

START OF TRANSCRIPT

[00:00:31] THIS IS COMMISSION PRESIDENT PETER STEINBRUECK CALLING TO ORDER THE SPECIAL SESSION OF
[00:00:37] APRIL 14TH 2020.
[00:00:38] THE TIME IS NOW 9:12.
[00:00:41] WE ARE MEETING REMOTELY TODAY VIA SKYPE TO COMPLY WITH THE GOVERNOR'S STAY-AT-HOME ORDER
[00:00:47] AND IN ACCORDANCE WITH PROCLAMATION 828. PRESENT WITH ME TODAY ARE
[00:00:54] I WILL ASK THAT WE DO A ROLL CALL OF ALL COMMISSIONERS TO ENSURE EVERYONE IS ONLINE.
[00:00:59] CLERK PLEASE CALL THE ROLL.
[00:01:10] GREAT.
[00:01:14] HERE.
[00:01:18] HERE.
[00:01:23] OKAY, THANK YOU.
[00:01:24] TODAY'S MEETING IS ORGANIZED A LITTLE DIFFERENTLY
[00:01:28] FROM OTHER MEETINGS.
[00:01:29] WE HAVE MADE SPECIAL ARRANGEMENTS TO PROVIDE FOR THE REMOTE PARTICIPATION
[00:01:35] FOR ALL OF OUR STAFF & COMMISSIONERS BECAUSE COMMISSIONERS ONLINE
[00:01:37] ARE NOT FULLY IN CONTROL OF SOUND AND TO BE EQUITABLE WILL ASK ALL THE COMMISSIONERS
[00:01:43] TO SPEAK IN TURN AND WAIT TO BE RECOGNIZED BEFORE SPEAKING AS MUCH AS POSSIBLE.
[00:01:47] WE BEGIN TODAY'S MEETING BY ACKNOWLEDGING THE INDIGENOUS PEOPLES OF THE DUWAMISH AND
[00:01:53] COASTAL SALISH WHO HAVE STEWARDED THESE BEAUTIFUL LANDS AND WATERS SINCE TIME
[00:01:58] THIS MEETING IS BEING DIGITALLY
[00:02:04] RECORDED AND MAY BE VIEWED OR HEARD AT ANY TIME ON THE PORT'S
[00:02:07] WEBSITE AND MAY BE BROADCAST BY KING COUNTY TELEVISION.
[00:02:11] ALTHOUGH IT MAY LOOK A LITTLE DIFFERENT. AND NOW I WILL LEAD THE PLEDGE OF ALLEGIANCE.
[00:02:19] I PLEDGE ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA AND TO THE REPUBLIC FOR WHICH IT
[00:02:24] STANDS ONE NATION UNDER GOD INDIVISIBLE WITH LIBERTY AND JUSTICE FOR ALL.
[00:02:32] DIRECTOR METRUCK?
[00:02:37] ARE WE NOT HEARING ANYONE
[00:02:38] HANG ON. LET ME ADD
[00:02:40] THERE WE GO.
[00:02:44] YEP.
[00:02:48] GOOD MORNING COMMISSIONERS. I'D LIKE TO BEGIN THIS MORNING
[00:02:49] STUDY SESSION WITH SOME THOUGHTS ABOUT WHERE WE ARE TODAY ON APRIL 14TH, 2020.
[00:02:57] WE ALL RECOGNIZE THAT THE COVID-19 PANDEMIC HAS TOUCHED NEARLY EVERY PART OF THE PORT OF
[00:03:02] SEATTLE, OUR COMMUNITY, THE REGION, AND THE STATE'S ECONOMY. THE IMPACTS ON PORT
[00:03:09] OPERATIONS HAS BEEN SEVERE AS IT HAS FOR ALL THE BUSINESSES THAT DEPEND UPON OUR MARITIME AND
[00:03:15] AVIATION ACTIVITIES. AS WE ALL STRUGGLE WITH THE DAILY REALITIES OF THE PANDEMIC ON OUR
[00:03:21] WORK AND PERSONAL LIVES.
[00:03:22] WE MUST LOOK FORWARD TO THE TIME WHEN THE PANDEMIC SUBSIDES AND THE PORT AND THE REGION
[00:03:28] END OF THE HEALTH
[00:03:33] EMERGENCY WILL JUST BE THE START ON THE LONG ROAD TO RECOVERY.
[00:03:37] WE CANNOT PREDICT THE FUTURE SHAPE OF OUR ECONOMY.
[00:03:40] THERE WILL BE SOME CHANGES FOR SURE. SOME BUSINESSES MAY REBOUND QUICKLY.
[00:03:45] SOME INDUSTRIES MAY COME BACK ON A LONGER TIME TABLE.
[00:03:49] SOME BUSINESSES WILL BE CHANGED FOR YEARS TO COME.
[00:03:52] UNFORTUNATELY ALSO,
[00:03:53] SOME BUSINESSES SIMPLY WILL NOT RETURN.
[00:03:58] WITHIN OUR REGION,
[00:03:59] THE PORT IS UNIQUELY POSITIONED TO ASSIST IN THE REGION'S ECONOMIC RECOVERY.
[00:04:02] IN FACT WITH THE COMMISSIONERS' PRINCIPLES AND PRIORITIES.
[00:04:06] WE HAVE THE DIRECTION, AS WELL
[00:04:07] AS A MAJOR RESPONSIBILITY AND THE OPPORTUNITY TO MOBILIZE THE PORT'S RESOURCES AND EXPERTISE
[00:04:14] AS PART OF A LARGER REGIONAL EFFORT TO RESTORE OUR ECONOMY.
[00:04:17] THE COMMISSION HAS ALREADY TAKEN SOME EARLY STEPS WITH THE RELIEF MEASURES FOR THE TENANTS
[00:04:23] OF THE AIRPORT MARITIME AND ECONOMIC DEVELOPMENT PROPERTIES.
[00:04:27] WE HAVE UNIQUE CAPABILITIES AS THE OPERATOR OF THE AVIATION AND MARITIME GATEWAYS TO GET
[00:04:32] BUSINESS GOING AGAIN IN TRADE TRANSPORTATION AND TOURISM. IN ADDITION,
[00:04:36] OUR CAPITAL INVESTMENTS AND PROGRAMS WILL BUILD OUR FUTURE AND PROVIDE MANY OPPORTUNITIES.
[00:04:40] ALL THESE ROLES ARE CRITICAL TO GETTING PEOPLE WORKING AGAIN.
[00:04:46] WE LOOK TO THE COMMISSION FOR GUIDANCE ON LONGER-TERM ECONOMIC RECOVERY EFFORTS.
[00:04:49] WE WILL DISCUSS OUR INITIAL THINKING AND OUTLINE FOR RECOVERY PLAN AT THE APRIL 28
[00:04:55] COMMISSION MEETING. WE LOOK FORWARD TO YOUR GUIDANCE AND FEEDBACK.

[00:05:00] AS I MENTIONED THE PANDEMIC HAS TOUCHED ALL OUR WORK AND THAT INCLUDES OUR CAPITAL
[00:05:04] PROJECTS AND PROGRAMS.
[00:05:05] IT HAS NECESSITATED THAT WE REVIEW HOW WE ARE CARRYING OUT OUR CURRENT PROJECTS
[00:05:11] NEED TO MAKE CHANGES TO THE PLANS FOR THESE PROJECTS IN THE
[00:05:17] FUTURE THAT THE COMMISSION HAS APPROVED IN LAST YEAR'S BUDGET PROCESS. TODAY WE'LL PRESENT AN
[00:05:22] OVERVIEW OF THE PORT OF SEATTLE'S ACTIVE CONSTRUCTION PROJECTS, AND I LOOK FORWARD AT THE CAPITAL
[00:05:27] INVESTMENT PLAN FOR THE REST OF THE YEAR 2020 IN LIGHT OF THE CHANGES THAT THE PANDEMIC HAS
[00:05:32] PLACED ON THE PORT AT THOSE PROJECTS.
[00:05:35] IN CARRYING OUT OUR ANALYSIS AND REVIEW, WE'VE HAD TO BALANCE RESOURCING THESE PRIORITY
[00:05:42] PROJECTS AGAINST OTHER DRIVERS OF THE BUDGET INCLUDING REVISED FORECASTED REVENUES WITH LITTLE
[00:05:46] INFORMATION THAT WE HAVE RIGHT NOW, EXPENSES, CASH FLOWS, THE RELIEF MEASURES AND SOURCES
[00:05:52] AND FUNDING FOR THE REST OF THE YEAR IN 2021.
[00:05:56] WE SEEK YOUR INPUT AND GUIDANCE ON OUR PROPOSALS FOR MOVING AHEAD WITH THESE PROJECTS.
[00:06:01] IN ADDITION THE NEW REALITY OF A COVID-19 WORLD MEANS THAT VERY LIKELY THERE WILL BE IMPACTS ON
[00:06:07] COST AND SCHEDULE PROJECTS.
[00:06:08] THERE WAS SOME UNCERTAINTY ABOUT THESE IMPACTS AND WE ARE WORKING TO UNDERSTAND
[00:06:14] MAGNITUDE. WE'LL HAVE TO BE FLEXIBLE AND CREATIVE TO MOVE FORWARD DESPITE
[00:06:19] I BELIEVE IT IS IMPORTANT THAT WE MOVE FORWARD WHERE WE CAN TO ENSURE THAT OUR CRITICAL AND
[00:06:24] ESSENTIAL PROJECTS IN AVIATION, MARITIME, AND ECONOMIC DEVELOPMENT ARE COMPLETED.
[00:06:30] THIS MORNING YOU WILL FIRST BE BRIEFED ON THE ACTIVE AVIATION AND MARITIME AND ECONOMIC
[00:06:31] DEVELOPMENT DIVISION PROJECTS NOW UNDERWAY. TOGETHER, THEY REPRESENT
[00:06:38] PROJECTS TOTALING MORE THAN \$1 BILLION. THEY COVER THE RANGE OF ESSENTIAL AIRPORT IMPROVEMENT
[00:06:42] EFFORTS TO UPGRADE EXISTING OPERATIONS SUCH AS ADVANCING THE NORTH SATELLITE IN INTERNATIONAL
[00:06:48] ARRIVALS FACILITY PROJECTS, BUILDING ADDITIONAL GATES AS WELL AS RESTROOMS AND IMPROVE
[00:06:54] THE AIRFIELD. FOR THE MARITIME DIVISION WE CONTINUE TO WORK ON
[00:06:56] THE SHOSHALL BAY MARINA CUSTOMER FACILITIES, THE TERMINAL 117 HABBITAT RESTORATION,
[00:07:04] T-46 DOCK REHABILITATION AND THE T5 BIRTH MODERNIZATION.
[00:07:11] ONE PROJECT THAT WE ARE RECOMMENDING FOR DEFERRAL IS THE NEW TERMINAL 46 CRUISE
[00:07:16] FACILITY. AS YOU KNOW, THE CRUISE INDUSTRY IS ESPECIALLY HARD HIT BY THE PANDEMIC AND THE
[00:07:22] ACTIONS HAVE CANCELED AND POSTPONED OPERATIONS AROUND THE WORLD. HERE IN SEATTLE,
[00:07:25] WE CANNOT PREDICT WHEN THE ALASKA HOME PORT CRUISE SEASON MIGHT START THIS YEAR.
[00:07:31] THE CRUISE BUSINESS IS IMPORTANT TO FUNDING THE MARITIME DIVISIONS OPERATIONS
[00:07:35] VITAL TO OUR REGION'S TOURISM INDUSTRY.
[00:07:38] WE WANT TO SEE CRUISE RETURN.
[00:07:42] HOWEVER GIVEN THE CURRENT UNCERTAINTY, IT IS ONLY PRUDENT
[00:07:43] TO TAKE A PAUSE IN THE PLANNING FOR THE NEW FACILITY AND SELECTION OF A POTENTIAL PARTNER
[00:07:48] WE WILL REVISIT THE PROJECT LATER THIS YEAR
[00:07:50] AS PART OF OUR BUDGET PROCESS CONSIDERING THE HEALTH EMERGENCY AND THE STATUS OF THE INDUSTRY.
[00:07:55] MORE DISCUSSION ON THAT WHEN WE TAKE UP THE MARITIME DIVISION PROJECTS. THE NEXT
[00:08:00] SECTION WILL COVER CAPITAL PROJECTS IN THE PIPELINE FOR 2020 AND 2021. THESE REFLECT THE
[00:08:06] COMMISSION PRIORITIES TO GEAR PROJECTS TOWARDS THOSE MOST IMPACTFUL ON ECONOMIC RECOVERY.
[00:08:12] ENVIRONMENTAL PROTECTION AND COMMUNITY NEEDS. REVISIONS TO THE FULL FIVE-YEAR PLAN WILL BE
[00:08:18] DISCUSSED LATER THIS YEAR DURING OUR BUDGET REVIEW. BECAUSE OPERATIONS AND ACTIVITY
[00:08:23] OPPORTUNITIES TO SOME PROJECTS THAT WE'LL HEAR MORE ABOUT IN THE PRESENTATION
[00:08:28] ON AVIATION. BEFORE I START,
[00:08:30] I'D LIKE TO BE CLEAR ABOUT MY PRIORITIES TO ENSURE THE HEALTH AND SAFETY OF ALL WORKERS BOTH
[00:08:36] PORT EMPLOYEES AND CONTRACTORS. I WOULD NOT BE RECOMMENDING THESE PROJECTS MOVE FORWARD
[00:08:41] UNLESS WE CAN DO ALL THAT WE CAN TO ENSURE THE SAFETY OF ALL WORKERS FROM COVID-19.
[00:08:46] AND IN FACT ALL HAZARDS. OUR CHIEF OPERATING OFFICER DAVE SWANKY AND OUR CONSTRUCTION
[00:08:53] DEVELOPED SEVERAL INITIATIVES AND ENHANCEMENTS THAT WE ARE PROPOSING TO CONTRACTORS AND OUR
[00:08:57] LABOR PARTNERS TO GO WELL BEYOND REGULATORY REQUIREMENTS AND GUIDANCE.
[00:09:02] WE TOOK A SHORT PAUSE IN THESE PROJECTS LAST WEEK TO GET SITE-SPECIFIC SAFETY PLANS FROM
[00:09:08] CONTRACTORS AND NOW THEY ARE ALL BACK AT WORK. EVEN THOUGH
[00:09:10] JOB SITE SAFETY IS THE CONTRACTUAL OBLIGATION OF PRIME CONTRACTORS.
[00:09:15] WE ARE VIEWING EACH OF THE COVID-19 SAFETY PLANS AGAINST A STANDARD PLAN OF BEST PRACTICES
[00:09:23] AND THEN WE WILL MONITOR THEIR ADHERENCE TO THE PLAN.
[00:09:26] THIS IS VERY IMPORTANT AND I'M GOING TO ASK DAVE TO REPORT ON THE EFFORTS WE ARE MAKING
[00:09:30] AND PARTNERSHIP OF CONTRACTORS AND LABOR TO KEEP WORKERS SAFE ON THE JOB.
[00:09:35] SO DAVE IF YOU COULD TALK ABOUT THE SAFETY ENHANCEMENTS.
[00:09:43] DAVE, I BELIEVE I HIT UN MUTE.
[00:09:46] SO YOU SHOULD HAVE GOTTEN A PROMPT TO UNMUTE YOURSELF.
[00:09:50] LET ME KNOW IF THAT DID NOT HAPPEN.
[00:09:56] WE CAN. GREAT.

