC BUT CONGRESS IS EXPECTED TO TAKE
[01:24:46] ADDITIONAL ACTION IN THE COMING MONTHS TO PROVIDE FURTHER ASSISTANCE TO THE ECONOMY.
[01:24:53] PROBABLY CERTAIN DISTRESSED SECTORS OF THE ECONOMY AS WELL AS LONGER TERM INVESTMENTS TO
[01:24:58] STIMULATE ECONOMIC RECOVERY. THAT COULD INCLUDE INFRASTRUCTURE.
[01:25:03] THERE WERE REPORTS OUT OF DC SAYING
[01:25:08] STIMULUS MEASURES INCLUDING INFRASTRUCTURE COULD HAPPEN THIS MONTH AS PART OF THE NEXT
[01:25:14] COVID-19 BILL NUMBER 4, BUT WE'RE HEARING NOW THAT'S NOT LIKELY TO HAPPEN THIS MONTH.
[01:25:22] IN A FEW MINUTES WE'LL TALK MORE ABOUT WHAT STEPS ARE LIKELY TO COME OUT OF DC IN
[01:25:26] THE COMING WEEKS AND MONTHS. NEXT SLIDE, PLEASE?
[01:25:35] SO FIRST WE WANT TO TALK ABOUT WHAT WAS IN THE CARES ACT
[01:25:39] A HEADLINE OF THE CARES ACT WAS THE DIRECT PAYMENTS TO INDIVIDUALS. THERE ARE PAYMENTS
[01:25:47] IN THE AMOUNT OF \$1,200 TO INDIVIDUALS WITH ANNUAL INCOME BELOW 75 THOUSAND DOLLARS
[01:25:55] WITH INDIVIDUALS MAKING BETWEEN 75 AND \$100,000 ELIGIBLE FOR A SMALLER PORTION OF THAT AMOUNT.
[01:26:01] THERE'S ALSO A SIGNIFICANT EXPANSION OF BOTH LENGTH AND AMOUNT OF UNEMPLOYMENT INSURANCE
[01:26:07] AND BENEFITS INCLUDING EXPANDING IT TO THE SELF-EMPLOYED AND A \$600 INCREASE PER WEEK ON TOP OF
[01:26:14] REGULAR BENEFITS.
[01:26:16] SMALL BUSINESS FOCUS. THE SECOND BULLET THERE. THERE'S \$377 BILLION FOR THE
[01:26:22] SMALL BUSINESS ADMINISTRATION TO SUPPORT SMALL BUSINESSES IN THEIR WORKFORCE. THE KEY
[01:26:27] PIECE OF THAT IS THE \$350 BILLION PAYCHECK PROTECTION PROGRAM. A FEW OF MY COLLEAGUES
[01:26:34] ARE GOING TO TALK ABOUT THAT. MORE LATER, I'LL JUST SAY FOR NOW THAT THE
[01:26:39] POINT OF IT IS TO PROVIDE LOANS TO BUSINESSES THAT MAINTAIN THEIR PAYROLLS AND CERTAIN
[01:26:45] PORTIONS OF THOSE LOANS ARE FORGIVABLE EFFECTIVELY TURNING THEM INTO GRANTS.
[01:26:53] THE BILL ALSO INCLUDES \$454 BILLION THROUGH THE TREASURY DEPARTMENT TO SUPPORT
[01:26:59] BUSINESSES, STATES, TRIBES, AND MUNICIPALITIES.
[01:27:03] MORE ON THAT IN A SECOND. AND THEN A CENTERPIECE OF THE BILL FOR US IS THE \$10 BILLION IN
[01:27:08] DIRECT ASSISTANCE FOR AIRPORTS. AND LANCE IS GOING TO COVER THAT ONE IN A SECOND.

[01:27:14] FINALLY. I WILL FLAG SOME ADDITIONAL ITEMS OF INTEREST, SOME PROVISIONS THAT ARE
[01:27:19] IMPORTANT TO SOME OF OUR KEY STAKEHOLDERS INCLUDING THE FISHING AND TOURISM INDUSTRIES
[01:27:26] AND I'M GOING TO ASK ERIC FITCH NOW TO GO THROUGH THOSE A LITTLE BIT MORE IN DETAIL.
[01:27:34] THANKS, RYAN, AND LAUREN. YOU CAN GO TO THE NEXT SLIDE AND I WILL PRIMARILY
[01:27:37] INTRODUCE LANCE FROM THE
[01:27:40] AVIATION DIVISION AND DAVID MCFADDEN FROM AN ECONOMIC DEVELOPMENT DIVISION TO SPEAK
[01:27:44] ABOUT AIRPORT ASSISTANCE AND WHAT OUR TENANTS CAN TAKE ADVANTAGE OF
[01:27:47] AS FAR AS SMALL BUSINESS
[01:27:50] ASSISTANCE.
[01:27:52] RYAN MENTIONED THE AIRPORT SUPPORT WAS A KEY COMPONENT. WE DID JUST GET SOME NEWS ABOUT THE
[01:27:56] LEVEL OF FUNDING THAT SEATAC CAN EXPECT AND IT IS WORTH NOTING THAT THESE
[01:28:03] PACKAGES TYPICALLY DEVELOP RAPIDLY WITH A LOT OF INFORMATION COMING OUT WHILE
[01:28:08] THEY'RE DEVELOPED. AS CARES WAS COMING TOGETHER, THERE WAS SPECULATION
[01:28:11] THAT IT WOULD INCLUDE A SPECIFIC CHUNK OF FUNDING
[01:28:14] OR ADR TENANTS SPECIFICALLY, HOWEVER, THE FINAL PACKAGE DID NOT INCLUDE THAT CHUNK OF
[01:28:20] FUNDING. A NOTE ABOUT THE AID TO BUSINESSES AND GOVERNMENTS INCLUDING COURT DISTRICTS. THIS
[01:28:28] WILL BE PRIMARILY DISTRIBUTED THROUGH A TREASURY EXCHANGE STABILIZATION FUND TO PROVIDE
[01:28:34] FUNDING LIQUIDITY FOR LOANS AND OTHER FUNDING MECHANISMS, BUT I WANT TO GIVE A
[01:28:41] HEAD NOD HERE TO JEFF MARQUIS AND RYAN MCFARLAND. IT INITIALLY APPEARED THAT THIS WOULD NOT
[01:28:48] INCLUDE PORT DISTRICTS. HOWEVER AS THE BILL DEVELOPED THE DEFINITION OF LOCAL GOVERNMENTS
[01:28:54] THAT ARE ELIGIBLE TO TAKE ADVANTAGE OF THIS PROGRAM WAS AMENDED TO ENSURE THAT
[01:28:57] PORT DISTRICTS COULD TAKE
[01:29:00] ADVANTAGE OF IT. AND HERE ON THE SLIDE YOU SEE THE THREE PRIMARY SMALL BUSINESS RESTORATION
[01:29:05] PROGRAMS THAT DAVE AND HIS TEAM ARE HELPING ENSURE ARE
[01:29:11] BEING TAKEN ADVANTAGE OF BY OUR TENANTS. I WILL LEAVE THAT FOR DAVE TO DISCUSS. I WANTED TO
[01:29:16] LIST THOSE HERE AS ONE OF THE PRIMARY COMPONENTS THAT WOULD BE RELEVANT TO OUR OPERATIONS.
[01:29:21] THEN ON FISHING AND TOURISM INDUSTRY RELIEF WHICH RYAN MENTIONED JUST TO NOTE THAT AS
[01:29:27] WE WERE DIGGING INTO THE CARES ACT TO UNDERSTAND WHAT IT MEANT FOR OUR
[01:29:29] OPERATIONS OUR FACILITIES AND OUR WORKERS
[01:29:32] WE ALSO WANTED TO CONDUCT OUTREACH TO KEY STAKEHOLDERS ABOUT THE RELIEF MECHANISMS THAT
[01:29:38] THEY MAY TAKE ADVANTAGE OF IN THE PACKAGE. PARTLY JUST TO UNDERSTAND
[01:29:41] HOW THEY'RE GETTING THROUGH THIS CRISIS BUT ALSO
[01:29:43] TO BETTER UNDERSTAND WHAT WE MIGHT JOINTLY ADVOCATE FOR IN THE NEXT
[01:29:48] PACKAGE. SO FOR EXAMPLE WE KNOW THAT THE CARES ACT INCLUDED 300 MILLION FOR
[01:29:50] THE DIRECT PAYMENTS TO THE
[01:29:53] COMMERCIAL FISHING INDUSTRY. WE UNDERSTAND FROM CONVERSATIONS WITH REGIONAL STAKEHOLDERS THAT
[01:29:59] ELIGIBLE FISHERIES IN OUR REGION ARE EXPECTED TO RECEIVE A DECENT AMOUNT
[01:30:01] OF THAT FUNDING, HOWEVER WE
[01:30:03] ALSO KNOW THAT THE INDUSTRY NATIONALLY HAD REQUESTED 1.5 BILLION IN THOSE DIRECT
[01:30:10] PAYMENTS IN ADDITION TO A COUPLE OF OTHER MECHANISMS THAT WOULD
[01:30:12] PROVIDE FEDERAL ASSISTANCE FOR FISHERIES. SO AS WE GO INTO THE NEXT PACKAGE, BECAUSE OF THE
[01:30:18] IMPORTANCE OF THE FISHING INDUSTRY TO OUR REGIONAL ECONOMY AND TO THE
[01:30:21] PORT, WE WILL JOIN THEM IN ADVOCATING FOR
[01:30:24] ADDITIONAL SUPPORT. SIMILARLY THERE IS NO EXPLICIT TOURISM SECTION WITHIN THE CARES ACT.
[01:30:31] HOWEVER, WE UNDERSTAND FROM OUR PARTNERS AT US TRAVEL THAT THERE'S MUCH IN THERE THAT THEIR
[01:30:37] MEMBERS MAY TAKE ADVANTAGE OF SPECIFICALLY THE SMALL BUSINESS PROVISIONS.
[01:30:40] HOWEVER THERE WILL BE SOME MORE EXPLICIT ADVOCACY
[01:30:43] FROM US TRAVEL AND OTHERS GOING INTO THE NEXT PACKAGE AND WE EXPECT TO JOIN THEM.
[01:30:50] WE KNOW THE WASHINGTON TOURISM ALLIANCE LOCALLY IS ADVOCATING DIRECTLY TO GOVERNOR
[01:30:55] INSLEE AND TO THE STATE LEGISLATURE FOR A RELIEF PACKAGES.
[01:30:57] COMMISSIONERS BOWMAN AND FELLEMAN HAVE BEEN
[01:30:59] INVOLVED IN WTA WORK AND OUR STAFF AND ECONOMIC DEVELOPMENT DIVISION IS VERY INVOLVED IN
[01:31:05] FEDERAL AND STATE EFFORTS SO WE WILL TRACK THOSE CLOSELY AND WE WILL JOIN IN OUR ADVOCACY.
[01:31:11] THERE WAS AN ADDITIONAL ITEM OF INTEREST IN THE CARES ACT THAT
[01:31:14] I WANTED TO NOTE BEFORE HANDING OFF
[01:31:17] TO LANCE TO DISCUSS AVIATION. I WANTED TO NOTE THAT THE HARBOR MAINTENANCE TRUST FUND WAS
[01:31:23] INCLUDED FOR FULL UTILIZATION IN THE CARES ACT. THAT IS CONSISTENT WITH THE STRATEGY
[01:31:28] THAT THE AMERICAN ASSOCIATION OF PORT AUTHORITIES HAS BEEN PURSUING WHICH WE'VE BEEN
[01:31:34] SUPPORTING BUT IT REQUIRES THE OTHER HALF OF THAT ACTION, WHICH IS THE DONOR
[01:31:36] PORT PROVISIONS THAT WE WILL
[01:31:38] CONTINUE TO ADVOCATE FOR AS CONGRESS LOOKS AT A WATER RESOURCES DEVELOPMENT ACT BILL
[01:31:43] LATER THIS YEAR. SO WITH THAT I WILL HAND IT OFF TO LANCE LITTLE OUR MANAGING DIRECTOR
[01:31:50] OF OUR AVIATION DIVISION TO TALK MORE ABOUT THE AVIATION PROVISIONS IN THE CARES ACT.