[00:09:59] THANK YOU.
[00:10:00] GOOD MORNING.
[00:10:03] I'D LIKE TO EXPLAIN HOW WE'VE GONE ABOUT THE SAFETY PLANNING FOR THE CONSTRUCTION PROJECTS.
[00:10:11] IN GENERAL I WILL FIRST IDENTIFY THE ACTIONS WE
[00:10:15] FIRST TOOK, HOW WE SET A BASELINE FOR EVALUATING CONTRACTORS' COVID SAFETY
[00:10:23] PLANS AND THEN THE RELATIVE VERSIONS THAT WE'VE GONE THROUGH NOW.
[00:10:28] LET ME START WITH A CHRONOLOGY
[00:10:31] ON MARCH 23RD.
[00:10:32] THE GOVERNOR'S DIRECTION ARRIVED
[00:10:35] THAT AVIATION, MARITIME, KEY INFRASTRUCTURE WORK WOULD BE CONSIDERED ESSENTIAL. THE
[00:10:44] PORT ISSUED LETTERS TO EVERY CONTRACTOR THAT WE HAVE. THOSE WENT TO ABOUT 20 CONTRACTORS.
[00:10:50] WE ASKED FOR THEIR SAFETY PLAN AND IN PARTICULAR WE'D LIKE TO SEE THE COVID-19 SAFETY
[00:11:00] PLANNING. WE RECEIVED THAT A FEW DAYS LATER. BUT THE DAY
[00:11:04] AFTER WE SENT OUT OUR LETTER TO CONTRACTORS, THE GOVERNORS'
[00:11:10] STAY HOME STAY HEALTHY DIRECTIVE WENT INTO PLACE.
[00:11:16] DURING THAT WEEK, OUR SAFETY TEAMS AND CONSTRUCTION TEAMS GOT TOGETHER WITH INDUSTRIAL
[00:11:23] HYGIENISTS. THEY IDENTIFIED ALL THE RELEVANT PUBLIC HEALTH AGENCY GUIDELINES, AND THERE
[00:11:32] ARE THREE PAGES OF THESE GUIDELINES.
[00:11:33] IT GOES FROM OSHA, CDC,
[00:11:36] THE AGC (ASSOCIATED GENERAL CONTRACTORS), NORTH AMERICA BUILDING TRADES. WE CONSIDERED
[00:11:45] WASHINGTON STATE DEPARTMENT OF LABOR AND INDUSTRIES, WORLD HEALTH ORGANIZATION,
[00:11:50] EPA, US EQUAL OPPORTUNITY COMMISSION AND PUBLIC HEALTH IN KING COUNTY.
[00:12:00] AFTER REVIEWING ALL OF THOSE
[00:12:03] THE VARIOUS TEAMS IDENTIFIED A BASELINE OF WHAT WE BELIEVED BASED ON THOSE GUIDANCES WOULD
[00:12:11] BE THE BASE NECESSARY FOR EVERY CONTRACTORS' COVID SAFETY PLAN.
[00:12:14] WE CREATED DOCUMENTS ABOUT THAT AND BEGIN ON THE FOLLOWING WEEKEND IDENTIFYING THE PROCESS
[00:12:24] BY WHICH WE WOULD EVALUATE EVERY CONTRACTOR SAFETY PLAN.
[00:12:28] AFTER THAT WE RECEIVED IN A TIMELY FASHION FROM ALMOST EVERY CONTRACTOR THEIR HEALTH
[00:12:35] AND SAFETY PLAN RELATED TO COVID.
[00:12:36] OF COURSE. WE ALREADY
[00:12:37] HAD A SAFETY PLAN FOR CONSTRUCTION ACTIVITIES IN PLAY. MOST OF THESE PLANS THAT WE
[00:12:44] RECEIVED WERE THE CORPORATE
[00:12:45] EFFORTS COMING TOGETHER AS FAST AS THEY COULD. WE REVIEWED THOSE CORPORATE SAFETY PLANS,
[00:12:54] PROVIDED GUIDANCE, LOOKED AGAINST OUR BASELINE, SAW WHAT GOOD IDEAS WERE IN SOME PLANS,
[00:13:02] WHAT IDEAS WERE IN OTHER PLANS. OUR CONSTRUCTION MANAGEMENT TEAMS WENT OUT, MET WITH EVERY
[00:13:08] CONTRACTOR, GAVE THEM OUR
[00:13:10] REVIEW, AND SAID HERE ARE SOME OTHER ENHANCEMENTS OTHER CONTRACTORS HAVE
[00:13:18] THOUGHT ABOUT. WE REALLY BELIEVE THAT SHARING EVERYTHING, ALL THE BEST IDEAS FROM ALL CONTRACTORS,
[00:13:24] WITH ALL CONTRACTORS IS A GOOD THING BECAUSE WE'RE ALL IN THIS TOGETHER. WE THEN ASKED
[00:13:27] THE CONTRACTORS TO PROVIDE A REVISION OR AMENDMENT TO THEIR SAFETY PLANS BASED ON OUR
[00:13:36] COMMENTS. WE HAVE RECEIVED SEVERAL OF THOSE AMENDMENTS.
[00:13:39] PROBABLY MOST OF THEM. AND WE ARE REVIEWING THEM NOW.
[00:13:45] I WANT TO NOTE THAT AFTER THAT, ONLY SEVEN DAYS AGO, THE WASHINGTON STATE DIVISION OF
[00:13:53] HEALTH AND SAFETY LABOR AND INDUSTRIES, WHICH HAS A STRONG GOVERNANCE OVER
[00:14:00] CONSTRUCTION IN WASHINGTON STATE ISSUED ADDITIONAL NEW GUIDANCE AND WE'VE BEEN
[00:14:01] SEEING GREAT SUGGESTIONS OF GUIDANCE FROM MANY OTHER LOCALES, SAN FRANCISCO,
[00:14:09] PORT OF LA, ETC. WE'VE TAKEN
[00:14:12] ALL OF THAT AND WE HAVE REVIEWED THE AMENDMENTS THAT HAVE COME IN AND WE ARE NOW IN VERSION 2. WE
[00:14:20] REALLY EXPECT THAT MORE GUIDANCE WILL COME IN AND WE MAY BE INTO VERSION 3 AND 4 OF
[00:14:26] THESE SAFETY PLANS AS THE GUIDANCES KEEP EVOLVING, AS MORE SCIENCE HAS LEARNED.
[00:14:34] I WANT YOU TO KNOW THAT WE ARE NOW IN THE NEXT VERSION CONSIDERING WHAT I MENTIONED
[00:14:40] ABOUT THE DEPARTMENT OF SAFETY AND HEALTH FROM THE STATE OF WASHINGTON.
[00:14:44] NOW, I WANT TO ALSO LET YOU KNOW THAT THAT WASN'T ENOUGH DIRECTOR METRUCK SAID
[00:14:48] THAT WE SHOULD HAVE AN ENHANCED SAFETY PLAN.
[00:14:51] SO WHAT WE HAVE DONE IS WE'VE IDENTIFIED MANY POSSIBLE ENHANCEMENTS OF WHAT WE COULD DO
[00:14:59] IN TERMS OF DISTANCING IDEAS.
[00:15:02] IN TERMS OF HEALTH MONITORING IDEAS, IN TERMS OF CLEANING ENHANCEMENTS AT OUR CONSTRUCTION
[00:15:10] SITES IN TERMS OF EDUCATION AND TRAINING FOR THE AWARENESS OF EVERY PERSON THAT EVER ENTERS
[00:15:19] ONTO A CONSTRUCTION SITE.
[00:15:22] WE HAVE TAKEN A STEP FORWARD TOWARDS SAFETY.
[00:15:26] WE HAVE ISSUED OUR
[00:15:29] POSITION ABOUT THE IMPORTANCE OF SAFETY AND WE HAVE SUGGESTED CERTAIN ENHANCEMENTS.
[00:15:34] WE HAVE SUGGESTED THAT WE WILL BE WILLING TO PAY FOR CONTRACTORS TO HELP STAGGER THEIR SHIFTS THAT

[00:15:45] THEIR SHIFTS THAT WILL ENABLE
[00:15:46] FEWER WORKERS TO BE ON THE SITE AT THE BEGINNING OF THE DAY/ END OF DAY. THAT WILL ENABLE
[00:15:52] THAT WORKERS WHO ARE COMING TO THE SITE DON'T AGGREGATE AS HEAVILY AS THEY
[00:15:59] COME INTO THE CONSTRUCTION GATES.
[00:16:00] ANOTHER THING THAT WE'VE OFFERED TO PROVIDE FINANCIAL ASSISTANCE FOR IS A FULL-TIME
[00:16:09] THE IDEA IS THAT IF EVERY ONE OF OUR PROJECTS HAS THAT KIND OF A SUPERVISOR THAT THE
[00:16:17] WORKERS ON SITE WILL KNOW IT AND THERE WILL BE A SPECIFIC PERSON WHO'S PAYING ONLY
[00:16:25] ATTENTION TOWARD COVID.
[00:16:26] WHAT'S NEW,
[00:16:29] HOW CAN THEY IMPROVE THE SAFETY OF EVERYONE
[00:16:31] ON THE SITE. THE KIND OF THINGS THAT PERSON WOULD DO WOULD BE TO BE IDENTIFYING IF WORKERS
[00:16:39] ARE EVER SICK AND GETTING THE WORD OUT IF A WORKER EVER TESTED POSITIVE, WHERE THEY WORKING,
[00:16:45] HOW COULD THEY SPEED DISINFECTION OF THOSE AREAS IMMEDIATELY AND HOW COULD THEY
[00:16:51] IMMEDIATELY INFORM THE REST OF THE WORKFORCE? IN ADDITION,
[00:16:55] IF THE WORKERS ARE AWARE THAT THERE'S SOMEONE WHO WAS PROVIDING FULL TIME SAFETY
[00:17:02] ASSURANCE FOR COVID, THAT'LL ALSO FILTER DOWN INTO THE JOB SITE AND SUBCONTRACTORS
[00:17:11] AND SUPPLIERS' ACTIVITIES. ANOTHER THING
[00:17:13] THAT THE PORT HAS WEIGHED INTO THAT WE BELIEVE IS IMPORTANT IS SOMETHING AS SIMPLE
[00:17:19] AS HAND-WASHING STATIONS.
[00:17:20] NOT EVERY CONSTRUCTION SITE HAS THEM BUT MANY LOCAL ENTITIES ARE
[00:17:25] NOW MANUFACTURING RIGHT HERE IN OUR AREA MOBILE HAND-WASHING STATIONS WITH RUNNING WATER.
[00:17:32] SO WE HAVE TOLD OUR CONTRACTORS WE WILL PARTICIPATE IN COST
[00:17:35] SHARING OF THAT. ANOTHER ISSUE THAT IS ENHANCED THAT WE OFFER
[00:17:43] IS HAND TOOLS.
[00:17:45] WE UNDERSTOOD FROM CERTAIN CONSTRUCTION SITES AND VARIOUS OTHER AGENCIES THAT THE RISK OF
[00:17:50] TRANSMITTING COVID FROM A TOOL FROM ONE WORKER TO ANOTHER WHEN WORKERS ARE RELATIVELY NEARBY OR
[00:17:57] USING THE SAME TOOL SETS.
[00:17:58] WE BELIEVE THAT DISINFECTING.
[00:18:00] THE TOOLS IS VERY IMPORTANT.
[00:18:02] THAT'S A JOB OF THE SAFETY SUPERVISOR FOR COVID. BUT ALSO
[00:18:05] WE'RE WILLING TO PAY FOR MORE TOOLS TO ENSURE AN ENHANCED WORKER SAFETY ON THE JOB.
[00:18:12] WE REALIZE THAT WE'RE ALL IN THIS TOGETHER. WE REALIZE
[00:18:15] THAT NOT ALL OF THESE COSTS SHOULD BE BORNE BY THE CONTRACTORS FULLY.
[00:18:22] AND SO WE'RE WILLING TO LEAN FORWARD FOR SAFETY.
[00:18:27] LET ME GIVE YOU SOME SENSES OF WHAT OUR CONTRACTORS ARE DOING ON SITES NOW.
[00:18:34] STAGGERING THE START OF WORK, STAGGERING BREAKS AND LUNCH PERIODS.
[00:18:40] ENCOURAGING SOME WORKERS ON CERTAIN SITES WHERE IT'S SITE SPECIFIC THAT THEY CAN BRING
[00:18:48] THEY CAN TAKE THEIR BREAKS AND LUNCHES IN THEIR VEHICLES.
[00:18:54] WE'RE SPREADING OUT WORK ZONES.
[00:18:55] WE'RE SEEING CONTRACTORS LIMITING SIZE OF WORK GROUPS.
[00:19:01] WE'RE SEEING THAT THE NUMBER OF BUS PASSENGERS FOR EXAMPLE, IN ONE PROJECT,
[00:19:07] WE BUS WORKERS FROM A REMOTE PARKING LOT INTO THE SITE.
[00:19:11] THOSE BUSES CAN CARRY 50 TO 56 PASSENGERS AND SINCE DISTANCING,
[00:19:16] THERE'S ONLY EIGHT OR NINE PEOPLE ON EACH BUS.
[00:19:21] WE'RE SEEING CONTRACTORS ESTABLISHING ONE WAY STAIRWAYS AND WALKING ROUTES THROUGH
[00:19:27] CONSTRUCTION SITES TO MINIMIZE THE PASSAGE AND TO ENHANCE DISTANCING. WE'RE ALSO
[00:19:31] SEEING A LOT OF SIGNAGE THAT LIMITS THE NUMBER OF PEOPLE IN HOISTS AND ELEVATORS AND MOST
[00:19:40] RECENTLY. I THINK I HEARD THAT DELIVERY DRIVERS COMING TO SITES NOW ARE STAYING IN THEIR
[00:19:45] VEHICLES SO THAT THEY DON'T GET CLOSE TO THE PEOPLE WHO WERE UNLOADING VEHICLES.
[00:19:50] REQUIRING CLOTH FACE COVERINGS,
[00:19:54] LIMITING THE EXCHANGE OF PAPER DOCUMENTS, SOME CONTRACTORS
[00:19:58] ARE CONSIDERING TEMPERATURE CHECKS AND YOU'LL SEE THE PORT OF SEATTLE WEIGH-IN THIS WEEK
[00:20:03] ON OUR BEST PRACTICE ON TEMPERATURE CHECKS AND THAT WILL BE A FOLLOWING FROM THE
[00:20:12] LATEST STATE OF WASHINGTON HEALTH AND SAFETY GUIDANCES.
[00:20:15] THERE'S ADDITIONAL HAND-WASHING, PROFESSIONAL CLEANERS, SANITIZING AND DISINFECTING
[00:20:22] OF SHARED WORK AREAS.
[00:20:24] AND THE INCREASING CLEANING OF PORTABLE TOILETS.
[00:20:29] THERE ARE MANY OTHER THINGS I COULD LIST BUT THAT GIVES YOU A SENSE FOR THE TYPE OF THINGS
[00:20:34] I JUST WANT TO, IN SUMMARY, SAY OUR PROJECTS
[00:20:38] ARE SITE SPECIFIC AND SO OUR CONTRACTORS ARE RESPONSIBLE AND WE ARE CHECKING THEM,
[00:20:45] MONITORING THEM, HELPING THEM WHERE WE CAN. THEY ARE MOST NIMBLE AND ABLE TO UNDERSTAND
[00:20:53] THEIR SITE AND THEIR OWN WORK FREQUENCY AND SEQUENCES ARE THE RIGHT ONES TO BE DOING IT.
[00:20:57] BUT AGAIN, THE PORT'S LEANING IN AND I'LL SAY THANKS TO ALL THE SAFETY PEOPLE,

[00:21:05] OUR LABOR PARTNERS WHO PROVIDED GREAT GUIDANCE, CONNECTIVITY WITH THE AGC
[00:21:13] ASSOCIATED GENERAL CONTRACTOR'S AND OTHER MASTER BUILDER TRADES ETC.
[00:21:17] IT TAKES A TEAM AND ALL THE DESIGNERS AND EVERYBODY. WE'RE ALL LEANING FORWARD
[00:21:23] AND YOUR PORT IS LEANING FORWARD TO THANK YOU.
[00:21:26] DAVE. THANKS VERY MUCH FOR THAT VERY DETAILED
[00:21:29] REPORT ON EFFORTS TO ENSURE HEALTH AND SAFETY ON SITE. IT'S ABSOLUTELY
[00:21:36] CRITICAL THAT WE HAVE CONFIDENCE IN THESE PROCEDURES AND PRACTICES THAT AS YOU'VE POINTED
[00:21:44] OUT ARE CONTINUING TO EVOLVE BUT IT'S ABSOLUTELY ESSENTIAL THAT THE WORKERS THE
[00:21:50] CONTRACTORS AND ALL INVOLVED MAINTAIN THIS LEVEL OF EFFORT AND VIGILANCE. I WANT
[00:21:58] TO OPEN UP IN JUST A MINUTE FOR COMMISSIONER COMMENTS. I WANT TO ASK DAVE
[00:22:03] ARE THERE ANY PARTICULAR TYPES OF WORK THAT, BECAUSE OF THE NATURE OF THE WORK,
[00:22:14] THE WORKERS CANNOT BE SATISFACTORILY PROTECTED?
[00:22:19] DO ANY TYPES OF WORK IN THE FIELD
[00:22:23] BECAUSE OF THE NATURE OF THE WORK MAKE IT PARTICULARLY DIFFICULT TO
[00:22:32] ENACT THESE PROVISIONS OF HEALTH TO PROTECT WORKERS SAFETY?
[00:22:38] LET ME GIVE YOU SOME EXAMPLES. TAKE MECHANICAL PIPING CRAFT WORKERS.
[00:22:45] SOMETIMES SPRINKLER
[00:22:47] MAINS ARE LARGE, 6 OR 8 INCH DIAMETER.
[00:22:51] THOSE PIPES ARE VERY HEAVY.
[00:22:56] TWO PEOPLE HAVE TO WORK IN TANDEM TO LIFT THOSE PIPES UP.
[00:23:01] SO AT TIMES YOU'LL SEE TWO PEOPLE IN A MAN LIFT AND FOR CDC GUIDELINES, EXPOSURE NEAR
[00:23:06] EACH OTHER FOR 10 MINUTES IS THE SAFE LIMIT. AS A RESULT, THOSE KIND OF WORKERS WOULD
[00:23:15] NECESSITATE WEARING A MASK. YET,
[00:23:19] AS YOU KNOW, SOME OF THE BEST MASKS ARE NOT AVAILABLE NOW AND THEY'RE BEING POINTED DIRECTLY
[00:23:25] TOWARD OUR HEALTH CARE AND HOSPITAL FACILITIES.
[00:23:27] SO AS A RESULT, IN THAT KIND OF WORK, WHAT WE'RE SEEING CONTRACTORS
[00:23:31] DO IS THEY'RE LIMITING THE EXPOSURE AND THINKING ABOUT CAN THEY HAVE TWO MAN LIFTS? CAN
[00:23:39] THEY BE SPREAD FARTHER APART ON EACH END ETC.
[00:23:42] BUT YET IT'S DIFFICULT AND IT'S AN UNUSUAL PRACTICE
[00:23:49] LIFT MIGHT HAVE BEEN TYPICAL IN THE PAST.
[00:23:51] TAKE TWO. THERE'S ADDITIONAL COSTS THERE. ONE OTHER
[00:23:55] EXAMPLE MIGHT BE ELECTRICAL WORKERS WHEN YOU ARE IN PROXIMITY OF SETTING UP A POWER
[00:24:03] ONE WORKER TO WORK ON THE HEAVY CONDUIT FINISHING THE LUG CAPS AND FASTENING THOSE
[00:24:15] HEAVY LARGE CABLES TO THE HEAVY WORK CENTERS.
[00:24:18] IT CAN TAKE TWO PEOPLE TO GET ENOUGH FORCE TO DO THAT AND TIGHTEN IT PROPERLY.
[00:24:24] IN ADDITION ALSO IN THOSE KIND OF ROOMS,
[00:24:27] THERE MAY BE ONE PERSON HOOKING IT UP AND ONE PERSON
[00:24:29] DOING THE IMMEDIATE TESTING TO MAKE SURE IT'S BEEN DONE MOVING ON. THOSE ARE TWO
[00:24:34] TWO EXAMPLES BUT WHAT WE'RE SEEING OUR CONTRACTORS DO IS LOOKING AT THEIR SCHEDULES
[00:24:39] CONSIDERING THE CRITICAL
[00:24:43] PATH ITEMS AND DETERMINING CAN WE WORK ON OTHER THINGS FOR EXAMPLE IN ELECTRICAL ROOMS.
[00:24:51] WHEN IT COMES TO FINISHING, THE WIRING ONE PERSON CAN BE IN THERE AND DO THE WIRING WHEN YOU
[00:24:57] THINK OF DOOR READERS THROUGHOUT THE AIRPORT HERE IN SEATAC EVERY DOOR HAS
[00:25:03] AT EACH DOOR ONE PERSON CAN BE DOING THAT IN A VAST SIZE OF THE FACILITY BEING BUILT
[00:25:12] SO THERE'S A LOT OF WORK THAT CAN GO ON BUT THERE'S DIFFICULTY AND--
[00:25:19] SOME TYPE OF WORK REQUIRES SOME EXTRA PROVISIONS TO PROTECT EVERYONE.
[00:25:22] THANK YOU.
[00:25:23] I'D LIKE TO NOW OPEN UP FOR COMMISSIONER COMMENT.
[00:25:25] WILL THE CLERK PLEASE UNMUTE COMMISSIONERS AND GO THROUGH THE ROLL CALL ONE BY ONE FOR
[00:25:31] COMMISSIONERS TO SPEAK.
[00:25:36] AND YOUR VOICE IS NOT COMING THROUGH HERE.
[00:25:41] THAT'S BECAUSE I WAS MUTED. WE WILL START WITH COMMISSIONER BOWMAN.
[00:25:46] NOTHING EXCEPT FOR JUST A GREAT WORK DAVE. REALLY APPRECIATE EVERYTHING THAT YOU'RE DOING TO
[00:25:50] WORK WITH LABOR AND THE CONSTRUCTION SITE MANAGERS TO KEEP EVERYBODY SAFE.
[00:25:54] IT SOUNDS LIKE A GOOD PLAN. THANK YOU
[00:25:55] FOR KEEPING US INFORMED.
[00:25:59] COMMISSIONER CALKINS?
[00:26:02] NO COMMENT, EITHER
[00:26:04] COMMISSIONER CHO?
[00:26:06] NO COMMENT
[00:26:08] AND COMMISSIONER FELLEMAN?
[00:26:12] YOU SHOULD HAVE JUST GOTTEN AN UNMUTE PROMPT.
[00:26:18] THANK THE STAFF FOR EXCEEDING THE STANDARDS AND SOMETHING I WOULD EXPECT FOR A