[01:31:53] AND LAUREN YOU COULD ADVANCE
[01:31:56] THE SLIDE FOR LANCE AS WELL.
[01:32:03] AND LANCE SHOULD BE UNMUTED. OKAY, THANK YOU, LAUREN.
[01:32:10] THANK YOU ERIC. BEFORE GOING INTO THIS FIGHT. I THINK IT'S APPROPRIATE FOR ME TO START WITH
[01:32:14] SOME THANK YOU'S BECAUSE IN THE BEGINNING, EVEN THOUGH WE ENDED UP WITH \$10 BILLION IN GRANTS AS
[01:32:20] PART OF THIS CARES PACKAGE, IN THE BEGINNING THERE WAS NOTHING IN THE PACKAGE FOR AIRPORTS AND
[01:32:26] IT JUST DIDN'T HAPPEN BY CHANCE. IT TOOK A LOT OF DELIBERATE EFFORTS TO MAKE THIS HAPPEN.
[01:32:29] SO I WANT TO
[01:32:31] START BY THANKING STEVE AND THE COMMISSION FOR YOUR SUPPORT AND ASSISTANCE DURING THIS TIME.
[01:32:37] WE ALSO THANK OUR CONGRESSIONAL DELEGATION SENATOR CANTWELL, SENATOR MURRAY'S OFFICE ON THEIR
[01:32:43] STAFF AND ALL THE ENTIRE CONGRESSIONAL DELEGATIONS, ACI, AIRPORTS COUNCIL INTERNATIONAL,
[01:32:48] TRIPLE AE, AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES, AMAC, AIRPORT MINORITY ADVISOR CONSOLE
[01:32:54] THE AIRPORT DIRECTORS WHO BRAVED TRAVELING TO DC IN THE MIDST OF THIS PANDEMIC TO LOBBY THE
[01:33:00] ADMINISTRATION TO ENSURE THAT WE HAD SOMETHING IN THIS PACKET FOR AIRPORTS, AND OF COURSE JEFF
[01:33:06] MARQUIS AND HIS TEAM AND PORT STAFF HERE FOR ALL THE WORK THAT EVERYONE DID TO ENSURE THAT
[01:33:12] WE WERE INCLUDED IN THE PACKAGE AND THAT NOT JUST SEA AIRPORT, BUT ALL AIRPORTS IN THE U.S.
[01:33:18] BENEFITED FROM THIS. SO WITH THAT BEING SAID, THERE'S A FUND. THE \$10 BILLION IS DIVIDED INTO
[01:33:25] FOUR GROUPS, AS YOU CAN SEE ON THE SCREEN. \$7.4 BILLION IS FOR USE AT THE AIRPORT.
[01:33:34] FIFTY PERCENT OF THAT \$7.4 BILLION IS ALLOCATED PER THE 2018 INPLANEMENTS. THAT
[01:33:42] MEANS THE NUMBER OF PEOPLE BOARDING AN AIRPLANE HERE AT SEA AND THAT IS AS A PERCENTAGE
[01:33:47] OF TOTAL 2018 INPLANEMENTS FOR ALL COMMERCIAL SERVICE AIRPORTS. AND THERE'S 25% ALLOCATED PER
[01:33:56] 2018 DEBT SERVICE. AND AGAIN, THAT'S AS A PERCENTAGE OF THE COMBINED DEBT SERVICE
[01:33:59] FOR ALL COMMERCIAL SERVICE AIRPORTS.
[01:34:02] AND THEN THE REAL TRICKY PART WAS THAT 25% THAT WAS ALLOCATED BASED ON THE RATIO
[01:34:08] OF UNRESTRICTED RESERVES TO DEBT SERVICE. NO AIRPORT KNEW HOW TO CALCULATE THAT. WE HAD A
[01:34:14] BRIEFING WITH THE DEPARTMENT OF TRANSPORTATION AND THE FAA THIS
[01:34:19] MORNING THAT CLARIFIED THAT CALCULATION AND ACTUALLY REFERENCED US THE LINKS TO SEE
[01:34:24] EXAMPLES. AND BY NOW YOU HAVE HEARD COMMISSIONERS THAT OUR ALLOCATION
[01:34:27] IS GOING TO BE APPROXIMATELY \$192 MILLION.
[01:34:33] SO SOMEBODY HAS FIGURED OUT HOW THAT CALCULATION IS DONE. MY UNDERSTANDING IS IF
[01:34:38] YOU HAVE A HIGH RATIO OF CASH ON HAND TO DEBT SERVICE, THEN YOU WILL
[01:34:41] BE ALLOCATED MORE. SO WE JUST
[01:34:45] GOT THE INFORMATION, BUT I KNOW BORGEN AND THE TEAM IS WORKING AT IT. THE SECOND GROUP IS
[01:34:51] \$2 BILLION ALLOCATED PER REGULAR AIP PROCESS, OR AIRPORT IMPROVEMENT PROGRAM, PROCESS AND
[01:34:58] THAT BASICALLY TAKES INTO CONSIDERATION THE AMOUNT OF INPLANEMENTS THAT YOU HAVE AT AN
[01:35:02] AIRPORT AS WELL AS THE AMOUNT OF CARGO THAT GOES THROUGH AN AIRPORT. THERE'S TYPICALLY
[01:35:07] RESTRICTIONS ASSOCIATED WITH HOW THAT MONEY IS ALLOCATED, BUT THESE
[01:35:10] RESTRICTIONS ARE LIFTED FOR THIS
[01:35:14] CARES ACT. SO FOR EXAMPLE, THERE WAS A LIMIT OF EITHER 22 OR 26 MILLION DOLLARS THAT AIRPORTS
[01:35:20] COULD GET BASED ON THE AMOUNT OF MONEY THAT WAS APPROPRIATED IN TOTAL. THAT HAS
[01:35:25] BEEN LIFTED. THERE WAS ALSO RESTRICTION BASED ON GIVE BACK. YOU'D HAVE TO GIVE BACK A
[01:35:31] CERTAIN AMOUNT IF YOU ARE ALSO COLLECTING EITHER THREE DOLLARS OR FOUR DOLLARS AND FIFTY CENTS
[01:35:38] PFC'S YOU'D HAVE TO GIVE BACK EITHER 50% OF THE AMOUNT ALLOCATED TO YOU OR
[01:35:41] 75% OF THE AMOUNT ALLOCATED TO USE
[01:35:44] THAT HAS BEEN LIFTED AS WELL.
[01:35:46] THE THIRD GROUP IS \$500 MILLION ALLOCATED FOR FEDERAL SHARE OF GRANTS. SO TYPICALLY WE WOULD
[01:35:53] HAVE TO FIND A LOCAL MATCHING SHARE FOR GRANTS ALLOCATED TO US FOR 2020.
[01:35:58] THERE'S GOING TO BE AN AMOUNT ALLOCATED FROM THAT 500 MILLION THAT WILL BRING THE
[01:36:05] FEDERAL SHARE UP TO A HUNDRED PERCENT. THEREFORE. WE WILL NOT HAVE TO FIND A LOCAL MATCHING
[01:36:10] SHARE. AND THEN THERE'S A HUNDRED MILLION ALLOCATED TO
[01:36:14] GENERAL AVIATION AIRPORTS. NEXT SLIDE, PLEASE.
[01:36:23] THANK YOU. SO AGAIN, THE ALLOWABLE USES. WE CAN USE IT FOR O&M OPERATING AND
[01:36:30] MAINTENANCE COSTS WHICH INCLUDES PAYROLL, BRINGING
[01:36:32] DOWN OUR DEBT SERVICE. WE CAN ALSO USE IT FOR CAPITAL PROJECTS BUT IN ORDER TO USE IT FOR
[01:36:37] CAPITAL PROJECTS THERE'S ADDITIONAL APPROVAL THAT WE'LL HAVE TO GET FROM
[01:36:40] THE FAA. AND OF COURSE THERE
[01:36:44] ARE SOME RESTRICTIONS. AS YOU CAN SEE ON THE SLIDES HERE, WE MAY NOT USE IT FOR ANY
[01:36:49] PURPOSE NOT DIRECTLY RELATED TO AIRPORTS AND WE CAN ONLY USE IT FOR PURPOSES FOR WHICH AIRPORT
[01:36:55] REVENUES MAY LAWFULLY BE USED. THERE'S ALSO A RESTRICTION IN TERMS OF
[01:36:58] WE'LL HAVE TO MAINTAIN 90%
[01:37:02] OF OUR STAFF THROUGH DECEMBER 31ST OF THIS YEAR AFTER MAKING ADJUSTMENTS FOR RETIREMENT,
[01:37:09] RESIGNATION ETC. HOWEVER, THERE IS A HARDSHIP WAIVER THAT YOU CAN SEE FROM THE SECRETARY OF
[01:37:16] TRANSPORTATION, IF SO REQUIRED. NEXT SLIDE.

[01:37:23] ON THE AIRLINE SIDE AND WE HAVEN'T DIVED INTO A LOT OF THE DETAILS ON THE AIRLINE SIDE YET
[01:37:28] BUT WE THOUGHT IT WOULD BE APPROPRIATE FOR US TO GIVE SOME HIGH-LEVEL
[01:37:30] INFORMATION AND WHAT'S
[01:37:31] HAPPENING ON THE AIRLINE SIDE. SO THE AIRLINES HAD \$61 BILLION DOLLARS INCLUDED IN THE CARES
[01:37:37] PACKAGE FOR AIRLINES, \$25 BILLION FOR PASSENGER AIRLINES. \$4 BILLION FOR CARGO
[01:37:45] AIRLINES AND 3 3 BILLION FOR CONTRACTORS. PEOPLE DOING GROWN SERVICE OR CLEAN AIR PLANES ETC.
[01:37:55] THOSE ARE IN THE FORM OF GRANTS. AND THEN LOANS IN THE AMOUNT OF 25 MILLION FOR PASSENGER AIR
[01:38:01] CARRIERS AND 4 BILLION FOR THE CARGO AIR CARRIERS AS WELL NEXT SLIDE.
[01:38:10] SO JUST LIKE THE AIRPORT, THE AIRLINES ALSO HAVE SOME RESTRICTIONS. AGAIN, HAVEN'T
[01:38:13] GONE INTO THE DETAIL OF THOSE
[01:38:17] BUT OUR UNDERSTANDING IS BEFORE YOU CAN TAKE ADVANTAGE AS AN AIRLINE OF A LOAN, YOU HAVE
[01:38:23] TO EXHAUST COMMERCIALY AVAILABLE LOANS FIRST BEFORE TAKING ADVANTAGE OF THE
[01:38:31] THE LOANS THAT ARE AVAILABLE. SO FAR OUR UNDERSTANDING IS MOST AIRLINES WILL APPLY OR TAKE
[01:38:37] ADVANTAGE OF A GRANTS. WE ARE NOT SURE IF ANY OF THE AIRLINE S WILL TAKE ADVANTAGE OF THE
[01:38:42] LOANS. AND AS YOU CAN SEE, THERE ARE RESTRICTIONS WHETHER ITS PROHIBITION ON STOCK
[01:38:45] BUYBACK, PROBATION ON DIVIDEND
[01:38:48] PAYMENTS, OR COMPENSATION LIMITATION TO EXECUTIVE. SO T HESE LOANS COME WITH
[01:38:57] RESTRICTIONS. I THINK THAT'S MY LAST SLIDE.