[00:26:24] FORMER ADMIRAL OF THE COAST GUARD. THANK YOU.
[00:26:28] OKAY, THAT COVERS IT.
[00:26:31] DID WE GET CHO?
[00:26:33] YES.
[00:26:34] THANK YOU. THIS NEXT ITEM ON
[00:26:35] OUR AGENDA HERE IS SPECIFIC TO THE CONSTRUCTION PROJECTS AND A REVIEW OF THE 2020-2021
[00:26:44] FIVE-YEAR CIP IN RELATION TO HOW WE INTEND TO PROCEED WITH CONSTRUCTION PROJECTS THAT ARE
[00:26:54] CURRENTLY UNDERWAY.
[00:26:55] SOME HAVE NOT YET BEGUN AND WHETHER TO GIVE THE THUMBS UP OR THUMBS DOWN ON SOME OF THESE
[00:27:03] CONSTRUCTION PROJECTS AND I'D LIKE TO ASK OUR EXECUTIVE DIRECTOR STEVE METRUCK TO
[00:27:14] PRESENT THIS ITEM ON THE AGENDA.
[00:27:18] THANKS COMMISSIONER.
[00:27:19] AND I DON'T KNOW, ARE WE ABLE TO SHOW THE SLIDES, LAUREN?
[00:27:22] YES.
[00:27:23] I'M GOING TO SHARE MY DESKTOP NOW AND WE SHOULD BE ABLE TO--
[00:27:30] SLIDE TWO. ALL RIGHT. CAN YOU SEE THAT?
[00:27:44] GREAT GREAT GREAT.
[00:27:46] SO, THIS IS OUR AGENDA FOR THIS MORNING.
[00:27:49] I'M GOING TO TOUCH BASE ON THE PRINCIPLES AND GUIDANCE THAT THE COMMISSION HAS PROVIDED
[00:27:53] THEN WE'LL TURN TO ACTIVE CONSTRUCTION PROJECTS UNDERWAY AND THEN WE'LL TALK ABOUT
[00:27:59] THE PROJECT'S NOT YET IN CONSTRUCTION FOR 2021 AND OUR REVIEW WHEN A RECOMMENDATIONS
[00:28:04] REGARDING THOSE. THEN, IT'S REALLY IMPORTANT AS WE LOOK FORWARD TO SAYING WHICH ONES ARE
[00:28:10] SHOVEL-READY PROJECTS. PROJECTS THAT HAVEN'T STARTED CONSTRUCTION AND THAT'S WHAT
[00:28:15] THIS IS LOOKING AT. AT SHOVEL-READY PROJECTS.
[00:28:16] AND THEN WE'RE GOING TO TALK ABOUT THE POTENTIAL FOR ACCELERATION OF PROJECTS.
[00:28:19] THERE'S ALWAYS OPPORTUNITY WITHIN EVENTS INCLUDING PANDEMICS.
[00:28:23] SO WE'RE GOING TO TALK ABOUT THOSE AND CLOSE UP WITH THOSE.
[00:28:26] STEVE COULD I JUST ASK YOU TO BRIEFLY STATE THE REASON WHY WHY WE'RE DOING THIS? WHAT IS
[00:28:32] IT REALLY ABOUT? WHY ARE WE DOING THIS REVIEW OF OUR CONSTRUCTION PROJECTS?
[00:28:37] WELL AS I WAS STATING IN MY OPENING REMARKS, IT'S NECESSARY FOR US TO LOOK AT THIS.
[00:28:43] IN LAST YEAR'S BUDGET PROCESS, BUT IT'S COMPLETELY PRUDENT IN LIGHT OF THE
[00:28:47] CONDITIONS PLACED ON US BY THE PANDEMIC THAT WE SHOULD BE LOOKING AT
[00:28:55] WHICH PROJECTS, AS WE TRY TO BALANCE THOSE DIFFERENT EFFORTS AND DEMANDS.
[00:29:01] REVENUE IS DOWN. SO IT MAKES
[00:29:03] SENSE FOR US TO LOOK AT OUR OVERALL PORTFOLIO PROJECTS INCLUDING THOSE THEY'RE UNDERWAY
[00:29:11] FOR MOVING FORWARD BECAUSE IT'S VERY IMPORTANT FOR US TO MOVE FORWARD BECAUSE OUR PROJECT ARE
[00:29:15] DEEMED CRITICAL AND ESSENTIAL TRANSPORTATION IS PART OF THAT TOO. WE COULD
[00:29:20] MOVE FORWARD BUT IT MAKES SENSE FOR US TO REVIEW THOSE AS WE LOOK AT OUR BUDGET POSITION.
[00:29:26] BUT THEN ALSO TO SAY WHERE DO WE NEED TO CONTINUE THIS IMPORTANT WORK TO HAVE OUR
[00:29:32] INFRASTRUCTURE BUILT FOR OUR GATEWAYS. AND THEN
[00:29:33] THE THIRD THING IS IT'S IMPORTANT FOR US AS AN ECONOMIC ENGINE GOING FORWARD.
[00:29:38] SO WE HAVE OUR CURRENT PROJECTS NOW THAT
[00:29:41] ACTUALLY IS KEEPING PEOPLE WORKING RIGHT NOW ON THESE IMPORTANT PROJECTS, BUT ALSO IT
[00:29:47] WILL FORM THE BASIS, AS YOU WILL SEE, THE BASIS OF THE ECONOMIC RECOVERY MOVING FORWARD AND THE
[00:29:53] SO IT'S IMPORTANT FOR US TO DO
[00:29:55] THIS DUE DILIGENCE AND PRESENT TO YOU OUR BEST ANALYSIS AND RECOMMENDATIONS.
[00:30:02] AND PART OF THIS, YOU'LL SEE THINGS ARE BEING DEFERRED BUT A LARGE NUMBER BECAUSE OF
[00:30:07] THE ESSENTIALITY, THE IMPORTANCE OF OUR PROGRAMS,
[00:30:12] IT'S IMPORTANT FOR US TO CONTINUE THIS WORK TO MOVE FORWARD.
[00:30:17] OKAY. THANK YOU.
[00:30:18] THAT'S AN OVERVIEW OF COMMISSIONER.
[00:30:19] I DON'T KNOW IF THERE'S ANY QUESTIONS?
[00:30:21] YEAH, THAT'S FINE.
[00:30:24] SO NEXT SLIDE, PLEASE.
[00:30:28] SO I JUST WANT TO SAY THAT THESE ARE THE PRINCIPLES FOR GUIDING OUR CAPITAL INVESTMENTS. AS YOU
[00:30:34] CAN SEE HERE, YOU CAN READ THESE ADVANCING THE ECONOMY AND MAKING
[00:30:40] THOSE CONNECTIONS WITH REGIONAL INTERNATIONAL BUSINESSES.
[00:30:42] WE HAVE TO DO IT IN ORDER TO MAINTAIN OUR STRONG PORT FINANCIAL HEALTH.
[00:30:46] AND THEN, REALLY, THIS IS THE GUIDANCE PROVIDED BY THE COMMISSION THAT WE SHOULD
[00:30:52] POSITION OURSELVES AS WE REVIEW OUR CAPITAL OF MOVING FORWARD INTO RECOVERY TO
[00:30:57] MAXIMIZE ECONOMIC BENEFIT FOR THE REGION. ENSURE MINORITY
[00:31:02] AND WOMEN-OWNED BUSINESS ENTERPRISES UTILIZATION, THAT WE LOOK AT BENEFITS FOR SMALL
[00:31:07] BUSINESSES AND WE ADVANCE ENVIRONMENTAL PROTECTION IN OUR EFFORTS. SO WE THANK YOU.

[00:31:10] AS YOU'LL SEE, WE HAVE IN THE MOTION ON RECOVERY APPROVED BY THE COMMISSION, WE APPLIED
[00:31:17] THOSE PRINCIPLES AND GUIDANCE IN THE REVIEW OF OUR PROJECTS THAT THAT WE'VE CARRIED OUT.
[00:31:22] NEXT SLIDE, PLEASE.
[00:31:30] SO IN ADVANCING THE CONSTRUCTION PROJECT WE WENT THROUGH THIS OF THINGS AS WELL AS
[00:31:34] WE LOOK AT THE CONSIDERATIONS.
[00:31:37] SO WE REVIEWED ALL OF OUR AND THERE'S A LARGE NUMBER, SO SO MANY HERE THAT WE COULDN'T
[00:31:44] POSSIBLY DISCUSS ALL OF THEM WITHIN ONE TWO HOUR PERIOD THAT WE REVIEWED ALL OF THESE.
[00:31:50] INCLUDING SAFETY. COMMISSIONER STEINBRUECK, AS YOU BROUGHT UP THERE, THE
[00:31:55] IMPORTANCE OF THAT. WE WOULD NOT MOVE FORWARD UNLESS WE THOUGHT WE COULD ENSURE THE WORKER
[00:32:00] SAFETY OF EVERYONE ON THE WORKSITE MOVING FORWARD. WE ALSO CONSIDER THEM UNDER
[00:32:02] THE GOVERNORS EMERGENCY ORDER FOR STAY HOME STAY HEALTHY AND OUR EXEMPTION UNDERNEATH THAT
[00:32:08] WE LOOKED AT OUR CORE OPERATIONAL FUNCTIONS.
[00:32:11] WE LOOKED AT OUR SECURITY AND REGULATORY REQUIREMENTS THAT WE MUST MEET.
[00:32:16] WE LOOKED AT THE ENVIRONMENTAL BENEFITS OF THE PROJECTS. WE LOOKED AT THE CAPACITY
[00:32:18] TO KEEP EMPLOYEES AND WORKERS WORKING AND WE LOOKED AT
[00:32:25] THE GRANT OPPORTUNITIES, REQUIREMENTS, AND OTHER FUNDING SOURCES THAT ARE AVAILABLE.
[00:32:29] AND THEN WE ALSO DID THIS IN CONSULTATION WITH OTHER MAJOR PUBLIC OWNERS, INCLUDING SOUND
[00:32:35] TRANSIT AND WASHDOT AS WELL.
[00:32:37] AND I SHOULD SAY ALSO KING COUNTY AND THE CITY OF SEATTLE AS WELL.
[00:32:42] SO THOSE ARE ALL CONSIDERATIONS THAT WE TOOK UNDER AS WE LOOKED AT BOTH THE ACTIVE
[00:32:45] CONSTRUCTION SITES AND THE PROJECTS THAT WE HAVE BEFORE US.
[00:32:53] NEXT SLIDE, PLEASE
[00:32:57] SO WITH THIS I'D LIKE TO TURN IT OVER TO DAVE SWANKY TO TALK ABOUT A SUMMARY OF OUR
[00:33:01] ACTIVE CONSTRUCTION PROJECT STATUS. OUR 26 PROJECTS THAT WERE IN ACTIVE CONSTRUCTION
[00:33:04] AND REVIEW OF THAT.
[00:33:09] ANYWAY, THESE ARE ACTIVE CONSTRUCTION SITES AND DAVE WILL GIVE US A SUMMARY OF THOSE.
[00:33:16] YES DAVE SWKANY HERE.
[00:33:17] THANK YOU STEVE.
[00:33:20] WE HAVE ABOUT 26 ACTIVE CONSTRUCTION PROJECTS.
[00:33:24] WE DEFINE ACTIVE CONSTRUCTION
[00:33:27] BASED ON THE PHASE WITH WHICH WE'RE IN. IT COULD BE PLANNING, DESIGN, BIDDING, CONSTRUCTION,
[00:33:35] CLOSEOUT. CLOSEOUT IS INCLUDED
[00:33:39] IN OUR CONSTRUCTION PHASING LOOK. SO WE HAVE 26 TOTAL AND THE 10 PROJECTS
[00:33:48] THAT ARE LISTED AT THE TOP THERE
[00:33:49] ARE ACTIVE CONSTRUCTION PROJECTS AND TO GIVE YOU A SENSE WE'LL DEMONSTRATE A FEW ON THE
[00:33:57] FOLLOWING SLIDE. BUT AGAIN, COUPLE POINTS PER BULLET HERE
[00:34:01] THE 10 PROJECTS THAT HAVE ACTIVE CONSTRUCTION ARE BETWEEN 25% COMPLETE AND 93% COMPLETE.
[00:34:10] THREE OF THEM ARE LESS THAN 50% COMPLETE AND 7 OF THE 10 ARE OVER 50% COMPLETE.
[00:34:19] THE NEXT BULLET THAT SAYS FIVE PROJECTS IN CLOSEOUT (CONSTRUCTION COMPLETE),
[00:34:23] THAT'S A TYPOGRAPHICAL ERROR.
[00:34:26] IT SHOULD SAY FIVE PROJECTS IN CONSTRUCTION AT 0% CONSTRUCTION.
[00:34:33] SO FOR THAT SECOND BULLET, WE HAVE FIVE PROJECTS THAT HAVE NOT YET STARTED CONSTRUCTION.
[00:34:39] AND THE REASON WOULD BE ONE MIGHT BE IN DESIGN IF WE HAVE A DESIGN-BUILD CONTRACT. MEANING
[00:34:47] WE'VE ALREADY HIRED THE BUILDER WHO PARTNERS WITH THE DESIGNER
[00:34:48] AND THEY HAVEN'T STARTED SITE WORK YET. DESIGN IS NEARLY COMPLETE, GETTING READY. OR
[00:34:56] DESIGN HAS BEEN COMPLETE FOR OTHER PROJECTS AND WE'RE IN THE SUBMITTAL PHASE.
[00:35:02] MEANING WE HAVE AWARDED THE CONTRACT BUT WE HAVEN'T YET RECEIVED THEIR SITE SAFETY PLAN
[00:35:08] THEIR SCHEDULE ETC.
[00:35:09] SO ONCE THAT'S RECEIVED WE EXPECT THAT PROJECT TO MOVE FORWARD. ALSO WE'VE
[00:35:13] GOT TWO OR THREE PROJECTS THAT ARE JUST A FEW WEEKS AWAY FROM GETTING UNDERWAY.
[00:35:18] CONTRACTORS SETTING UP THEIR SITE INFRASTRUCTURE, WHETHER IT BE JOB SHACKS ETC.
[00:35:25] BUT WE WILL SEE A FEW OF THOSE FIVE GET UNDERWAY IN THE NEXT WEEK OR TWO. THE THIRD BULLET
[00:35:33] TALKS ABOUT PROJECTS AND CLOSE OUT. THOSE ARE FOR
[00:35:35] PROJECTS THAT ARE AT 100% SITE CONSTRUCTION COMPLETE THAT YET
[00:35:42] WE ARE BUSY CLOSING OUT THE PROJECT ON PAPER SO TO SPEAK.
[00:35:47] TIGHTENING UP ALL OF THE FINAL DOCUMENTS, LOOKING AT
[00:35:51] WARRANTIES, ENSURING INSURANCES ARE TAKEN CARE OF
[00:35:55] AND ENSURING THAT THE FINAL CHANGE ORDER PAPERWORK IS COMPLETED AND PUT INTO OUR BOOKS
[00:36:02] THAT CLOSEOUT PERIOD ACTUALLY TAKES ABOUT SIX MONTHS.
[00:36:07] THE FOURTH BULLET, THESE ARE VERY INTERESTING I THINK FOR
[00:36:09] YOUR CONSIDERATION. THE FIVE PROJECTS THAT WE HAVE DEFERRED. AND I'LL SAY WE FULLY
[00:36:16] DEFERRED OR WAITING SEASONAL STARTER LIMITING.
[00:36:18] LET ME GIVE YOU SOME EXAMPLES THERE.

[00:36:21] WE HAVE FULLY DEFERRED A PROJECT AT THE AIRPORT AND
[00:36:25] THE NAME FOR THAT IS SAFE DOC. AND WHAT THAT IS IS A NEW TECHNOLOGY SYSTEM THAT
[00:36:30] HELPS AIRCRAFT COME INTO GATES. OUR GATES ARE FULLY WORKING NOW
[00:36:36] AND AIRCRAFT CAPABLE BUT THIS IS AN ENHANCEMENT THAT WE ARE PUTTING ON MANY GATES.
[00:36:44] WHAT IT DOES IS IT ALLOWS THE PILOT TO LOOK AT THE BUILDING AND SEE A SIGNAL OF WHEN THEY
[00:36:52] PULL THE AIRCRAFT TO A FINAL STOP. SO IT PERFECTLY
[00:36:53] FITS THE GATE AND THAT ALSO RECEIVES DATA FROM THE AIRCRAFT SO THAT THE PEOPLE WHO ARE
[00:37:00] MANAGING GATES THROUGHOUT THE AIRCRAFT IMMEDIATELY KNOW WHEN A GATE HAS BEEN OCCUPIED
[00:37:05] AND NON-OCCUPIED. IT HELPS BALANCE AIRCRAFT COMING AND GOING.
[00:37:08] WE CAN LIVE WITHOUT THAT FOR THIS TIME.
[00:37:11] WE THINK IT IS NOT ESSENTIAL AT THIS TIME.
[00:37:16] BUT AS PART OF THE RECOVERY, WE WOULD EXPECT THAT WE WOULD GET THAT PROJECT GOING.
[00:37:20] HOW ABOUT AWAITING A SEASONAL START?
[00:37:25] FOR EXAMPLE OUR AIRFIELD. MOST OF THE WORK HAPPENS ON OUR
[00:37:27] AIRFIELD DURING THE SUMMER BETTER WEATHER.
[00:37:30] WE HAVE A SMALL FIRE STATION BUILDING THAT THERE'S A JOINT AGREEMENT THAT
[00:37:36] BETWEEN THE PORT AND THE CONTRACTOR TO WAIT ON THE FOUNDATION WORK THAT COULD HAVE
[00:37:40] BEGUN WELL OVER A MONTH AGO, BUT WE'RE COMPLETING DESIGN,
[00:37:43] ENSURING WE'VE GOT GOOD STEADY WEATHER AND THAT
[00:37:47] WILL GET STARTED IN THE NEXT WEEK OR TWO.
[00:37:51] LIMITING THE PARTIAL SCOPE OF WORK. WE HAVE A
[00:37:52] COUPLE IN THAT CATEGORY THAT WE THOUGHT ABOUT THAT. THEY ARE NOT NECESSARILY
[00:37:56] ESSENTIAL. OUR SHOSHALL BAY MARINA BATHROOM BUILDINGS AND CUSTOMER SERVICES BUILDINGS
[00:38:03] FOR EXAMPLE ARE IN MID-CONSTRUCTION.
[00:38:07] THERE IS OVER 600 FAMILIES IF I RECALL AND PEOPLE THAT LIVE ABOARD AT THE MARINA
[00:38:15] AND RESTROOMS ARE AN ESSENTIAL FACILITY FOR THEM.
[00:38:20] WE ARE CONSIDERING THAT ONCE WE GET THE NEW BUILDINGS BUILT, OUR MARITIME PEOPLE WILL CONSIDER
[00:38:24] WHETHER TO LEAVE THE EARLIER OLDER BATHROOM BUILDINGS STANDING SO THAT WE CAN
[00:38:32] PROVIDE MORE DISTANCING OPPORTUNITIES FOR THOSE RESIDENTS THAT ARE MARINA.
[00:38:36] ALSO, THERE'S SOME FINAL PAVING THAT WILL HAPPEN. WE'LL LET THE MARINA MANAGEMENT DETERMINE WITH
[00:38:44] WHAT IS THE RIGHT THING TO DO ABOUT WHEN TO COMPLETE THAT REMAINING SCOPE?
[00:38:48] ANOTHER ONE IS OUR RENTAL CAR FACILITY AT THE AIRPORT.
[00:38:52] THERE ARE SOME CHALLENGES WITH SOME OF THE CONCRETE DECKS,
[00:38:55] BUT WE BELIEVE THAT IT'S VITAL FOR A SAFETY REASON BECAUSE
[00:38:59] THERE'S A SAFETY HAZARD ON SOME OF THE JOINTS THAT ARE TRIP HAZARDS ETC. FOR OUR CUSTOMERS
[00:39:04] AND WORKERS THERE. WE WANT TO GO IN AND ENSURE THAT THOSE JOINTS ARE FIXED AND THAT
[00:39:10] THE AT THE REST OF THE CONCRETE WORK, WHILE IT'S GOOD TO GET THE ASSET IN PERFECT CONDITION,
[00:39:15] IT'S NOT ABSOLUTELY NECESSARY TO DESIGN.
[00:39:17] SO WE'VE TAKEN A LOOK AT ALL 26 AND DECIDED WHAT TO DEFER AND LIMIT FINALLY THERE IS ONE
[00:39:24] PROJECT THAT'S INACTIVE AND WHAT THAT IS IS A CONTRACTING VEHICLE
[00:39:27] MEANING WE HAVE SET UP AN OPEN
[00:39:29] ORDER/ JOB ORDER CONTRACT, YET
[00:39:32] WE HAVE NOT LOADED THAT CONTRACT WITH WORK YET.
[00:39:35] WE'VE DECIDED WE'LL JUST SIT AND WAIT. NEXT SLIDE.
[00:39:43] OUT OF THOSE 26 PROJECTS RATHER THAN LIST EVERY SINGLE ONE, WHAT
[00:39:48] WE'VE DONE IS LIST THESE SEVEN. FIRST WE'LL START AT THE AIRPORT THE NORTH SATELLITE
[00:39:55] RENOVATION AND EXPANSION PROJECT IS A KEY ESSENTIAL SERVICE. IT CREATES MORE
[00:40:00] AIRCRAFT GATES. OUR AIRPORT DOESN'T HAVE ENOUGH GATES. SO AIRCRAFT GATES IS CORE TO
[00:40:06] ALLOWING AIRCRAFT TO COME AND GO AND DISEMBARK PASSENGERS. THAT IS
[00:40:17] HELPING ON DOMESTIC GATES.
[00:40:18] THE NEXT PROJECT. THE INTERNATIONAL ARRIVALS FACILITY ALSO ADDS INTERNATIONAL
[00:40:23] SWING GATE CAPABILITY FOR THE MUCH LARGER AIRCRAFT THAT COME FROM OVERSEAS. THAT ADDS KEY
[00:40:34] CORE CRITICAL INFRASTRUCTURE TO THE AIRPORT.
[00:40:35] ALL OF THESE MEET THE GOVERNOR'S DETERMINATION FOR MARITIME AND AVIATION,
[00:40:43] TRANSPORTATION, AND KEY INFRASTRUCTURE. BUT I WANT TO NOTE THAT MANY
[00:40:48] OF THESE ALSO HAVE VERY SIGNIFICANT MINORITY AND WOMEN-OWNED BUSINESS
[00:40:54] IT'S AND SMALL BUSINESS PARTICIPATION WITHIN THESE
[00:40:58] LARGE PROGRAMS. KEEPING THESE MOVING HELPS US WITH
[00:41:02] CORE AIRCRAFT GATES ETC. BUT ALSO HELPS THE
[00:41:04] SMALL BUSINESS COMMUNITY. SOUTH SATELLITE UPGRADE. THAT HAS TO
[00:41:12] DO WITH OUR 50-YEAR OLD SOUTH SATELLITE AND IMPROVING THE AIR CONDITIONING.
[00:41:16] IT'S A KEY INFRASTRUCTURE. IT'S ESSENTIAL BECAUSE
[00:41:18] WE DO NOT HAVE ENOUGH AIR MOVEMENT DURING SUMMERS AND DON'T HAVE ENOUGH