[01:39:02] I'LL HAND IT OVER TO RYAN.
[01:39:09] YES YOU ARE.
[01:39:11] OKAY. SO IS RYAN AND ERIC MENTIONED THE KEY PART OF THE
[01:39:15] CARES ACT INCLUDED TWO NEW LOAN
[01:39:18] PROGRAMS FOR IMPACTED SMALL BUSINESSES: PAYCHECK PROTECTION PROGRAM AND THE ECONOMIC INJURY
[01:39:24] DISASTER LOAN PROGRAM. FIRST, A PAYCHECK PROTECTION PROGRAM PROVIDES FUNDING TO PAY UP TO
[01:39:31] THOSE PROCEEDS UTILITIES AND RENT. ALL OR PORTIONS OF TH E LOAN WILL BE FORGIVEN
[01:39:44] IF THE COMPANY MEETS CERTAIN CONDITIONS. THIS PROGRAM'S REALLY
[01:39:51] BROADLY AVAILABLE TO EVERYBODY INCLUDING NONPROFITS, TRIBAL BUSINESS CONCERNS, SELF-EMPLOYED
[01:39:57] INDIVIDUALS, SMALL BUSINESSES, INDEPENDENT CONTRACTORS. THE KEY IS YOU'VE GOT TO HAVE LESS THAN
[01:40:03] 500 EMPLOYEES AND MOST IMPORTANTLY THIS IS THE PROGRAM THAT YOU'RE READING ABOUT THAT'S
[01:40:08] THROUGH THE SMALL BUSINESS ADMINISTRATION. IT REALLY
[01:40:13] ECONOMIC INJURY DISASTER LOAN PROGRAM IS FUNDED DIRECTLY
[01:40:20] COVERS A BROADER RANGE OF BUSINESS NEEDS INCLUDING PAYROLL BUT ALSO INCREASED
[01:40:26] PRODUCTION COSTS DUE TO SUPPLY CHAIN DISRUPTIONS, BUSINESS OBLIGATIONS, DEBTS, AND MORTGAGE
[01:40:32] PAYMENTS. THIS ONE INTERESTINGLY ENOUGH PROVIDES AN EMERGENCY ADVANCE OF UP TO TEN THOUSAND
[01:40:38] DOLLARS TO SMALL BUSINESSES AND PRIVATE NONPROFIT PROFITS
[01:40:43] AND SBA I'VE JUST LEARNED RECENTLY IS REALLY PROVIDING THAT ADVANCE ON \$1,000 PER
[01:40:49] EMPLOYEE BASIS UP TO THAT \$10,000 MAX. SO AGAIN AVAILABLE FOR A BROAD RANGE
[01:40:52] OF BUSINESSES.
[01:40:56] I THINK WE'VE ALL BEEN READING ABOUT THESE PROGRAMS IN THE PAPER.
[01:40:59] THE DEMAND HAS BEEN UNPRECEDENTED
[01:41:02] AND SOME LENDERS HAVEN'T BEEN READY. OTHERS HAVE BEEN OVERWHELMED. JUST PUT IT IN
[01:41:07] PERSPECTIVE, IN THE FIVE DAYS THESE TWO NEW LOAN PROGRAMS, OVER 500,000
[01:41:15] LOAN REQUESTS WERE MADE AND OVER A 130 BILLION DOLLARS
[01:41:18] OF LOAN REQUESTS WERE APPROVED.
[01:41:22] THAT COMPARES VERSUS 63,000 LOANS AND \$28 BILLION DOLLARS
[01:41:27] DURING THE ENTIRE 2019 YEAR. SO
[01:41:33] UNPRECEDENTED AMOUNT OF LOAN REQUEST, LOAN ACTIVITY GOING ON RIGHT NOW. THESE PROGRAMS WERE
[01:41:39] DESIGNED IN FIVE DAYS. SO.
[01:41:43] NEXT SLIDE PLEASE.
[01:41:48] IT'S NOT THE ONLY THING THE FEDS DID. IT IS ALSO PART OF THE CARES ACT.
[01:41:52] THEY PROVIDED DEBT RELIEF FOR
[01:41:55] ALL BUSINESSES THAT HAD SBA-BACKED LOANS SO THEY'RE GOING TO BE MAKING
[01:41:58] PAYMENTS FOR SIX MONTHS ON
[01:42:01] LOANS THAT WERE BOOKED PRIOR TO FEBRUARY 15TH OF THIS YEAR. IN ADDITION YOU'VE GOT SOME
[01:42:08] OTHER PLAYERS THAT ARE PUTTING THEIR OAR IN THE WATER TO HELP SMALL BUSINESSES. CITY OF
[01:42:13] SEATTLE JUST ANNOUNCED FINDING A NUMBER OF VERY SMALL BUSINESSES ALL UNDER 10
[01:42:17] EMPLOYEES WITH THEIR SMALL
[01:42:20] BUSINESS STABILIZATION FUND. FACEBOOK HAS NOW ANNOUNCED SMALL BUSINESS
[01:42:26] GRANTS PROGRAM. THE WORKING WASHINGTON SMALL BUSINESS GRANTS HAVE BEEN
[01:42:29] ANNOUNCED. THAT HAS BEEN
[01:42:32] OVERWHELMED IN TERMS OF APPLICATIONS TO THE KING COUNTY OUTLET FOR THAT PROGRAM AND
[01:42:39] STILL MORE. AMAZON IS PROVIDING SOME GRANTS TO NEIGHBORHOOD BUSINESSES
[01:42:43] AROUND THEIR HEADQUARTERS. ON TOP OF THAT,

[01:42:46] SBA'S MADE CERTAIN SMALL BUSINESS LOANS AVAILABLE, EXPRESS BRIDGE LOANS
[01:42:52] ENHANCING THEIR EXPORT CREDIT INSURANCE AND CERTAINLY PROVIDING FUNDING AND RESOURCES
[01:42:58] TO LOCAL SMALL BUSINESS DEVELOPMENT CENTERS. NEXT SLIDE, PLEASE.
[01:43:03] SO ALL THIS INFORMATION WAS REALLY COMING OUT US QUICKLY.
[01:43:09] OUR STAFF STARTED TRACKING THE VARIOUS ELEMENTS OF THE CARES PROGRAM
[01:43:13] AND SPECIALLY THE RESOURCES FOR
[01:43:17] BUSINESSES AND WORKERS AND SHARING THOSE DETAILS WITH OTHER PORT STAFF
[01:43:20] ACROSS THE PORT. AN EXAMPLE WOULD BE AIRPORT DINING AND
[01:43:25] RETAIL. WE THEN SUBSEQUENTLY SET UP WEBINARS WITH OUR PARTNERS AT
[01:43:30] THE SMALL BUSINESS DEVELOPMENT CENTER.
[01:43:33] SPECIFICALLY AIMED TO HELP SUPPORT SMALL BUSINESS TENANTS OR PARTNERS. WE STARTED
[01:43:36] THOSE LAST WEEK WE HAD
[01:43:40] A GOOD SESSION WITH OUR ADR TENANTS LAST WEDNESDAY. I GOT GOOD FEEDBACK THAT IT WAS A
[01:43:47] ROBUST ACTION AND A LOT OF QUESTIONS WERE ASKED AND ANSWERED QUITE
[01:43:51] EFFECTIVELY. WE'VE PUSHED THESE
[01:43:54] DETAILS OUT ABOUT THE RESOURCES FOR SMALL BUSINESS ON OUR WEBSITE INCLUDING THE WEBINARS
[01:44:01] AVAILABLE AND THAT'S GOTTEN WIDELY DISTRIBUTED TO ADR TENANTS, DRAYAGE DRIVERS,
[01:44:08] MARITIME EDD TENANTS, GROUND TRANSPORTATION BUT ALSO JUST TO STAKEHOLDERS THAT
[01:44:12] WE HAVE WHETHER IT'S OUR ETHNIC
[01:44:15] MEDIA PARTNERS OR JUST AGAIN MARITIME AVIATION STAKEHOLDERS. THIS LITTLE EMAIL ON THE RIGHT
[01:44:21] WAS DELIVERED TO OVER 25,000 TENANTS, PARTNERS, AND STAKEHOLDERS THROUGHOUT THE
[01:44:30] REGION. SO MY TAKEAWAY HERE IS THAT IT'S UNPRECEDENTED TIMES. THERE ARE
[01:44:33] MANY SMALL BUSINESSES THAT ARE
[01:44:37] STRUGGLING BUT WE HAVE MANY PARTNERS ACROSS KING COUNTY AND THROUGHOUT THE REGION THAT ARE
[01:44:43] ALL DOING THE OUTREACH AND PROVIDING SUPPORT AND TRYING TO HELP BUSINESSES ACCESS THESE
[01:44:49] RESOURCES OR OTHER FORMS OF HELP.
[01:44:53] TEAMWORK IS KEY RIGHT NOW AND AGAIN, PLEASED THAT WE CAN WORK WITH PARTNERS LIKE THE SMALL
[01:44:59] BUSINESS DEVELOPMENT CENTERS TO BRING THIS EXPERTISE TO OUR SMALL BUSINESS CARTHAGE. SO
[01:45:06] THAT'S THE SUM OF WHAT I'VE GOT. I'D LIKE TO HAND IT OVER TO GUPTA AND DAWN TO TALK ABOUT
[01:45:12] OUTREACH AND RESOURCES FOR WORKERS.
[01:45:16] GOOD AFTERNOON, EXECUTIVE DIRECTOR METRUCK AND COMMISSIONERS. THIS IS
[01:45:20] DAWN. I'M THE SENIOR MANAGER FOR
[01:45:24] THE AIRPORT DINING RETAIL PROGRAM AT THE AIRPORT. I WANT TO THANK DAVE
[01:45:27] AND HIS STAFF FOR SUPPORTING SMALL BUSINESSES
[01:45:30] ACROSS THE PORT AND SPECIFICALLY AT THE AIRPORT. WE REALLY APPRECIATE IT AS OUR
[01:45:35] BUSINESS PARTNERS ARE IMPACTED AND SO WERE THEIR WORKERS AND WITH GUIDANCE AND SUPPORT FROM
[01:45:41] THE COMMISSION, STAFF PRIORITIZED THE IMPORTANCE OF PROVIDING RESOURCES FOR IMPACTED
[01:45:46] WORKERS WHERE THE NUMBERS ARE OVER 1300 JUST IN CONCESSIONS ALONE. THE WORKFORCE AT THE
[01:45:52] AIRPORT AND ACROSS THE PORT REPRESENT DIVERSE COMMUNITIES THAT HAVE BEEN GREATLY
[01:45:54] IMPACTED BY COVID-19.
[01:45:58] AVR HAS RECEIVED SEVERAL REPORTS THAT WORKERS WERE HAVING DIFFICULTY ACCESSING
[01:46:04] BENEFITS OR JUST BEING DENIED AND BEING PUT ON A WAITLIST AT
[01:46:08] THAT POINT WE KNEW WAS IMPORTANT
[01:46:11] TO PARTNER WITH THE OFFICE OF EQUITY DIVERSITY AND INCLUSION TO ASSIST IMPACTED WORKERS
[01:46:16] GAIN ACCESS TO HEALTH, UNEMPLOYMENT AND OTHER COVID-19 RELATED BENEFITS.
[01:46:19] I'M GOING TO TURN IT OVER
[01:46:22] TO OUR SENIOR DIRECTOR OF OUR EDI AND SHE'LL GIVE US SOME DETAIL ON WHAT
[01:46:25] THE WORKER TEAM IS DOING TO ASSIST
[01:46:29] THE IMPACT OF WORKERS AT THE AIRPORT AND NOT JUST AT THE AIRPORT BUT ACROSS THE
[01:46:34] ENTIRE PORT OF SEATTLE. BOOKDHA?