[00:41:24] AIR MOVEMENT TO CONCESSIONS THAT ARE NECESSARY FOR TRAVELERS
[00:41:31] IN THAT FACILITY. BAGGAGE OPTIMIZATION PHASE ONE: BAGGAGE HANDLING AND SECURE CHECKING IS
[00:41:41] KEY TO SAFETY OF AIRCRAFT AFTER 9/11.
[00:41:46] WE PARTNER WITH THE TSA. WE ARE RECEIVING GRANTS
[00:41:47] FOR THIS WORK. THE EXPECTATION FOR THE TRANSPORTATION SECURITY ADMINISTRATION
[00:41:53] IS WE WILL COMPLETE AND FINISH THIS PROJECT AND GET UNDERWAY WITH THE NEXT PHASE. THAT'S A
[00:41:59] SECURITY AND IT ALSO HAS SMALL BUSINESS PARTICIPATION. BUT AGAIN, WE'RE RECEIVING GRANTS
[00:42:07] AND FEDERAL EXEPECTATIONS TO MOVE FORWARD WITH THE SECURITY AND SAFETY PROJECT.
[00:42:12] SHOSHOAL BAY MARINA CUSTOMER SERVICE FACILITIES. I MENTIONED
[00:42:15] THOSE EARLIER. THAT'S ONE OF THE ONES THAT WE NEED TO MOVE AHEAD TO MEET THE NEEDS OF
[00:42:22] OUR LIVE ABOARD RESIDENTS
[00:42:25] AT THE MARINA. TERMINAL 46 DOC REHABILITATION. ALSO IN THE GOVERNOR'S ORDER MARITIME CARGO
[00:42:33] MOVEMENT IS A KEY ESSENTIAL ITEM FOR THE STATE OF WASHINGTON.
[00:42:37] ANYTHING WE DO ON THE DOCKS TO
[00:42:41] REHABILITATE THE DOCKS AND GET READY FOR CARGO IS ESSENTIAL.
[00:42:44] THIS ONE ALSO RECEIVES FEDERAL MERIT TIGER GRANTS. THEIR EXPECTATION IS TO GET THESE
[00:42:49] DONE AND COMPLETE AND WE'RE DOING SO. TERMINAL 5 BIRTH MODERNIZATION IS PROBABLY
[00:42:57] OUR LARGEST MARITIME EFFORT THAT WILL ENABLE US TO BRING IN ADDITIONAL CARGO AND
[00:43:05] THROUGH PUT INTO THE COUNTRY AND EXPORT ALSO. IT'S GOT
[00:43:08] A CONSTRUCTION SITE UNDERWAY THAT IS A PARTNERSHIP WITH THE NORTHWEST SEAPORT ALLIANCE AND
[00:43:16] THE PORT OF TACOMA TO GET ANOTHER LARGE FACILITY BUILT FOR OUR REGION. THIS ALSO HAS
[00:43:25] GRANTS. THIS ALSO HAS KEY ENVIRONMENTAL EFFORTS GOING ON AS MANY OF OUR PROJECTS DO.
[00:43:31] THERE ARE ENDANGERED SALMONIDES
[00:43:34] THAT SWIM PAST THIS CONSTRUCTION AREA AND PER THE GOVERNOR'S ORDER WE CAN CONTINUE WITH THAT
[00:43:40] AND SHOULD TO HELP PROTECT ENDANGERED SPECIES. SO WE HAVE
[00:43:45] A TIMING ISSUE TO MOVE THROUGH CAREFULLY WITH ENVIRONMENTAL REGULATIONS, AND WE WILL BE
[00:43:52] RECEIVING CRANES AT A DATE CERTAIN IN THE FUTURE IN 2021.
[00:43:55] THIS IS, AGAIN, ESSENTIAL AND MUST MOVE FORWARD UNDER T HE GOVERNOR'S ORDER.
[00:44:00] WE HAVE A FULL LIST OF EVERY SINGLE PROJECT OF ALL 26 IN THE APPENDIX.
[00:44:04] COMMISSIONERS, I WAS ABLE TO
[00:44:07] RUN THROUGH EACH OF THOSE WITH YOU EARLIER AND I BELIEVE THAT THIS IS A GOOD
[00:44:12] SNAPSHOT. IN TOTAL, WE'VE GOT 1.7 BILLION UNDERWAY. AND THESE PROJECTS ARE
[00:44:13] VASTLY THE MAJORITY OF THAT DOLLAR VOLUME. AGAIN, MANY OF THESE ARE HALF DONE,
[00:44:21] A QUARTER DONE, THREE QUARTERS DONE. BUT THESE ARE
[00:44:26] THE ESSENTIAL ONES THAT ARE MOVING ON. AND WITH THAT, I'LL TURN IT BACK TO STEVE.
[00:44:30] OKAY JUST TO TAKE A SECOND HERE, DAVE.
[00:44:34] I WANT TO SEE IF THERE ARE COMMISSIONER QUESTIONS OR COMMENTS AT THIS
[00:44:38] INTERSECTION HERE BEFORE WE MOVE ON TO DIVISION PROJECTS.
[00:44:42] AND JUST OPEN UP QUICKLY TO SEE IF WE HAVE ANY COMMENTS AT THIS POINT.
[00:44:50] COMMISSIONER.
[00:44:51] CAN I ASK DAVE? I WAS ON MUTE.
[00:44:54] CAN YOU TALK ABOUT THE ONE DEFFERAL PROJECT RECOMMENDATION THAT WASN'T DISCUSSED
[00:44:57] WHICH IS THE NOISE REMEDIATION
[00:45:00] PROJECT AND THE REASONS FOR THAT. AND AGAIN,
[00:45:02] ALL THE DEFERRALS ARE NOT BEING STOPPED THEY'RE SIMPLY DEFERRED UNTIL
[00:45:08] THEY CAN BE TAKEN UP AGAIN.
[00:45:09] SO COMMISSIONER.
[00:45:10] I THINK THAT WOULD BE USEFUL BEFORE YOU GET COMMISSIONER RESPONSE.
[00:45:13] ALRIGHT THANK YOU.
[00:45:15] YOU BET
[00:45:17] ANOTHER PROJECT THAT WE HAVE DEFERRED HAS TO DO WITH NOISE INSULATION. A CONDOMINIUM
[00:45:23] PROJECT NEAR THE AIRPORT AND AT AT THIS TIME WITH COVID, THE ONTRACTOR AND RESIDENTS BOTH
[00:45:35] BELIEVE THAT IT'S SAFER NOT TO MOVE FORWARD WITH THAT WORK RIGHT NOW.
[00:45:41] HOMEOWNERS DON'T WANT A VARIETY OF PEOPLE COMING INTO THEIR HOME AND WHERE THERE MAY BE
[00:45:51] TRANSMITTING COVID. VICE VERSE,
[00:45:53] WORKERS DON'T FEEL SAFE GOING INTO OTHER PEOPLE'S HOMES, BECAUSE WE ARE ALL
[00:46:00] SHELTERING IN PLACE UNDER THE GOVERNOR'S ORDER AT THIS TIME.
[00:46:02] GREAT.
[00:46:03] IN ADDITION. THIS IS ONE OF THE PROJECTS THAT IS FEDERALLY
[00:46:04] FUNDED BUT I DO NOT BELIEVE WE'RE LEANING FORWARD
[00:46:11] TRYING TO DO THE WORK PRIOR TO RECEIVING FEDERAL FUNDING.
[00:46:14] SO IN OUR CASH MANAGEMENT, LIKE ALL COMPANIES ARE DOING, THIS IS ALSO ONE THAT IS PROBABLY
[00:46:22] BENEFICIAL FOR THE PORT TO DEFER AT THIS TIME SO THAT WE CAN SAVE CASH.

[00:46:26] YOU'LL HEAR MORE ABOUT THAT AS YOU
[00:46:29] GET TO LATER SLIDES RELATED TO AVIATION.
[00:46:33] STEVE, I THINK I COVERED IT.
[00:46:34] THANKS FOR THAT CATCH.
[00:46:35] GREAT.
[00:46:36] THANKS DAVE AND COMMISSIONER STEINBREUCK
[00:46:39] THE OTHER THING IS THAT OF COURSE THE T-5 BIRTH
[00:46:43] MODERNIZATION IS A SEAPORT ALLIANCE PROJECT AND ACTION ON THAT WOULD BE TAKEN BY THE
[00:46:48] MANAGING MEMBERS THROUGH THE SEAPORT ALLIANCE.
[00:46:50] SO WITH THAT, COMMISSIONER STEINBRUECK.
[00:46:53] LET'S JUST TAKE A MINUTE HERE.
[00:46:55] SEE IF THERE ARE QUESTIONS OR COMMENTS AT THIS POINT FROM COMMISSIONERS. CLERK?
[00:47:01] I HAVE SEVERAL QUESTIONS, BUT I WANTED TO HOPEFULLY ASK THEM AFTER WE FIRST TACKLE MARITIME
[00:47:08] AND ECONOMIC DEVELOPMENT AND THEN AVIATION. WOULD THAT BE ALL RIGHT? BECAUSE THIS IS SORT
[00:47:14] OF ALL OVER THE MAP. SO.
[00:47:18] YEAH. I JUST WANTED TO TAKE A MINUTE HERE. I KNOW THAT WE HAVE
[00:47:19] MUCH MORE TO COVER. JUST TO HAVE AN OPPORTUNITY IF ANY COMMISSIONERS HAVE
[00:47:26] QUESTIONS ABOUT THE OVERALL APPROACH AND IDENTIFICATION OF THESE PROJECTS
[00:47:32] AND THEN WE'LL GET INTO THE SPECIFIC MARITIME, ECONOMIC DEVELOPMENT AND AVIATION
[00:47:38] AND WE'LL TAKE BREAKS IN EACH OF THOSE TO TAKE COMMISSION COMMENTS.
[00:47:42] WELL, THEN MY ONLY OTHER QUESTION .I JUST WANTED TO CLARIFY THE PURPOSE OF THIS
[00:47:48] YOU SAID AT THE BEGINNING WE WERE DOING THIS BRIEFING TO GIVE A THUMBS UP TO THESE
[00:47:53] PROJECTS AND I JUST WANT TO CLARIFY THAT WE ARE NOT GIVING A THUMBS-UP THAT WE'RE JUST
[00:47:58] GETTING BRIEFED ON T HESE PROJECTS.
[00:47:59] IS THAT CORRECT?
[00:48:01] WELL, I THINK THERE'S AN OPPORTUNITY TO CONSIDER DIRECTOR METRUCK'S
[00:48:04] RECOMMENDATIONS. AND IF THERE'S
[00:48:08] DISAGREEMENT THEN WE NEED TO HEAR THAT NOW. I THINK HE HAS MADE THE DETERMINATION
[00:48:15] BASED ON THE DIRECTION WE GAVE TO
[00:48:17] BASED ON EXECUTIVE DIRECTOR METRUCK REGARDING CAPITAL PROJECTS, STIMULUS,
[00:48:22] AUSTERITY AND HELP WORKERS SAFETY.
[00:48:26] SO YES I THINK
[00:48:29] TO BE FAIR BUT THIS IS A STUDY SESSION AND WE'RE NOT ACTUALLY ADOPTING ANYTHING. SO I GUESS
[00:48:34] MY HOPE IS THAT WE WOULD BE ABLE TO HEAR, ASK QUESTIONS, GET MORE INFORMATION
[00:48:41] AND THEN IF WE DO HAVE CONCERNS THAT WOULD BE BROUGHT FORWARD IN A REGULAR MEETING.
[00:48:47] SURE. THIS IS A SPECIAL MEETING AND ITS PUBLIC BUT YES I THINK
[00:48:54] THAT'S THAT'S WHAT THE INTENT IS HERE. SO
[00:48:56] OKAY.
[00:49:02] LET'S CONTINUE. COMMISSIONERS ANY QUESTIONS OR COMMENTS AT THIS POINT?
[00:49:07] COMMISSIONER CALKINS?
[00:49:09] NO, I THINK I'LL RESERVE MY QUESTIONS FOR THE SPECIFIC DEPARTMENT.
[00:49:14] COMMISSIONER CHO?
[00:49:16] YEAH, I'LL RESERVE MY QUESTIONS AS WELL.
[00:49:17] AND COMMISSIONER FELLEMAN?
[00:49:25] YOU'LL NEED TO UNMUTE YOURSELF.
[00:49:34] IF I GO OFF VIDEO FIRST MY AUDIO COMES BACK.
[00:49:37] SO I JUST WANTED TO COMMENT QUICKLY ON THE LEAST EXPENSIVE OF THOSE PROJECTS.
[00:49:42] THAT \$10 MILLION DOLLARS
[00:49:43] FOR SHOSHOLL BAY
[00:49:46] CUSTOMER SERVICE FACILITIES.
[00:49:47] I JUST WANT TO MAKE SURE FOLKS UNDERSTAND THAT THOSE WERE
[00:49:49] SUPPOSED TO BE BUILT BACK IN 2008 BUT THE RECESSION STOPPED THAT PROJECT
[00:49:51] WHEREAS THE REST OF THE MARINA WAS UPDATED
[00:49:59] THEY'RE VERY MUCH
[00:50:00] UNDERWAY. SO WHILE
[00:50:02] NOBODY TOOK ISSUE WITH IT, I JUST MAKE SURE PEOPLE UNDERSTOOD THE
[00:50:05] RATIONALE FOR WHY THEY SHOULD
[00:50:07] BE CONTINUED.
[00:50:16] OKAY, DO WE HAVE TO CHO? ANYONE
[00:50:19] ELSE? WE ALREADY WENT THROUGH EVERYONE.
[00:50:21] THAT'S IT.
[00:50:22] LET'S MOVE ON NOW TO THE SPECIFIC PROJECTS UNDER THE MARITIME
[00:50:30] DIVISIONS.