[01:46:37] THANK YOU DAWN. GOOD AFTERNOON COMMISSIONERS AND GOOD AFTERNOON
[01:46:40] EXECUTIVE DIRECTOR METRUCK. THANK YOU
[01:46:43] FOR THIS OPPORTUNITY TO TALK TO YOU ABOUT OUR WORK. WE HAVE BEEN PARTNERING WITH DAWN HUNTER
[01:46:50] LOOKING AT THE NEEDS OF THE WORKERS AT THE AIRPORT AND UTILIZING OUR EXISTING
[01:46:56] PARTNERSHIPS WITH THEIR WORK CENTER AND PORT JOBS AND I'LL JUST SAY A LITTLE BIT ABOUT THE
[01:47:02] EFFORTS THAT EACH OF THOSE ORGANIZATIONS ARE PUTTING INTO PLACE TO SUPPORT
[01:47:06] WORKERS AT THE AIRPORT. FAIR WORK
[01:47:10] CENTER IS NOW HOSTING A WEEKLY INFORMATIONAL WEBINAR. THESE WILL BE HELD. BOTH IN ENGLISH
[01:47:16] AND SPANISH. ABOUT A HUNDRED PEOPLE HAVE BEEN SIGNING UP FOR THESE WEBINARS.
[01:47:21] THE WEEKLY INFORMATIONAL
[01:47:26] WEBINARS WERE COVERING PERTINENT INFORMATION REGARDING IMMEDIATE AND URGENT WORKER NEEDS IN THE
[01:47:33] CONTEXT OF COVID-19 INCLUDING UNEMPLOYMENT BENEFITS, SICK TIME, CHANGING IMPLEMENTATION
[01:47:40] AND GUIDELINES AROUND EMERGENCY ASSISTANCE. TRAINING MATERIALS WILL ALSO

[01:47:43] GO OVER HOW TO GET IN CONTACT
[01:47:47] WITH NONPROFITS IN THE COMMUNITY SUCH AS PARTNERS IN EMPLOYMENT TO CONNECT
[01:47:51] WORKERS WHO USE
[01:47:55] OTHER LANGUAGES AND WHO NEED TO SPEAK WITH SOMEONE FOR ASSISTANCE WITH UNEMPLOYMENT
[01:48:01] APPLICATION, RENTAL ASSISTANCE, EMERGENCY ASSISTANCE, JOB SEARCH ASSISTANCE AND OTHER SUPPORT.
[01:48:09] WORK CENTER WILL ORGANIZE ONGOING WEBINARS AND TRAINING SPECIFIC TO AIRPORT
[01:48:12] WORKERS ASSESSING THE NEEDS
[01:48:16] OF THESE WORKERS AND THEIR REQUEST FOR SUPPORT INCORPORATED IN FUTURE MEETINGS.
[01:48:23] THEY PLAN TO OFFER THESE ON AN ONGOING BASIS AS FAR AS LONG AS THERE IS A NEED. THEY WILL OFFER LIVE
[01:48:30] TRANSLATION SERVICES TO MAKE THIS ACCESSIBLE TO LANGUAGES OTHER THAN ENGLISH AND SPANISH.
[01:48:43] ADDITIONALLY, EDUCATION MATERIALS ARE TAILORED TO SPECIFIC INDUSTRIES AND
[01:48:49] DISTRIBUTED TO THOUSANDS OF WORKERS THROUGH OUTREACH AND ONGOING EFFORTS OF
[01:48:52] THEIR STAFF.
[01:48:57] PLEASE MOVE TO THE NEXT SLIDE.
[01:49:01] WE'RE ALSO UTILIZING OUR CURRENT CONTRACT WITH PORT JOBS AND SHIFTING A BIT TO
[01:49:09] SUPPORT THE NEEDS OF WORKERS TO GET SIGNED UP FOR HEALTH CARE BENEFITS. PORT JOBS
[01:49:13] IS WORKING WITH KING COUNTY AND
[01:49:17] WASHINGTON STATE HEALTH INSURANCE EXCHANGE TO ENROLL THE WORKERS FOR
[01:49:20] HEALTH BENEFITS TO THE STATE.
[01:49:24] THEY'RE CONTINUING TO PLACE PEOPLE INTO JOBS AT THE AIRPORT. CURRENTLY FIVE
[01:49:29] EMPLOYERS ARE CONTINUING TO HIRE
[01:49:34] AT SEATAC. LAID OFF AIRPORT WORKERS MAY ALSO APPLY FOR TRANSPORTATION AND FOOD
[01:49:41] RELATED POSITIONS OUTSIDE THE AIRPORT. EXPECTED METRICS ARE THAT PORT JOBS
[01:49:46] 2,300 CLIENTS IN THE FIRST
[01:49:51] QUARTER OF THIS YEAR AND PLACE ABOUT 1,200 PEOPLE INTO AIRPORT JOBS. THEY EXPECT TO
[01:49:59] SERVE ABOUT 3,000 CLIENTS IN THE SECOND QUARTER WITH A FOCUS FROM JOB
[01:50:03] PLACEMENTS TO ASSISTANCE WITH
[01:50:07] BOTH JOBS AND RESOURCES FOR LAID-OFF WORKERS. THEY WILL ALSO BE
[01:50:11] SUPPORTING WORKERS TO ACCESS BASIC
[01:50:15] FOOD EMPLOYMENT TRAINING, INFORMATION AND CONNECTION TO THESE SERVICES
[01:50:20] AND OFFER GUIDANCE TO APPLY FOR UNEMPLOYMENT INSURANCE AND OTHER ONLINE
[01:50:25] SUBSIDIES. THE STATE HAS NOW
[01:50:29] CORRECTED THE STANDBY DENIAL GLITCH IN THE APPLICATION SYSTEM. ONLINE
[01:50:32] APPLICATIONS ARE NOW BEING
[01:50:36] PROCESSED SWIFTLY. PHONE COMMUNICATION WITH EMPLOYMENT SECURITY CONTINUES TO BE ON
[01:50:41] OVERLOAD OF COURSE. RIGHT NOW CERTAIN CONDITIONS MAY REQUIRE PHONE CONTACT. EMPLOYMENT
[01:50:48] SECURITY IS IN PROCESS OF HIRING 100 ADDITIONAL WORKERS TO ASSIST.
[01:50:52] PORT JOBS IS ALSO OFFERING ONE-ON-ONE VIRTUAL
[01:50:56] STEP-BY-STEP ASSISTANCE. WE NEED TO NEGOTIATE ALL OF THESE SERVICES AND
[01:51:02] WORKING WITH THEIR WORK CENTER TO SEND ANNOUNCEMENTS OF THOSE WEBINARS TO ALL OF THE 30,000
[01:51:10] PEOPLE WHO ARE ON THE DATABASE OF PORT JOBS. THANK YOU.
[01:51:16] I JUST WANT TO MENTION IN CLOSING THAT BOTH PORT JOBS AND FAIR WORK
[01:51:20] CENTER HAVE IDENTIFIED ADDITIONAL
[01:51:23] NEEDS FOR STAFF AND CONNECTION TO OTHER NONPROFITS SO THAT THEY
[01:51:28] COULD CONTINUE TO EXPAND SERVICES
[01:51:32] AND THE WORKFORCE DEVELOPMENT OFFICE AND OFFICE OF EDI WILL CONTINUE TO NEGOTIATE AND WORK
[01:51:39] WITH THEM TO EXPLORE THESE OPTIONS. THANK YOU SO MUCH FOR THIS TIME.
[01:51:45] LAUREN YOU CAN ADVANCE THE SLIDE. RYAN MCFARLAND'S GOT NEXT UP TO
[01:51:48] BRING US TOWARD OUR CONCLUSION TO DISCUSS THE FEDERAL NEXT STEPS.
[01:51:51] YES AND RYAN SHOULD HAVE GOTTEN AN UNMUTE PROMPT.
[01:51:57] THANK YOU LAUREN. GREAT. I WANTED TO SPEND A MINUTE TALKING
[01:52:00] ABOUT WHAT'S NEXT IN WASHINGTON DC
[01:52:03] AND THEN ERIC'S GOING TO TALK ABOUT HOW WE'RE HOW WE'RE GOING TO RESPOND TO THAT. SO CURRENTLY
[01:52:09] CONGRESS IS FOCUSED ON PROVIDING SOME ADDITIONAL FUNDING TO SUSTAIN
[01:52:12] CERTAIN PROGRAMS THAT WERE ESTABLISHED IN THE CARES ACT.
[01:52:14] TOP PRIORITY IS THE PAYCHECK PROTECTION PROGRAM. THE SMALL BUSINESS LOANS SOME
[01:52:23] ARE SAYING THAT COULD RUN OUT OF FUNDING AS SOON AS THIS WEEK.
[01:52:27] THE BILL MIGHT OR MIGHT NOT INCLUDE A FEW OTHER THINGS. THE CONTENT OF THE BILL HAS ACTUALLY
[01:52:32] CAUSED CONGRESS TO BE IN A BIT OF A DEADLOCK FOR THE LAST FEW DAYS,
[01:52:35] BUT WE THINK STILL THERE'S A
[01:52:38] DECENT CHANCE THAT SOMETHING WILL PASS THIS WEEK THAT WILL ADD MONEY
[01:52:41] TO THE PAYCHECK PROTECTION.
[01:52:44] PROGRAM AND PERHAPS A FEW OTHER DEMOCRAT PRIORITIES SUCH AS MORE

[01:52:47] FUNDS FOR HOSPITALS AND STATE AND
[01:52:50] LOCAL GOVERNMENTS.
[01:52:53] SO THE FOCUS REALLY RIGHT NOW IS ON EXISTING PROGRAMS
[01:52:57] AND ANYTHING BEYOND THAT INCLUDING ECONOMIC STIMULUS MEASURES WOULD
[01:53:00] HAVE TO BE PART OF A LARGER
[01:53:02] PACKAGE AND LIKELY WOULDN'T PASS THIS MONTH. MAY AT THE SOONEST BECAUSE
[01:53:09] CONGRESS PROBABLY WON'T RETURN UNTIL THEN.
[01:53:12] NEXT SLIDE, PLEASE. AND YOU CAN TURN ERIC ON IF HE IS UNMUTED.
[01:53:18] THANKS, RYAN.
[01:53:20] SO RYAN AND I
[01:53:22] BOTH DISCUSSED A BIT EARLIER THE IMPORTANCE OF OUTREACH. WE ARE TRACKING THE IMPLEMENTATION
[01:53:28] OF THE CARES ACT WITH OUR INTERNAL AND EXTERNAL STAKEHOLDERS. WE'RE DOING
[01:53:31] THAT BECAUSE WE WANT TO UNDERSTAND
[01:53:33] EXACTLY WHAT WE NEED TO PRIORITIZE FOR A FUTURE PACKAGE AND THAT
[01:53:36] MEANS UNDERSTANDING WHAT OUR
[01:53:39] INTERNAL DIVISIONS, OUR TENANTS AND OUR STAKEHOLDERS ARE EXPERIENCING
[01:53:43] WITH THE CURRENT ROUND AND WHAT
[01:53:46] MORE HELP THEY MIGHT NEED. SO SOME OF THAT AS RYAN ALLUDED TO IS BASED
[01:53:49] SIMPLY ON NEWS REPORTS. WE ALL
[01:53:52] KNOW THAT THE PAYCHECK PROTECTION PROGRAM IS OVEREXTENDED. IT'S BEEN
[01:53:55] WIDELY REPORTED OTHER PRIORITIES
[01:53:59] ARE DEVELOPED BASED ON CONVERSATIONS. FOR EXAMPLE WHEN RYAN AND I WERE ABLE TO SPEAK
[01:54:03] WITH REPRESENTATIVES FROM THE COMMERCIAL FISHING INDUSTRY OR WITH OTHER SUPPORT STAFF WHO ARE
[01:54:08] ENGAGED IN EFFORTS SUCH AS TOURISM PROMOTION, LIKE OUR ECONOMIC
[01:54:12] DEVELOPMENT DIVISION IN RON PECK,
[01:54:15] WE LEARN FROM THOSE CONVERSATIONS AND THEN OF COURSE WE LEARN THROUGH OUR OWN
[01:54:20] EXPERIENCES.. FOR EXAMPLE OUR EXPERIENCE WOULD INDICATE THAT THE AIRPORT CLEARLY
[01:54:23] INDICATES THE NEED FOR CONTINUED
[01:54:26] FUNDING ASSISTANCE THERE.