[00:50:33] GREAT. COMMISSIONERS SLIDE 7, PLEASE.
[00:50:40] NOW WE TRANSITION TO THE PROJECTS IN THE PIPELINE THAT ARE NOT YET AT IN
[00:50:44] CONSTRUCTION. WE WILL SHARE THE 2020 AND 2021 LIST OF PROJECTS, WHERE EACH STANDS IN
[00:50:52] DEVELOPMENT, WHETHER WE RECOMMEND TO MOVE FORWARD OR DEFER AND THE POLICY
[00:50:54] CONSIDERATIONS THAT GUIDED
[00:50:56] THESE ARE ALL PROJECTS THAT WERE APPROVED BY THE COMMISSION IN OUR PREVIOUS BUDGET APPROVAL.
[00:51:04] WE WILL GO THROUGH MARITIME PROJECTS WITH STEPHANIE JONES STEBBINS AND THEN ECONOMIC
[00:51:08] DEVELOPMENT WITH DAVID MCFADDEN THEN TO AVIATION WITH LANCE LITTLE'S TEAM. ULTIMATELY EACH
[00:51:10] WILL SHARE WHAT PROJECTS MIGHT
[00:51:13] MAKE SENSE TO ACCELERATE DURING THIS LOW OPERATIONAL ACTIVITY, WHAT PROJECT MIGHT BE SHOVEL
[00:51:17] READY AND BE APPLICABLE FOR POTENTIAL FEDERAL STIMULUS PACKAGE THAT MAY OCCUR LATER
[00:51:23] IN THIS YEAR OR NEXT. NOW TURN IT OVER TO STEPHANIE .
[00:51:27] JONES STEPHENS FOR THE MARITIME.
[00:51:31] THANK YOU STEVE.
[00:51:32] COULD YOU GO TO SLIDE 8, PLEASE?
[00:51:39] SO THIS
[00:51:41] MATRIX SHOWS THE PROJECTS
[00:51:44] IN MARITIME THAT WE HAVE SPENDING FOR IN THE 2020 2021 BUDGET CYCLE. SO AS WE
[00:51:53] REVIEWED THESE BASED ON THE GUIDANCE THAT THE COMMISSION PROVIDED AT A RECENT COMMISSION
[00:52:02] MEETING. WE HAVE TWO MAJOR PROJECTS THAT WE ARE RECOMMENDING THAT WE POSTPONE,
[00:52:06] ONE PROJECT THAT WE WILL RECOMMEND ACCELERATING, AND THE MAJORITY OF
[00:52:10] PROJECTS WILL CONTINUE AND MOST OF THEM ARE
[00:52:14] ACTUALLY MOVING ABOUT AS FAST AS THEY CAN GIVING PERMITTING AND PROCUREMENT.
[00:52:18] SO WE WILL CONTINUE WITH THOSE. SO STARTING AT THE TOP, THE
[00:52:24] FIRST TWO PROJECTS, BOTH OF THEM ARE LOCATED AT TERMINAL 46. THAT NEW CRUISE TERMINAL, STAFF
[00:52:30] RECOMMENDS THAT WE POSTPONE THAT. AND THERE WILL BE ANOTHER
[00:52:33] SLIDE JUST FOCUSED ON 46 SO I WILL GET MORE INTO THAT
[00:52:36] IN A MOMENT AND THE NORTH BIRTH AT THAT SAME STRUCTURE WE ARE PROPOSING
[00:52:40] TO ACCELERATE AND, AGAIN, I'LL TALK MORE ABOUT THAT IN A MOMENT.
[00:52:46] SO LET ME QUICKLY GO THROUGH SOME OF THE OTHER PROJECTS HERE.
[00:52:50] AS YOU SEE FOR EACH OF THESE PROJECTS, WE LOOKED AT THE
[00:52:53] GUIDING PRINCIPLES FROM THE COMMISSION'S RESOLUTION
[00:52:55] REGARDING ECONOMIC RECOVERY AND WE HAVE LOOKED AT THE ECONOMIC IMPACT, DIVERSITY IN
[00:53:02] CONTRACTING, SMALL BUSINESS, AND ENVIRONMENTAL SUSTAINABILITY AND THOUGHT ABOUT THESE PROJECTS
[00:53:08] FROM EACH OF THOSE AND THEN ON
[00:53:12] THE DATE THAT THE PROJECT WILL BE SHOVEL READY TO HELP US THINK ABOUT
[00:53:16] BOTH IMPACT TO THE ECONOMY AND POTENTIAL STIMULUS PACKAGES.
[00:53:19] AND THEN FINALLY WHAT THE SPENDING IS OVER THE NEXT YEAR AND A HALF AND THE POTENTIAL
[00:53:27] SAVINGS IN TERMS OF,
[00:53:28] SHOULD THE PORT NEED IT FOR OUR CASH POSITION. SO AS WE CONTINUE
[00:53:30] DOWN THROUGH THE PROJECTS, I'VE SPOKEN TO THE FIRST TWO, THE GATEWAY BUILDING AT
[00:53:38] FISHERMAN'S TERMINAL. WE ARE
[00:53:39] CONTINUING TO EVALUATE THE MARKET AND GO THROUGH THE INITIAL DESIGN. BUT WE
[00:53:43] RECOMMEND WE CONTINUE THAT. IT'S AN IMPORTANT PORT PROJECT
[00:53:50] FOR PROVIDING SPACE FOR MARITIME INDUSTRIAL BUSINESSES THAT HAVE BEEN CLOSED OUT OF THE
[00:53:58] MARKET IN THAT PART OF TOWN FOR THE LAST NUMBER OF YEARS.
[00:54:01] IT ALSO FITS BETWEEN THE
[00:54:07] MARITIME INNOVATION CENTER AND THE
[00:54:13] INDUSTRIAL SPACE AT TERMINAL 91
[00:54:16] IN TERMS OF PROVIDING
[00:54:19] SPACE FOR INDUSTRIAL BUILDINGS. AND WE WILL BE BACK
[00:54:22] TO COMMISSION ON THAT PROJECT IN SEVERAL MONTHS TO TALK MORE ABOUT SOME OF THE POLICY
[00:54:29] CONSIDERATIONS. TERMINAL 91 VERSE 6 AND 8 REDEVELOPMENT.
[00:54:34] WE ARE FULL AT TERMINAL 91 RIGHT NOW WITH FISHING VESSELS. RIGHT NOW WE HAVE
[00:54:41] THE AMERICAN DYNASTY, THE AMERICAN TRIUMPH, THE NORTHERN EAGLE, THE NORTHERN YEAGER, THE
[00:54:46] OCEAN ROVER, THE EXCELLENCE OF GOLD IN ALASKA, THE ELASTIC OCEAN, THE ARCTIC STORM, ARCTIC
[00:54:50] FJORD, PHOENIX SEA STORM, HARVESTER, IN ADDITION TO FOSS TUGS.
[00:54:53] AND THAT'S FULL WITHOUT CRUISE SHIPS THERE WHICH WOULD
[00:55:00] NORMALLY BE THERE.
[00:55:01] SO THIS PARTICULAR PROJECT AT REDEVELOPING VERSE 6 AND 8
[00:55:06] IS REALLY IMPORTANT FOR CONTINUING TO SUPPORT THE NORTH PACIFIC FISHING
[00:55:11] FLEET.
[00:55:12] TERMINAL 117 RESTORATION.

[00:55:14] WE DO RECOMMEND CONTINUING THAT. THAT SHOULD BE IN CONSTRUCTION THIS SUMMER. A REALLY EXCITING
[00:55:22] PROJECT THAT WILL BEGIN OUR ABILITY TO BUILD AND SELL HABITAT.
[00:55:29] PIER 66 SHORE POWER.
[00:55:30] THERE IS POTENTIAL GRANT FUNDING AND AN IMPORTANT PROJECT FOR BEGINNING OUR
[00:55:37] ELECTRIFICATION OF THE WATERFRONT. WE DO RECOMMEND
[00:55:41] GOING FORWARD WITH THAT AS QUICKLY AS WE CAN.
[00:55:44] AGAIN.
[00:55:45] WE HAD ACCELERATED THAT PROJECT.
[00:55:47] SO WHETHER WE CAN GO ANY FASTER THAN WE ORIGINALLY SCHEDULED I THINK IS A QUESTION BUT WE
[00:55:53] RECOMMEND CONTINUING FORWARD AS EXPEDITIOUSLY AS POSSIBLE. MARITIME INNOVATION CENTER.
[00:55:58] THIS IS ACTUALLY AN ECONOMIC DEVELOPMENT PROJECT.
[00:56:00] OF COURSE, IT'S NEAR AND DEAR TO THE MARITIME HEART.
[00:56:03] SO DAVE MAY WANT TO SPEAK MORE ABOUT THAT.
[00:56:05] BUT THIS IS AN IMPORTANT PROJECT THAT WE RECOMMEND
[00:56:09] GOING FORWARD WITH AND DAVE MAY SPEAK MORE TO THIS WHEN HE SPEAKS BECAUSE THERE'S A LOT OF
[00:56:16] GOOD THINGS TO SAY ABOUT THIS PROJECT. SALMON BAY DOCKS NEED REPLACEMENT.
[00:56:21] WE ARE RECOMMENDING POSTPONING THIS PROJECT FOR THE TIME BEING
[00:56:29] FOR A NUMBER OF REASONS THAT I CAN GO INTO FURTHER IF FOLKS HAVE QUESTIONS.
[00:56:35] THIS IS CONTINUING TO
[00:56:37] PROVIDE ASSET STEWARDSHIP OF THAT FACILITY THAT'S IMPORTANT FOR ALL OF THE
[00:56:44] DIFFERENT MARITIME VESSELS THAT CALL THERE. AND THEN THERE'S A NUMBER OF DIFFERENT MID-SIZED
[00:56:48] PROJECTS THAT I WON'T GO INTO. SOME WE WOULD CONTINUE, SOME WE MAY POSTPONE. I CAN CERTAINLY
[00:56:55] ANSWER QUESTIONS IF THERE ARE. NEXT SLIDE, PLEASE.
[00:57:00] TO GIVE YOU VISIBILITY.
[00:57:02] WE ALSO WANT TO JUST HIGHLIGHT THE PROJECTS IN THE STORM WATER UTILITY AND THE JOINT
[00:57:10] VENTURE. THESE ARE ALL PROJECTS THAT ARE STEWARDED BY THE MARITIME DIVISION.
[00:57:16] THE STORM WATER UTILITY IS FOCUSED ON OUR STORMWATER ASSETS AND KEEPING THEM IN
[00:57:24] CONDITION. THERE IS ABOUT \$3 MILLION OF CAPITAL SPENDING OVER THE NEXT TWO YEARS. WE WILL
[00:57:29] RECOMMEND POSTPONING JUST ABOUT HALF OF THAT AND THAT REALLY IS LESS RELATED TO OUR CASH
[00:57:39] POSITION WITH CORONAVIRUS AND MORE TO COORDINATING WITH WORK
[00:57:42] THAT THIS SPECIFIC TENANTS HAVE GOING ON.
[00:57:45] SO THAT WORK CONTINUES TO MOVE FORWARD. THERE'S ALSO
[00:57:49] A JOINT VENTURE AND THESE ARE PROJECTS THAT SUPPORT THE NORTHWEST SEAPORT ALLIANCE,
[00:57:57] BUT ARE THE RESPONSIBILITY OF THE HOME PORT. THEY INCLUDE THINGS LIKE
[00:58:00] THE WEST WATERWAY DEEPENING, A VERY EXCITING
[00:58:02] PROJECT THAT'S BEEN A LONG TIME COMING. T5 NET REMOVAL TIE OFFS AND A NUMBER OF
[00:58:09] REGIONAL TRANSPORTATION PROJECTS RELATED TO FAST TWO AND SAFE AND SWIFT JUST WANT
[00:58:14] TO BRING VISIBILITY THAT ALL OF THAT WORK CONTINUES TO GO ON CONTINUING TO DRIVE THE LOCAL
[00:58:20] ECONOMY. IMPORTANT CONTRIBUTIONS OF THE PORT.
[00:58:25] NEXT SLIDE, PLEASE
[00:58:28] SO FINALLY I'D LIKE TO TALK A LITTLE BIT ABOUT RECOMMENDATIONS SPECIFIC TO
[00:58:32] TERMINAL 46
[00:58:35] WITH RESPECT TO THE PROPOSED NEW CRUISE TERMINAL,
[00:58:39] WE ARE RECOMMENDING THAT WE PAUSE THIS PROJECT.
[00:58:41] THERE IS A DRAMATIC IMPACT ON THE GLOBAL CRUISE INDUSTRY FROM THE CURRENT CRISIS.
[00:58:48] THE CRUISE REBOUND WILL TAKE TIME.
[00:58:51] WE DO SEE NEWS THAT FOLKS ARE CONTINUING TO BOOK CRUISES AND EVEN IN HIGHER NUMBERS
[00:58:57] THAN BEFORE AND
[00:58:59] THIS IS A VERY RESILIENT INDUSTRY.
[00:59:00] WE ALSO KNOW THAT IT WILL TAKE TIME TO KNOW EXACTLY HOW LONG THE RECOVERY WILL TAKE AND WHEN
[00:59:07] THE DEMAND FOR THE ALASKA MARKET WILL FULLY RECOVER AND CONTINUE TO GROW.
[00:59:11] CRUISE IS A REALLY IMPORTANT PART OF OUR ECONOMIC RECOVER
[00:59:14] ESPECIALLY THE SECTORS THAT HAVE BEEN HIT SO HARD AND THIS WILL BE REALLY
[00:59:20] IMPORTANT TO SUPPORT WHEN THE TIME IS RIGHT, BUT AT THIS
[00:59:23] TIME WE RECOMMEND POSTPONING THE PROJECT
[00:59:26] UNTIL WE UNDERSTAND THE MARKET IMPACTS. WE'LL BE REVISITING THIS WHEN WE COME TO YOU IN THE
[00:59:31] FALL DURING THE 2021
[00:59:34] CAPITAL BUDGET PROCESS. AS WE PAUSE THIS PROJECT,
[00:59:38] WE ARE DOING IT IN A THOUGHTFUL WAY SO THAT WE CAN START UP AGAIN WITHOUT LOSING THE WORK
[00:59:44] THAT'S ALREADY DONE.
[00:59:45] SO THERE'S A NUMBER OF THINGS. WE WILL FOR INSTANCE COMPLETE THE GEOTECHNICAL WORK AND
[00:59:51] THERE'S A NUMBER OF WORK AROUND
[00:59:54] ENVIRONMENTAL REVIEW EXISTING CONDITIONS THAT ARE CLOSE TO COMPLETION AND WE WILL