[01:54:29] WE ALSO LOOK AT GAPS OR THINGS THAT WEREN'T INCLUDED IN THE CARES ACT, THAT THIRD RELIEF
[01:54:36] PACKAGE, WHICH AS WE NOTED WAS VERY FOCUSED ON AIRPORT RELIEF BUT DID NOT INCLUDE DIRECT
[01:54:41] ASSISTANCE FOR IMPACTED SEAPORTS AND FOR THAT REASON WE'VE BEEN WORKING WITH THE
[01:54:44] AMERICAN ASSOCIATION OF PORT
[01:54:46] AUTHORITIES, OUR COLLEAGUES AT THE SEAPORT ALLIANCE AND OTHERS
[01:54:49] TO DETERMINE WHAT A FUTURE SEAPORT
[01:54:51] ASSISTANTS MEASURE WOULD LOOK LIKE
[01:54:54] AND I HAVE SHARED ACROSS THE ORGANIZATION WHAT RYAN AND I HAVE COLLECTED AS FAR AS
[01:55:00] PRINCIPLES THAT ARE GUIDING OUR FEDERAL ENGAGEMENT. THESE ARE COMING FROM
[01:55:02] THE CONVERSATIONS I HAVE DESCRIBED
[01:55:05] ABOVE WITH INTERNAL AND EXTERNAL STAKEHOLDERS AND THEY'RE CONSISTEN,T
[01:55:09] WE THINK, WITH THE PRINCIPLES LAID OUT
[01:55:13] IN THE COMMISSION'S MOTION ON APRIL 1ST. SO FROM THOSE VARIOUS SOURCES CLEAR PRIORITIES FOR OUR
[01:55:20] FUTURE FEDERAL ASSISTANCE BEGIN TO EMERGE WE UNDERSTAND FOR EXAMPLE
[01:55:23] THAT SUPPORT ASSISTANCE IS
[01:55:25] ESSENTIAL AS IS A CONTINUATION OF AIRPORT ASSISTANCE. MEANWHILE THE
[01:55:28] COMMISSION HAS BEEN CLEAR THAT
[01:55:31] WORKER PROTECTIONS MUST BE PRIORITIZED AND WE'D LIKE TO SEE THAT CARRIED FORWARD IN
[01:55:36] FUTURE FEDERAL PACKAGES. INFRASTRUCTURE HAS BEEN MENTIONED A FEW TIMES TODAY.
[01:55:41] IT'S EXPECTED TO PLAY A CENTRAL ROLE IN ECONOMIC RECOVERY AND WHILE IT LOOKS LIKE
[01:55:44] THAT WON'T BE IN THE UPCOMING
[01:55:46] PACKAGE, WE DO EXPECT TO SEE INFRASTRUCTURE ADDRESSED IN SOME
[01:55:49] FUTURE PACKAGE AND WE'LL BE READY TO BRING
[01:55:52] FORWARD KEY PORT AND PARTNER PRIORITIES WHEN IT DOES. ENVIRONMENTAL RESILIENCE
[01:55:57] REFLECTS FEEDBACK FROM THE COMMISSION AS WELL AS A BELIEF IN OUR OPERATIONAL DIVISIONS
[01:56:02] THAT CLEAN ENERGY INFRASTRUCTURE AND THE INVESTMENTS THAT COME WITH IT CAN
[01:56:05] HELP SPUR ECONOMIC DEVELOPMENT AS
[01:56:07] WELL AS PROMOTING ENVIRONMENTAL SUSTAINABILITY. AND FINALLY SUPPORT
[01:56:10] FOR FISHING AND TOURISM INDUSTRIES
[01:56:13] CONFIRMS THAT THE PORT'S RECOVERY IS ONLY AS STRONG AS THE RECOVERY
[01:56:16] FOR OUR PARTNERS.
[01:56:20] LAUREN IF YOU'LL ADVANCE TO THE NEXT SLIDE, I CAN BRIEFLY DESCRIBE WHAT
[01:56:23] WE SEE AS NEXT STEPS. WE KNOW
[01:56:27] THAT, LIKE RYAN MENTIONED, CONGRESS MAY NOT COME IN UNTIL EARLY PART OF MAY. THE NEXT FEW

[01:56:35] WEEKS WILL BE IMPORTANT. CONTINUED OUTREACH IS KEY. IT'S AS SIMPLE
[01:56:39] IN CONCEPT AS IT IS ESSENTIAL IN PRACTICE.
[01:56:42] COVID-19 AND OUR REGIONAL AND INTERNATIONAL RESPONSE HAS TAUGHT US THAT CONDITIONS FACING
[01:56:48] US AND OUR PARTNERS CHANGE DAILY. HENCE THE NEEDS OF OUR OPERATING
[01:56:51] DIVISIONS AND THEIR PARTNERS
[01:56:53] CHANGE AS WELL. WE WILL BE CAREFUL TO ENSURE THAT WE KEEP TRACK OF
[01:56:56] THESE RELIEF EFFORTS AND BRINGING
[01:57:00] INFORMATION FROM THOSE CONVERSATIONS TO OUR FEDERAL PARTNERS. CONTINUED ADVOCACY
[01:57:06] AS I MENTIONED, FEDERAL PARTNERSHIPS. IT IS A DAILY EXERCISE AND I WANT
[01:57:08] TO GIVE A SHOUT OUT TO ERIC
[01:57:11] SHENFIELD OUR FEDERAL AFFAIRS MANAGER AND ACTING COMMISSION CHIEF OF STAFF RYAN MCFARLAND MY
[01:57:16] COLLEAGUE WHO'S ON HERE TODAY AND JEFF MARQUIS. THEY HAVE DEVELOPED
[01:57:19] CLOSE RELATIONSHIPS WITH KEY
[01:57:22] CONGRESSIONAL STAFF AND THOSE RELATIONSHIPS CULTIVATED IN QUIET
[01:57:25] TIMES PAYOFF IN THESE TRYING TIMES.
[01:57:28] ALSO THE COMMISSION'S WORK TO PARTNER IN DC AND PROVIDE TESTIMONY AND SHOW UP FOR GROUP
[01:57:35] TRIPS ALL HELP SOLIDIFY THOSE RELATIONSHIPS. SO WE WILL BE WORKING WITH PARTNERS
[01:57:42] LOCALLY AND WITH OUR FEDERAL PARTNERS TO MAKE SURE THAT THE PRIORITIES OUTLINED MAKE THEIR
[01:57:48] WAY INTO FUTURE PACKAGES. AND WITH THAT WE WILL
[01:57:50] CONCLUDE OUR PRESENTATION.
[01:57:51] WE ARE READY TO TAKE QUESTIONS
[01:57:54] FROM THE COMMISSION.
[01:58:02] COMMISSIONER STEINBREUCK YOU'LL NEED TO UNMUTE YOURSELF
[01:58:09] PLEASE UNMUTE THE COMMISSIONERS FOR QUESTIONS
[01:58:14] AND LET'S TAKE THEM ONE AT A TIME. ALL RIGHT SO WE WILL BEGIN WITH COMMISSIONER BOWMAN.
[01:58:20] I JUST HAVE A COUPLE OF QUESTIONS AND FIRST OF ALL I JUST WANT TO THANK YOU.
[01:58:23] THE MEMO IS TREMENDOUS.
[01:58:25] THERE'S A LOT GOING ON AND YOU ALL HAVE ADJUSTED REALLY WELL TO NEW INFORMATION
[01:58:28] COMING OUT DAILY AND I
[01:58:31] KNOW THERE'S A TON TO TRACK HAVING BEEN IN THAT POSITION BEFORE SO I
[01:58:34] JUST WANT TO COMPLIMENT YOU ALL.
[01:58:37] THE QUESTIONS I HAVE ACTUALLY IS SINCE YOU MENTIONED IN THE MEMO I HOPE YOU DON'T MIND
[01:58:42] ME ASKING BUT IT'S ACTUALLY ABOUT TRUCK DRAYAGE DRIVERS AND SO MAYBE THIS IS
[01:58:48] SOMETHING THAT RYAN MCFARLAND COULD TRY AND ANSWER GIVEN THAT HE'S OUR REPRESENTATIVE FOR THE
[01:58:54] NORTHWEST SEAPORT ALLIANCE BUT YOU MENTIONED ON PAGE 3 OF THE MEMO THAT THE CARES ACT
[01:59:01] UNDER SMALL BUSINESSES OFFERS SOME SORT OF RELIEF FOR DRAYAGE DRIVERS. CAN YOU
[01:59:05] ELABORATE A LITTLE BIT ON THAT?
[01:59:08] AND THEN THE SECOND THING WAS COULD YOU ELABORATE A LITTLE BIT
[01:59:11] ON WHAT YOU MIGHT BE
[01:59:14] DOING WITH AAPA TO LOOK FOR FUNDING FOR SEAPORTS MOVING FORWARD?
[01:59:18] SURE YOU BET DRAYAGE DRIVERS
[01:59:23] WAS A NEED THAT WE ACTUALLY DISCUSSED WITH YOU A FEW WEEKS AGO AND YOU HELPED US
[01:59:30] ANTICIPATE THAT NEED COMMISSIONER BOWMAN. BUT I THINK THE MAIN WAY
[01:59:34] THEY CAN RECEIVE RELIEF UNDER THE
[01:59:39] CARE ACT IS THROUGH THE SMALL BUSINESS LOANS AND THE FACT THAT
[01:59:45] SOLE PROPRIETORSHIPS
[01:59:51] ARE ELIGIBLE AND WE'VE HAD SOME CONVERSATIONS WITH THE DRAYAGE DRIVER COMMUNITY TOO
[01:59:59] BECAUSE YOU'RE NEVER REALLY SURE RIGHT UNTIL SOMEBODY APPLIES WITH A BANK
[02:00:06] AND IS ACCEPTED OR THEIR APPLICATION IS REJECTED SO WHAT WE TRY TO DO IS BASICALLY
[02:00:12] ESTABLISH SOME LINES OF COMMUNICATION AND JUST HEAR HOW THEY'RE DOING.
[02:00:18] WE'VE ALSO TRIED TO VALIDATE WITH AS MANY CONTACTS AS WE CAN THAT THEY ARE ELIGIBLE FOR
[02:00:23] THESE PROGRAMS AND WE'RE TOLD THEY ARE. SO I ACTUALLY WOULD LIKE TO I'LL
[02:00:26] COME BACK TO THE SEAPORT RELIEF
[02:00:30] QUESTION IN A SECOND BUT MAYBE TURN IT BACK TO DAVE YOU WANT TO FIELD THAT? BECAUSE IT'S
[02:00:37] REALLY AN OUTREACH QUESTION.
[02:00:40] RYAN THANK YOU. YOU GOT IT. RIGHT THE LOAN PROGRAMS MAY OFFER RESOURCE FOR OUR DRAYAGE
[02:00:46] TRUCK DRIVERS AND I'VE BEEN WORKING OR MY TEAM'S BEEN WORKING WITH BOTH
[02:00:49] MIC SCHULTZ AND SEAN EGAN TO GET
[02:00:52] THE WORD OUT ABOUT THE LOAN PROGRAMS. BUT NOW WE'RE WORKING ON ORGANIZING A SPECIAL WEBINAR
[02:00:58] EXCLUSIVELY FOR OUR GROUND TRANSPORTATION AND DRAYAGE TRUCK DRIVERS. THEY KIND OF GENERALLY
[02:01:03] FIT THAT INDEPENDENT CONTRACTOR MOLD AND SO WE DON'T HAVE A DATE SET BUT MUCH LIKE WE DID
[02:01:08] ONE FOR ATR LAST WEEK. THAT'S OUR
[02:01:10] NEXT OUTREACH EVENT. WE'RE WORKING ON.

[02:01:13] IF I MIGHT JUST ASK. I KNOW THAT RYAN'S FAMILIAR. WHEN WE DID
[02:01:16] THE CLEAN TRUCKS PROGRAM WITH THE
[02:01:19] NORTHWEST SEAPORT ALLIANCE THERE WAS A WOMAN I DON'T REMEMBER RECALL HER NAME OFF THE TOP OF
[02:01:24] MY HEAD, BUT WHO WAS OUR CONDUIT TO THE TRUCKING COMMUNITY AND SHE JUST DID AN EXCEPTIONAL JOB
[02:01:29] OF ORGANIZING. SO
[02:01:31] I ASSUME OR HOPE THAT YOU'RE WORKING WITH HER. I THINK SHE LITERALLY HAD THE EMAIL
[02:01:38] ADDRESSES FOR ALMOST 600 DRAYAGE DRIVERS OR WHATEVER OUR UNIVERSE IS BETWEEN
[02:01:41] THE TWO SEAPORTS. SO I URGE
[02:01:45] YOU REACH OUT ON THAT AND THEN RYAN AND WE CAN TALK ABOUT THIS AT THE NEXT NORTHWEST
[02:01:49] SEAPORT ALLIANCE MEETING, BUT I JUST WAS CURIOUS AS TO WHAT SORTS
[02:01:52] OF FUNDING YOU MIGHT BE LOOKING FOR
[02:01:55] IN CONJUNCTION WITH AAPA AND IF THERE'S SOMETHING SPECIFIC FOR THOSE PORTS THAT HAVE SEEN A
[02:02:00] CONSIDERABLE DROP IN CONTAINER VOLUMES.
[02:02:12] LOOKS LIKE RYAN FROZE BRIEFLY. I MIGHT JUST STALL FOR HIM FOR A SECOND TO SAY THAT WE HAVE
[02:02:20] BEEN WORKING WITH THE AAPA AND WITH OUR INTERNAL FINANCE FOLKS TO UNDERSTAND WHAT DIFFERENT
[02:02:29] DIRRECT ASSISTANCE MODELS MIGHT LOOK LIKE.
[02:02:32] THE NUANCE THAT I'LL SHARE HERE IS THAT WHILE MANY SEAPORTS ARE EXPERIENCING REDUCED CONTAINER
[02:02:37] VOLUME, IT'S MY OBSERVATION THAT WE ARE EXPERIENCING REDUCED CONTAINER VOLUME AND THE DROP IN
[02:02:43] CRUISE REVENUE SO WE'RE HOPING THAT AAPA CAN DEVELOP A FORMULA THAT ACCOUNTS FOR NOT JUST
[02:02:49] REDUCTIONS IN CONTAINER VOLUME WHEN CONSIDERING A LEVEL OF ASSISTANCE
[02:02:51] BUT ALSO FOR THOSE PORTS THAT HAVE
[02:02:54] BOTH CONTAINER BUSINESS AND CRUISE BUSINESS. SO
[02:02:58] WE WERE I BELIEVE ONE OF THE FIRST MEMBERS WHO HAVE THE CHANCE TO REVIEW A PROPOSED
[02:03:04] FORMULA AND WE RAN IT THROUGH OUR FINANCE FOLKS TO UNDERSTAND HOW MUCH THAT
[02:03:07] WOULD PROVIDE AS FAR AS A DIRECT
[02:03:09] PAYMENT. WE PROVIDED THAT FEEDBACK TO AAPA AND IT'S MY UNDERSTANDING
[02:03:12] THAT THEY'RE UNDERTAKING A SIMILAR OUTREACH PROCESS WITH OTHER MEMBER PORTS.
[02:03:15] THANK YOU ERIC.
[02:03:17] THAT'S REALLY HELPFUL.
[02:03:21] OKAY COMMISSIONER CALKINS.
[02:03:27] YEAH THANK YOU FOR THE PRESENTATION.
[02:03:31] THERE'S A COUPLE OF THEMES THAT I JUST WANTED TO HIGHLIGHT. ONE IS THAT THE SCALE OF THE
[02:03:40] CRISIS HAS FAR HAS DWARFED OUR ABILITY TO RESPOND TO IT AND I'M SPEAKING AT
[02:03:43] ALL LEVELS FROM FEDERAL, STATE ON DOWN TO LOCAL
[02:03:46] GOVERNMENTS LIKE US. AND SO
[02:03:51] WHILE THESE PROGRAMS ARE A GOOD FIRST STEP IT'S ABSOLUTELY ESSENTIAL THAT MORE COMES TO
[02:03:58] THE AID OF THESE SMALL BUSINESSES IN PARTICULAR.
[02:04:01] AND I'LL JUST-- A COUPLE OF ANECDOTES FROM MY OWN
[02:04:04] EXPERIENCE.
[02:04:07] I HAVE IN MY OTHER HAT BEEN WORKING WITH LOTS OF MICRO BUSINESSES IN
[02:04:11] THE SEATTLE AREA. AND I THINK I'VE
[02:04:16] BEEN PRIVY TO AT LEAST 40 DIFFERENT ENTREPRENEURS APPLYING FOR GRANTS OR LOANS AT
[02:04:24] THE FEDERAL LEVEL, THE STATE LEVEL DOWN, TO THE CITY LEVEL HERE IN THIS REGION AND
[02:04:31] YESTERDAY THE CITY ANNOUNCED ITS FIRST DISTRIBUTION OF GRANT DOLLARS.
[02:04:35] THEY ANNOUNCED 250 GRANTEEES OUT OF
[02:04:38] 9,000 APPLICATIONS AT THE STATE LEVEL THEN ANNOUNCED A GRANT PROGRAM FOR \$10,000 GRANTS
[02:04:46] ON MONDAY .BY TUESDAY KING COUNTY HAD SHUT DOWN ACCEPTING APPLICATIONS FROM KING COUNTY
[02:04:52] BUSINESSES. SO WE ARE SIMPLY IN UNPRECEDENTED TIMES RIGHT NOW AND WE NEED TO CONTINUE TO FIND
[02:05:02] WAYS TO SUPPORT THE SMALL BUSINESSES. SO EVERYTHING WE CAN DO NOT ONLY TO
[02:05:05] ASSIST THEM IN NAVIGATING ALL OF
[02:05:08] THESE LOAN AND GRANT APPLICATIONS THAT THEY'RE HAVING TO PUT IN BUT
[02:05:11] ALSO TO RECOGNIZE THAT THERE'S NOT
[02:05:13] SUFFICIENT FUNDS TO BE ABLE TO SUPPORT EVERYBODY AND FIGURING OUT OTHER MECHANISMS FOR RELIEF
[02:05:18] IS ABSOLUTELY ESSENTIAL. AND THEN THE OTHER THING IS
[02:05:22] TWO WEEKS AGO WHEN WE MET, WE SPENT A LOT OF TIME TALKING ABOUT DIFFERENT WAYS THAT
[02:05:28] VARIOUS STAKEHOLDERS NEED RELIEF I AM I JUST WANT TO SAY HOW GRATEFUL I AM FOR THE STAFF WORK
[02:05:33] THAT'S BEEN DONE IN THE LAST TWO WEEKS PARTICULARLY AROUND ISSUES RELATED
[02:05:37] TO WORKER NEEDS AND FINDING WAYS
[02:05:40] TO FIRST IDENTIFY THE SCOPE OF THE PROBLEM. IT'S FAIRLY EASY TO
[02:05:44] UNDERSTAND WHAT AIRLINES ARE BEING
[02:05:48] IMPACTED BY
[02:05:50] COVID AND THE ECONOMIC IMPLICATIONS THEREOF, IT'S A LOT HARDER TO FIGURE OUT WHAT WHICH
[02:05:56] INDIVIDUALS. WHETHER THEY WERE GIG WORKERS OR INDEPENDENT CONTRACTORS

[02:05:59] OR PART-TIME EMPLOYEES OR
[02:06:02] FULL-TIME EMPLOYEES WHO ARE LAID OFF
[02:06:05] AND WHAT THEIR NEEDS ARE AND IT'S MUCH MORE TIME INTENSIVE AND YET
[02:06:07] IT'S ABSOLUTELY ESSENTIAL THAT WE KEEP UP THAT
[02:06:10] WORK TO FOCUS ON THAT AND I TRULY APPRECIATE THAT. I'M ALSO REALLY INTRIGUED TO SEE THAT
[02:06:18] AT THE STATE LEVEL THE
[02:06:22] STATE GOVERNMENT INCLUDING THE ATTORNEY GENERAL HAS BEEN LOOKING AT AT EXPANDING POWERS
[02:06:28] FOR EVEN MUNICIPAL DISTRICTS LIKE PORTS TO BE ABLE TO DO ADDITIONAL
[02:06:32] RELIEF EFFORTS IN THESE EXTRAORDINARY
[02:06:35] TIMES. SO THANKS AGAIN FOR ALL THAT WORK.
[02:06:39] OKAY. COMMISSIONER CHO?
[02:06:46] JUST TWO QUESTIONS
[02:06:50] [INAUDIBLE]
[02:07:05] COMMISSIONER CHO
[02:07:10] YOU SEEM TO BE CUTTING OUT A BIT.
[02:07:28] I CAN HEAR YOU NOW. YOU CAN START OVER.
[02:07:33] A POINT OF CLARIFICATION. WHEN IT COMES TO THE FEDERAL AID,
[02:07:37] IS THE DIFFERENCE BETWEEN A GRANT AND A LOAN
[02:07:40] JUST THE FACT THAT YOU HAVE TO
[02:07:43] PAY BACK TO THE FEDERAL GOVERNMENT OR ARE THERE OTHER NUANCES?
[02:07:50] I'LL TRY AND ANSWER THAT COMMISSIONER CHO. BOTH OF THE NEW LOAN PROGRAMS HAVE WHAT I
[02:07:57] CALL GRANT PROVISIONS. PAYCHECK PROTECTION PROGRAM LOANS
[02:08:02] THAT FEATURE OKAY YOU GET A LOAN BUT YOU WON'T HAVE TO PAY BACK THE
[02:08:06] FUNDING USED ON PAYROLL COSTS SO
[02:08:10] THAT'S ONE PROVISION. BUT IN THE ECONOMIC INJURY DISASTER LOAN YOU CAN GET AN ADVANCE UP TO
[02:08:16] \$10,000 THAT REVERTS TO A GRANT. SO BOTH OF THEM HAVE SOME FEATURES OF GRANT RESOURCES
[02:08:23] IN THEM THAT WORK KIND OF DIFFERENTLY AND WITHIN EACH LOAN PROGRAM.
[02:08:31] THIS IS MORE OF A QUESTION FOR LANCE AND THE AVIATION SIDE. OF THE 10 BILLION DOLLARS IT SOUNDS
[02:08:37] LIKE THERE'S A PORTION THAT REALLY HAS NO RESTRICTIONS AS LONG AS IT'S USED FOR
[02:08:45] O&M, DEBT SERVICE OR POTENTIAL CAPITAL PROJECTS. DOES O&M UNDER THOSE PARAMETERS--
[02:08:53] EVEN THOUGH THERE ISN'T ANY MONEY ALLOCATED IN CARES SPECIFICALLY FOR ADR COULDN'T WE
[02:08:59] USE SOME OF THIS MONEY FOR ADR? WHEN YOU SAY USE IT FOR ADR AND
[02:09:02] WHEN YOU SAY USE IT FOR ADR, IN WHAT SENSE?
[02:09:05] I MEAN PROVIDING ANY FORM OF WELL I GUESS YOU WOULD STILL
[02:09:11] RUN INTO GIFT OF PUBLIC FUND ISSUES BUT.
[02:09:18] WHAT COULD WE USE IT TO PROVIDE TEMPORARY RELIEF TO ADR TENANTS?
[02:09:22] IN TERMS OF DEFERRAL
[02:09:26] OR IN TERMS OF ABATEMENT?
[02:09:28] WELL MY UNDERSTANDING IS WE CAN'T DO ABATEMENTS RIGHT? SO I GUESS IT
[02:09:31] WOULD BE DEFERRALS OR ANY OTHER
[02:09:33] CREATIVE WAYS WE MAY BE ABLE TO HELP ASSIST WITH OUR ADR TENANTS.
[02:09:40] WITH THE UPDATED AND I NEED TO GO BACK TO THE DETAILS OF IT. WITH THE UPDATED
[02:09:42] GUIDELINES THAT CAME OUT THE
[02:09:45] SECOND GUIDELINES THAT CAME OUT FROM THE FAA YOU ACTUALLY CAN DO ABATEMENTS. IT'S A LOCAL
[02:09:53] DECISION THAT YOU'LL HAVE TO MAKE TO DO ABATEMENTS.
[02:09:56] AND SO DOES THAT MEAN THAT
[02:10:01] THE MONEY FROM THE CARES ACT COULD POTENTIALLY ALSO BE USED FOR THAT?
[02:10:07] I DON'T KNOW IF WE COULD JUST GIVE THE ADRS MONEY. WE COULD
[02:10:12] DO ABATEMENTS IF WE SO CHOSE. IF WE CAN AFFORD IT. WE HAVEN'T RUN THAT TYPE OF ANALYSIS.
[02:10:19] COMMISSIONER, THIS IS STEVE METRUCK I'M GOING TO JUMP IN.
[02:10:24] THERE'S THE FAA SIDE THEN THERE'S THE WASHINGTON STATE LAW AS WELL. SO.
[02:10:30] LANCE'S TALKING ABOUT ONE SIDE BUT I GUESS WE'D HAVE TO GET THE LEGAL REVIEW
[02:10:32] OF THAT BEFORE WE UNDERTOOK
[02:10:34] ANYTHING.
[02:10:38] I JUST HEARD LANCE MAKE THE POINT THAT THERE WAS NO ADR SPECIFIC MONEY IN THE
[02:10:44] CARES ACT WHICH WAS DISAPPOINTING OBVIOUSLY BUT I WANT US TO EXPLORE
[02:10:47] IT AND MAKE SURE THAT WE'RE NOT.
[02:10:50] WE COULD POTENTIALLY USE THIS MONEY FOR ADR IF NOT IT'S NOT SANCTIONED FOR SOMETHING.
[02:10:55] THAT MIGHT BE AN OPTION.
[02:10:58] THINK INITIALLY THERE WAS TWO BILLION IN ONE OF THE PACKAGES FOR
[02:11:01] ARDS AND THEN IT WAS REMOVED BY THE TIME THAT PACKAGE WAS FINALIZED.
[02:11:07] I SEE. THANK YOU. THAT'S ALL THE QUESTIONS I HAD.
[02:11:16] COMMISSIONER FELLEMAN YOU SHOULD BE UNMUTED.

[02:11:21] THANK YOU. I WANTED TO
[02:11:25] JUST A REVIEW FOR A MOMENT THE VARIOUS THINGS THAT WE'VE DONE TO
[02:11:29] DEFER SOME OF THE EXPENSES AND
[02:11:32] THEN TO SEE ABOUT ONE OTHER COMPONENT. SO BEST I COULD TELL WE HAVE DEFERRED THE ENTRY FEES
[02:11:38] FOR THE GROUND TRANSPORTATION FOR TWO MONTHS. THAT WAS FOR THE CABS AND OTHERS.
[02:11:45] AND THEN WITH THE ADR WE HAVE A 2 MONTH RELIEF AND THEN A POTENTIAL FOR TWO ADDITIONAL
[02:11:53] MONTHS. AND THEN WITH THE MARINA I THINK WE JUST EXTENDED TWO
[02:11:57] MONTHS DEFERRAL FOR THEIR MOORAGE.
[02:12:02] AND THEN EDD WE JUST DID, WAS THAT A FOUR-MONTH DEFERRAL?
[02:12:08] IS THAT THE RIGHT SUMMARY OF THE
[02:12:13] RENT RELIEF THAT HAVE BEEN PROVIDED SO FAR?
[02:12:21] I THINK THE EDD WAS THE SAME AS THE OTHERS WAS. FOUR MONTHS WITH A REVIEW.
[02:12:29] WE WERE COLLECTING INFORMATION AT THE BEGINNING. THIS IS STEVE. THE EDD IS
[02:12:38] AND THE MARITIME LAND SIDE IS 4 MONTHS KEEPING WITH A 2 PLUS 2 AND THEN THE GROUND
[02:12:45] TRANSPORTATION I BELIEVE THAT WAS INITIALLY THREE BECAUSE THAT WAS BEFORE THE OTHER
[02:12:47] ACTIONS. WE'LL LOOK AT ALIGNMENTS AND FEEDBACK
[02:12:49] ON THOSE. AND THEN THE MOORAGE WAS
[02:12:54] TWO MONTHS
[02:12:56] OKAY SO THE EDD IS A 2 AND THEN REVIEW AGAIN IN 2?
[02:13:01] NO IT'S NOT. WE'RE COLLECTING INFORMATION UP FRONT FROM FROM THEM ON THEIR REQUIREMENTS.
[02:13:06] IT'S FOUR MONTHS UP FRONT. AND I THINK AT THIS POINT WE HAD LIKE 72 OF OUR
[02:13:13] 200 OR SO TENANTS HAVE SOUGHT SOME RELIEF. IS THAT CORRECT?
[02:13:18] I DON'T KNOW WHO IS UNMUTED. I DON'T KNOW THE COMPLETE NUMBERS RIGHT NOW.
[02:13:25] SO I HAVE UNMUTED DAVE MCFADDEN. ERIC FETCH SHOULD ALSO BE UNMUTED EITHER OF THOSE WOULD
[02:13:32] BE THE APPROPRIATE.
[02:13:35] I THINK THAT AS THE CONVENER OF MULTIPLE DIRECTORS ON THIS I
[02:13:37] THINK THE BEST BET IS TO TAKE YOUR QUESTIONS AND GET BACK TO YOU. I DON'T KNOW
[02:13:39] THE SPECIFIC NUMBER SO
[02:13:41] UNLESS ANYBODY HAS THE EXACT NUMBERS OF TENANTS WHO'VE REQUESTED RELIEF I DON'T HAVE
[02:13:45] THAT INFORMATION AT MY FINGERTIPS RIGHT NOW.
[02:13:47] I JUST WANT TO MAKE
[02:13:50] ONE CORRECTION. GT WAS NOT DEFERRED FOR THREE MONTHS. TAXES SPECIFICALLY BECAUSE THAT'S A
[02:13:56] DECISION THAT WAS MADE. THE REST OF THE GT WAS DEFERRED FOR TWO MONTHS. JUST WANT TO MAKE THAT
[02:14:02] CLARIFICATION.
[02:14:04] YOU'RE CORRECT LANCE. SORRY ABOUT THAT. AND THE MOORAGE WAS THREE MONTHS
[02:14:07] NOT TWO MONTHS.
[02:14:11] I THINK I RECALL READING THAT IT WAS
[02:14:17] ABOUT 73 OR 78 OF OUR 200
[02:14:21] A LAND-BASED TENANT WERE
[02:14:24] SEEKING RELIEF. SO ANYWAY, I'M POINTING OUT THE FACT THAT THERE'S A QUITE A BIT OF
[02:14:29] VARIATION IN THE MONTHS OF RELIEF WERE OFFERING AND THE ONE ADDITIONAL POINT OF
[02:14:37] VARIATION I WAS INQUIRING ABOUT WAS
[02:14:40] WITH REGARDS TO TENANTS THAT ARE NONPROFITS. I UNDERSTAND WE HAVE ABOUT 20 OF THOSE AND IT JUST
[02:14:47] STRIKES ME THAT IT'S A SOMEWHAT OF A DIFFERENT SPECIES OF BUSINESS THAT ARE
[02:14:51] IN THE NONPROFIT BUSINESS AND
[02:14:54] I WAS WONDERING WHETHER WE HAD GIVEN ANY THOUGHT TO PROVIDE A
[02:14:57] DIFFERENT LEVEL OF RELIEF FOR THEM?
[02:15:02] FRED THIS IS DAVID MCFADDEN.
[02:15:06] THE NONPROFITS AND SMALL BUSINESSES ARE BOTH PROTECTED BY THE CITY COUNCIL AND MAYORS'
[02:15:13] ORDERS. NON EVICTION AND THINGS LIKE THAT. SO WE ARE
[02:15:18] WORKING WITH BOTH CLASSES OF TENANTS. WE HAVE NOT DONE ANYTHING BEYOND JUST SUGGESTING
[02:15:26] DEFERRAL OF RENT FOR THOSE NONPROFIT TENANTS. BUT WHERE WE ARE
[02:15:28] RIGHT NOW IS WE HAVE JUST SENT
[02:15:31] CERTIFICATION REQUESTS TO ALL THE TENANTS SO THAT IF THEY HAVE
[02:15:34] AN IMPACT THEY FORMALLY ASK US FOR RELIEF
[02:15:37] AND CITE THOSE IMPACTS. SO WE'RE AT THE BEGINNING OF THE PROCESS. YOU ARE CORRECT. WE HAD
[02:15:43] ABOUT 70 INQUIRIES ABOUT RELIEF AND NOW THAT WE'VE SENT OUT MORE FORMAL PAPERS THAT ASK FOR
[02:15:50] DOCUMENTATION I THINK WE'RE PROBABLY WITH ABOUT 20 THAT WE HAVE RECEIVED BACK FORMAL
[02:15:54] REQUEST FOR RELIEF.
[02:15:57] THANK YOU AND SO PORT JOBS WOULD BE A TENANT THOUGH THAT'S ALSO A NON-PROFIT RIGHT?
[02:16:04] PORT JOBS IS A NON-PROFIT. I COUNTED THEM AS PART OF THE 20.
[02:16:07] YES. THEY ARE. THANK YOU.
[02:16:10] DO WE HAVE OTHER AIRPORT TENANTS THAT ARE NONPROFITS?

[02:16:16] I CAN'T ANSWER THAT. WE'LL HAVE TO GET BACK TO YOU WITH THAT ANSWER COMMISSIONER .
[02:16:21] PORT JOBS IS OBVIOUSLY AN IMPORTANT ONE TO THE AIRPORT AND I WOULD ASSUME
[02:16:23] MOST OF THE OTHER ONES WOULD BE ON
[02:16:26] THE EDD SIDE. BUT ANYWAY IT WOULD BE GOOD TO HAVE AT LEAST A RATIONALE AND THEN TO SEE IF
[02:16:33] INDEED THIS WOULD PROVIDE A
[02:16:36] DIFFERENT CATEGORY TO CONSIDER AS WELL. SO I KNOW WHAT I'VE HEARD
[02:16:39] FROM A COUPLE OF NONPROFITS SO FAR
[02:16:41] BUT I DON'T KNOW WHETHER IT'S A UBIQUITOUS CHALLENGE ANY MORE SO THAN FOR ANYBODY ELSE.
[02:16:50] OKAY I HAVE SOME QUESTIONS FOR LANCE AND THE FEDERAL FINANCIAL RELIEF FOR AIRLINES AS WELL AS
[02:16:59] THE COMMISSION AND PORT'S RESPONSE TO AIRLINE CARRIERS
[02:17:06] WHO ARE SEEING AS MUCH AS 80% DROP IN THEIR PASSENGER
[02:17:12] VOLUMES. THE MOTION THAT WE PASSED ONLY SAID THAT WE WOULD CONSIDER
[02:17:17] GATE FEE AND RENT DEFERRALS FOR ONE
[02:17:21] MONTH OR MORE
[02:17:23] AND EVALUATION OF FEDERAL RELIEF GRANTS AND LOANS TO
[02:17:30] FOR DEFERRALS. I THINK THE INTENT THERE WAS FOR A PENDING
[02:17:38] AIRLINES INCLUDING 25 BILLION FOR PASSENGER CARRIERS AND 25 IN GRANTS AND WITH LOTS OF
[02:17:46] STIPULATIONS AND RESTRICTIONS AND LOANS FOR PASSENGER CARRIERS.
[02:17:49] SO LANCE HAVE YOU UNDERTAKEN A
[02:17:52] REVIEW AT THIS TIME TO DETERMINE WHETHER OR NOT
[02:17:56] TO PROVIDE GATE FEE AND RENTAL RELIEF TO THE CARRIERS? AND IF NOT, WHEN?
[02:18:00] WE'RE STILL IN THAT PROCESS.
[02:18:04] OUR TARGET DATE IS THE 22ND OF APRIL .AS YOU CAN SEE WE TOOK IMMEDIATE ACTION TO
[02:18:12] PROVIDE RELIEF FOR THE AIRLINES IN TERMS OF ACCELERATING THE REVENUE SHARING
[02:18:20] AND DEFERRING INCREASE IN RATES TO THE AIRLINES. SO WE TOOK IMMEDIATE ACTION THAT WOULD AT
[02:18:25] LEAST GIVE THEM A MONTH. WE HAD A DEADLINE ESTABLISHED LAST FRIDAY FOR THE
[02:18:28] AIRLINES TO PROVIDE US INFORMATION
[02:18:31] WITH REGARDS TO ACTIONS YOU'RE GOING TO TAKE WITH REGARDS TO APPLYING FOR GRANTS AND LOANS
[02:18:37] BUT THERE ARE OTHER FACTORS THAT WERE TAKEN INTO CONSIDERATION TO MEET THIS DECISION. I'LL MAKE
[02:18:42] THIS RECOMMENDATION BY APRIL 22ND. ONE IS THE UPDATED FORECAST OF OUR UNEMPLOYMENT,
[02:18:49] THE OTHER ONE IS OUR REVISED CASH FLOW POSITION BASED ON THOSE
[02:18:51] INPLANEMENTS. ANOTHER ONE OF COURSE
[02:18:54] THE BIG ONE THAT WE'RE WAITING FOR IS INFORMATION WE GOT TODAY WHICH
[02:18:56] IS OUR SHARE OF THE 10 BILLION
[02:18:59] DOLLARS AND EXACTLY HOW WE CAN AND HOW WE WILL USE THAT. SO THOSE ARE ALL
[02:19:02] THE FACTORS THAT-- WE'RE TRYING
[02:19:05] TO GET OUR INFORMATION, WE'RE TRYING TO MAKE THE DECISION. SO WE'RE ON TARGET TO MAKE THAT
[02:19:09] RECOMMENDATION BY APRIL 22ND.
[02:19:11] YEAH SO THERE'S A LOT OF MOVING PARTS TO THIS IS WHAT YOU'RE SAYING.
[02:19:14] BASICALLY YOU WANT TO SEE THE TOTAL PICTURE BOTH THE RELIEF TO AIRPORT AS WELL AS THE
[02:19:22] APPROACH THAT'S BEING TAKEN BY THE CARRIERS WITH REGARD TO APPLYING FOR THESE LOANS
[02:19:28] AND GRANTS AND I THINK YOU SAID THAT THE FAR MAJORITY WERE WERE FOR LOANS AND NOT GRANTS IS THAT
[02:19:34] CORRECT?
[02:19:35] THE MAJORITY HAVE APPLIED FOR GRANTS I'VE NOT HEARD
[02:19:37] ANY THAT ARE TAKING ADVANTAGE--
[02:19:40] I'M SORRY I GOT THAT BACKWARDS AND THE GRANTS ACTUALLY BENEFIT THE EMPLOYEES.
[02:19:45] YES, THE GRANTS HAVE TO BE USED FOR PAYROLL PURPOSES.
[02:19:51] I'M SURE THERE'S A FAIR NUMBER OF LOCAL EMPLOYEES INVOLVED THERE AS WELL
[02:19:54] WITH REGARD TO THE CARRIER. SO
[02:19:58] THAT'S GOOD THERE IS THAT OPPORTUNITY THERE
[02:20:02] BUT JUST TO COME FULL CIRCLE,
[02:20:05] ON THIS. SO. THE
[02:20:08] EXPECTATION IS THAT WE'LL HAVE
[02:20:11] A CLARITY ON THE 22ND OF APRIL
[02:20:15] AFTER YOU'VE BEEN ABLE TO HAVE A FULLER ASSESSMENT IN TERMS OF DETERMINATION OF GATES AND RENT
[02:20:22] DEFERRALS SPECIFICALLY. AND I DON'T KNOW WHAT OTHER POTENTIAL FORMS OF
[02:20:26] RELIEF THERE MIGHT BE. YOU DID IT
[02:20:30] ADVANCE THE REVENUE SHARING.
[02:20:33] YOU DID PUT A
[02:20:36] HOLD ON ANY RATE INCREASES.
[02:20:39] THE FINAL THING HERE REALLY UNLESS
[02:20:46] THERE'S SOMETHING ELSE I DON'T KNOW IF YOU'RE CONSIDERING ANY OTHER TYPES OF RELIEF EFFORTS
[02:20:51] TO THE CARRIERS BUT THE REMAINING THING THEN IS REALLY THE RENT

[02:20:55] AND GATE FEE DEFERRALS.
[02:20:58] HOLDING FEES THEN AND RENT DEFERRAL. THAT'S THE NEXT THING WE'RE GOING TO BE LOOKING AT.
[02:21:03] ALL RIGHT THANK YOU. I THINK THAT ANSWERS IT FOR ME.
[02:21:10] COMMISSIONER BOWMAN. SORRY ONE MORE. AN AREA THAT WE HAVEN'T TOUCHED ON
[02:21:13] AT ALL SINCE WE BEGAN THE COVID CRISIS
[02:21:16] IS AIR CARGO. I DON'T NEED INFO RIGHT NOW BUT I'M HOPING THAT IN OUR NEXT COMMISSION MEETING
[02:21:22] WE COULD HAVE A DESCRIPTION OF WHAT'S HAPPENING WITH AIR CARGO.
[02:21:27] YEAH WE CAN PROVIDE THAT TO YOU COMMISSIONER. PROBABLY ONE OF THE FEW BRIGHT SPOTS WE HAVE.
[02:21:32] THANK YOU.
[02:21:35] ARE THERE ANY FURTHER QUESTIONS FROM COMMISSIONERS OR COMMENTS BEFORE WE CLOSE?
[02:21:42] LET'S GO THROUGH EACH COMMISSIONER AGAIN
[02:21:44] SO COMMISSIONER CALKINS?
[02:21:50] NO FURTHER COMMENTS RIGHT NOW.
[02:21:53] COMMISSIONER CHO?
[02:21:55] NO FURTHER COMMENTS.
[02:21:56] COMMISSIONER FELLEMAN?
[02:22:06] YEAH I ACTUALLY I GOT A CALL FROM TAYLOR SHELLFISH SAYING SINCE THEY
[02:22:09] DO MOST OF THEIR AIR CARGO THROUGH
[02:22:12] BELLY CARGO THAT THEY WERE HAVING A CHALLENGE GETTING THEIR SHELLFISH OVERSEAS.
[02:22:19] SO PURE CARGO I THINK IS THE ONE THAT'S DOING WELL RIGHT? IT'S THE BELLY CARGO THAT WOULD
[02:22:25] BE MORE OF A CHALLENGE. IS THAT NOT THE CASE?
[02:22:28] THAT WOULD BE MORE OF A CHALLENGE BUT IT PROBABLY ALSO PROVIDES AN
[02:22:30] OPPORTUNITY AS WELL.
[02:22:35] OKAY SO NOW THE ONLY OTHER. ANOTHER NONPROFIT AT THE
[02:22:38] AIRPORT WOULD BE THE USO. WOULD
[02:22:40] THEY BE SUBJECT TO THIS CHALLENGE OR WOULD THE FEDERAL GOVERNMENT HAVE A SPECIAL
[02:22:47] RELATIONSHIP WITH THEM?
[02:22:49] MY UNDERSTANDING IS THAT THE USO SHUT DOWN OPERATIONS SEVERAL WEEKS AGO
[02:22:51] HERE AT THE AIRPORT.
[02:22:56] WOW OKAY MAKES SENSE.
[02:23:02] OKAY I THINK WE ARE ABOUT READY TO WRAP UP. THAT WAS VERY INFORMATIVE.
[02:23:05] THANK YOU TO ALL OF OUR STAFF AND
[02:23:11] LEADERSHIP TEAM FOR PULLING THIS TOGETHER AND IT HELPS US DRILL DOWN AND
[02:23:14] UNDERSTAND THE BIGGER PICTURE HERE.
[02:23:17] AND I THINK IT'S IMPORTANT FOR PUBLIC AWARENESS AS WELL TO SEE WHAT WE'RE DOING, WHAT WE'RE
[02:23:24] RESPONDING TO, AND HOW WE PLAN TO PROVIDE SOME ADDITIONAL RELIEF POTENTIALLY THE FUTURE.
[02:23:34] THANK YOU ALL. AND I'D LIKE TO NOW ASK IF
[02:23:39] UNDER THE FINAL ITEM COMMITTEE REFERRALS ARE THERE ANY MORE COMMERCIAL COMMENTS?
[02:23:46] NOW'S YOUR OPPORTUNITY
[02:23:49] COMMISSIONER BOWMAN WE'LL START WITH YOU.
[02:23:52] NOPE NOTHING FURTHER. THANK YOU SO MUCH. COMMISSIONER CALKINS?
[02:23:58] NOTHING FURTHER
[02:24:00] COMMISSIONER CHO? NOTHING FURTHER. THANK YOU
[02:24:04] COMMISSIONER FELLEMAN.
[02:24:09] I WOULD JUST LIKE TO WISH YOU ALL A HAPPY 50TH ANNIVERSARY OF EARTH DAY
[02:24:13] AND REMEMBER THAT THE CLIMATE
[02:24:16] CRISIS WILL CONTINUE EVEN AFTER WE GET OVER THE COVID CRISIS AND THE
[02:24:20] HUMAN AND ECONOMIC IMPACTS ARE
[02:24:24] TOTALLY PREDICTABLE AND HOPE WE CONTINUE OUR EFFORTS TO DOUBLE DOWN ON THIS REGARD AND THANK
[02:24:30] YOU ALL FOR WHAT YOU'RE DOING TO THAT END.
[02:24:34] OKAY WITH THAT I THINK HEARING NO FURTHER COMMENTS WE ARE NOW ADJOURNED AT 2:29 P.M. THANK YOU
[02:24:41] ALL AND HAVE A GOOD EVENING.
[02:24:45] THANK YOU.

END OF TRANSCRIPT