[01:00:00] COMPLETE THOSE.
[01:00:01] WE WILL NOT BE STARTING ANY ADDITIONAL WORK.
[01:00:03] SO WITHIN A FEW MONTHS WE WILL HAVE FULLY PAUSED THAT.
[01:00:10] OUR RECOMMENDATION IS THAT WE WILL FULLY PAUSE THAT PROJECT.
[01:00:14] SO RIGHT NEXT DOOR TO THE PROPOSED NEW CRUISE TERMINAL IS A
[01:00:21] NORTH BIRTH OF TERMINAL 46.
[01:00:22] SO THIS HAS BEEN ACTUALLY A HOMEPORT PROPERTY NOT LICENSED TO THE ALLIANCE.
[01:00:28] IT HAS BEEN USED OVER THE YEARS FOR MANY DIFFERENT THINGS AND THERE ARE OPPORTUNITIES FOR MANY
[01:00:35] MARITIME USES.
[01:00:36] THIS IS NOT IN GOOD REPAIR RIGHT NOW. IT IS LOAD
[01:00:39] RESTRICTED AND SURLY IN NEED OF UPGRADE.
[01:00:45] WE ARE RECOMMENDING THAT THAT PROJECT THE ACCELERATED BOTH TO PREPARE FOR ECONOMIC
[01:00:52] OPPORTUNITIES THAT COULD BE RELATED AS WELL AS OUR ASSET MANAGEMENT RESPONSIBILITIES.
[01:00:56] WE WOULD BE BEGINNING WITH A FEASIBILITY STUDY OF WHAT THE BEST USES OF THAT SITE WERE.
[01:01:04] AND THIS MAY ENABLE US OVER TIME TO CREATE A MORE COMPREHENSIVE LOOK
[01:01:07] AT THE ENTIRE SITE. THROUGHOUT ALL OF THIS,
[01:01:10] WE WILL CONTINUE TO COORDINATE WITH THE NORTHWEST SEAPORT ALLIANCE
[01:01:13] LOOKING AT SHORT-TERM AND INTERIM OPTIONS.
[01:01:17] WE TALK ALMOST DAILY AND COLLABORATE WHEN INCOMING OPPORTUNITIES ARISE AS WE NEED
[01:01:25] TO SO WE WILL CONTINUE TO DO SO.
[01:01:29] AND I WILL PAUSE THERE AND EITHER TAKE QUESTIONS OR TURN IT OVER TO DAVID MCFADDEN.
[01:01:34] LET'S TAKE A PAUSE FOR COMMISSIONER COMMENT AND QUESTIONS BEFORE WE GO ON TO
[01:01:40] ECONOMIC DEVELOPMENT DIVISION.
[01:01:42] VERY GOOD.
[01:01:44] ALRIGHT COMMISSIONER BOWMAN, WE'LL START WITH YOU.
[01:01:46] GREAT.
[01:01:47] I HAVE A COUPLE OF QUESTIONS.
[01:01:49] SO I APOLOGIZE.
[01:01:51] BUT I HAD TO LOOK AT THE FIVE- YEAR CIP BECAUSE THAT'S WHAT WE ACTUALLY ADOPTED IN THE BUDGET.
[01:01:58] STEPHANIE, YOU CAN YOU HELP ME UNDERSTAND.
[01:01:59] I'VE SEEN SOME DISCREPANCY.
[01:02:01] AND SO PERHAPS YOU CAN HELP ME WALK THROUGH SOME OF THESE NUMBERS.
[01:02:05] I'M GOING TO TAKE T-117 FOR EXAMPLE.
[01:02:10] IN THE BUDGET THAT WE PASSED THE FIVE-YEAR CIP FOR 2020.
[01:02:12] WE WERE GOING TO SPEND, IF I'M READING THIS CORRECTLY,
[01:02:17] \$11,300,000.00
[01:02:21] IN THE NEW PROPOSAL,
[01:02:22] WE'D BE SPENDING FIVE MILLION THIS YEAR. FOR THAT
[01:02:25] SAME PROJECT IN 2021
[01:02:27] WE HAD BUDGETED TO SPEND
[01:02:31] TEN POINT SIX MILLION. AM I READING THIS RIGHT?
[01:02:34] AND THE REASON I'M ASKING IS BECAUSE WHAT THIS WOULD SAY
[01:02:39] TO ME IS THAT FOR T-117 WE HAD BUDGETED TO SPEND THIS
[01:02:43] YEAR 11 MILLION AND THE NEW PROPOSAL IS FOR 5 MILLION.
[01:02:46] AND IF I'M READING IT WRONG, PLEASE CORRECT ME.
[01:02:50] YEAH, SO COMMISSIONER.
[01:02:54] WE WHEN WE APPROVE THE CAPITAL
[01:02:58] BUDGET IN THE FALL THAT IS BASED ON OUR LATEST FINANCIAL INFORMATION WE HAVE
[01:03:02] AT THE TIME WHICH IS OUR SECOND QUARTER UPDATES.
[01:03:06] SO WE ADOPT THE CAPITAL BUDGET IN THE FALL AND AND THEN AS WE GET NEW INFORMATION.
[01:03:14] WE DO ADJUST. FOR INSTANCE,
[01:03:15] WE GET NEW INFORMATION ABOUT HOW LONG PERMITS WILL TAKE OR
[01:03:18] OTHER THINGS OF THAT NATURE AND WE UPDATE AS WE GO. SO
[01:03:21] RIGHT NOW, BETWEEN THE TIME WHEN THE CAPITAL BUDGET WAS APPROVED AND OUR BEST INFORMATION
[01:03:29] AT THE BEGINNING OF THE YEAR.
[01:03:31] THERE WAS A CHANGE IN THE PREDICTION ON THAT PARTICULAR PROJECT.
[01:03:35] I CAN GET YOU MORE INFORMATION.
[01:03:37] THAT'S WHAT HAPPENS IN THE CIP IN GENERAL AND PERHAPS
[01:03:42] DAN THOMAS COULD SPEAK MORE TO THAT AND THE SPECIFICS BUT THERE CAN BE
[01:03:48] A DIFFERENCE BETWEEN WHAT IS ADOPTED IN THE CIP AND THEN WHAT WE ARE PREDICTING IN THE
[01:03:54] MIDDLE OF THE YEAR.
[01:03:55] WELL AND THANK YOU.
[01:03:58] I UNDERSTAND THAT BUT IT HASN'T REALLY BEEN THAT LONG.

[01:04:01] WE ADOPTED THE BUDGET IN NOVEMBER.
[01:04:03] BUT I GUESS MY QUESTION IS THAT WHAT YOU'RE PROVIDING TODAY ARE
[01:04:07] YOU KNOW THIS IS SUPPOSED TO BE A "WHAT CAN WE ACCELERATE
[01:04:10] AND MOVE FORWARD WITH" AND THE NUMBERS JUST AREN'T MATCHING UP IN A LOT OF AREAS.
[01:04:15] AND SO AS I'M LOOKING TO 2021, THERE'S
[01:04:16] SIMILAR ISSUES WITH SHORE POWER, FOR EXAMPLE.
[01:04:20] THE BUDGET FOR 2021 IS 13 MILLION AND THE NEW PROPOSAL FROM THE INFORMATION PROVIDED
[01:04:29] TODAY IS 2.4 MILLION. FOR FISHERMAN'S TERMINAL THE BUDGET FOR NEXT YEAR WAS 10 MILLION
[01:04:34] DOLLARS. AND NOW IT'S 900,000 FOR T-91 10 MILLION DOLLARS FOR 2020 BUT NOW 1.3.
[01:04:42] SO
[01:04:44] I'M JUST REALLY TRYING TO GET A HANDLE.
[01:04:45] SO IF YOU'RE SAYING THAT WE'RE GOING TO HAVE TO MAKE ADJUSTMENTS AND YOU'RE GOING
[01:04:50] TO BRING THIS FORWARD LATER IN THE YEAR, THAT'S FINE.
[01:04:52] BUT I JUST WANTED TO BE CLEAR ABOUT WHAT WE'RE REALLY DOING NOW TO ACCELERATE THOSE PROJECTS
[01:04:58] BECAUSE THE BUDGET NUMBERS LOOK LIKE THEY'RE ABOUT THE SAME AS WHAT WE WERE GOING TO
[01:05:03] DO ANYWAY. IN MOST CASES.
[01:05:05] SO IN MOST CASES,
[01:05:09] THAT ISN'T INFAC T TRUE.
[01:05:12] IF YOU LOOK AT THE THIRD COLUMN, MOST OF THE PROJECTS WE WOULD BE CONTINUING ON OUR
[01:05:19] ANTICIPATED SCHEDULE BECAUSE FRANKLY WITH PERMITTING AND PROCUREMENT AND IN WATER WORK
[01:05:25] WINDOWS. WE TYPICALLY ARE ALREADY MOVING THE PROJECTS ABOUT AS QUICKLY AS WE CAN.
[01:05:30] FOR MARITIME, THE ONE PROJECT
[01:05:35] THAT WE WOULD BE PROPOSING TO ACCELERATE IS THE NORTH PIER STRUCTURE.
[01:05:40] OKAY, AND THEN THAT'S MY SECOND
[01:05:42] I WANT TO GO ONTO THAT QUICK.
[01:05:43] I HAVE TWO MORE QUESTIONS OR THREE MORE AND THEN I'LL BE DONE. FOR T-46, THE DOCK WE
[01:05:48] HAVE, CAN YOU HELP ME UNDERSTAND WHERE IN
[01:05:50] THE CIP THIS IS BECAUSE I'M LOOKING AT THE FIVE-YEAR CIP AND I SEE T46 DOCK
[01:06:00] REHABILITATION LISTED TWICE
[01:06:03] AND THIS IS UNDER NORTHWEST SEAPORT ALLIANCE PROJECTS.
[01:06:08] YEAH, SO
[01:06:11] TERMINAL 46 HAS A NUMBER OF DIFFERENT PROJECTS AND MAYBE WE NEED TO WORK ON A BETTER
[01:06:16] NAMING PROTOCOL.
[01:06:17] BUT THIS IS ACTUALLY A NOT A NORTHWEST SEAPORT ALLIANCE
[01:06:21] PROJECT. THE NORTH FACE OF TERMINAL 46, MAYBE 80 FEET
[01:06:26] IN WIDTH WAS KEPT BY THE HOME PORT. WE HAVE USED IT FOR
[01:06:30] VARIOUS MOORAGE USES
[01:06:34] SO THIS WOULD BE A SEPARATE PROJECT THAN THE DOCK REHAB.
[01:06:37] IT WAS INCLUDED IN LAST YEAR'S CAPITAL PROGRAM FOR A TOTAL OF ABOUT SIXTY FOUR AND A HALF
[01:06:46] MILLION
[01:06:48] AND I DON'T HAVE THE FIVE-YEAR CIP
[01:06:51] FRONT OF ME BUT IT WAS INCLUDED IN THE CIP THAT WAS ADOPTED ABOUT SIX MONTHS AGO
[01:07:00] BY THE COMMISSION.
[01:07:05] I SCAN THIS AND I APOLOGIZE.
[01:07:07] I JUST KEEP LOOKING AND I JUST CAN'T FIND IT IN THE CIP THAT I WAS HANDED THE FIVE-YEAR CIP.
[01:07:15] SO I'M JUST WONDERING IF IT WAS SOMEWHERE WHERE ELSE BUT I AM LITERALLY NOT SEEING IT ANYWHERE
[01:07:23] MAYBE IN THE INTEREST OF TIME
[01:07:24] WE COULD FOLLOW UP THERE.
[01:07:26] OKAY, THAT'S FINE.
[01:07:27] BUT I MEAN, I GUESS THE REASON I'M ASKING IS THAT THESE THINGS ARE IMPORTANT FOR US
[01:07:30] TO ALL BE TALKING ON THE SAME SONG SHEET AND KNOWING
[01:07:33] WHERE THINGS ARE AND I JUST HAVE TWO MORE QUESTIONS ONE.
[01:07:38] YOU LUMPED IN THE TRANSPORTATION PROJECTS.
[01:07:41] WHERE YOU CALL IT A JOINT VENTURE. THESE ARE OUR
[01:07:43] COMMITMENTS WITH WASHDOT. FIRST THE FAST CORRIDOR AND CITY OF SEATTLE FOR SAFETY AND
[01:07:52] SWIFT FOR THE LANDER STREET OVERPASS. TWO QUESTIONS ON THOSE. THOSE ARE FUNDED
[01:07:58] BOTH OUT OF THE LEVY.
[01:08:00] RIGHT. I THINK IT'S IMPORTANT
[01:08:02] IDENTIFY THAT BUT THAT'S LEVY DOLLARS.
[01:08:05] THANK YOU.
[01:08:06] HAS THE STAFF TALKED TO THE CITY AND THE STATE ABOUT THOSE PROJECTS AND IF THEY NEED
[01:08:15] THE MONEY THIS YEAR OR ARE THEY ALSO ON HOLD BECAUSE I KNOW
[01:08:18] THAT A LOT OF MAJOR AGENCIES ARE HOLDING OFF ON WORK AND

[01:08:22] IF YOU CAN GET BACK TO US ON THAT THAT WOULD BE GREAT TO KNOW.
[01:08:26] I CAN TELL YOU THAT STAFF IS DEFINITELY IN COMMUNICATION AND DISCUSSING SCHEDULES.
[01:08:29] I HAVE AN EMAIL AS THIS MORNING SCHEDULING FROM OUR TRANSPORTATION STAFF SO WE
[01:08:35] DON'T KNOW THE FULL ANSWER BUT THAT COMMUNICATION IS HAPPENING.
[01:08:39] OKAY, AND THEN THE VERY LAST QUESTION IS THAT THE SHOSHALL RESTAURANTS SITES IS POSTPONED.
[01:08:48] COULD YOU PROVIDE SOME INFORMATION, IT DOESN'T HAVE
[01:08:49] TO BE RIGHT NOW, BUT HOW THAT'S GOING TO IMPACT-- THERE WAS A RECENT AMENDMENT TO
[01:08:55] THE LEASE AND WHAT THE PROSPECTS FOR THAT PROJECT ARE MOVING FORWARD.
[01:09:00] AND I THINK THAT'S REALLY CRITICAL TO FIND OUT IF THE COMPANY THAT IT'S LEASED WITH IS
[01:09:07] STILL PLANNING TO MOVE FORWARD WITH THAT PROJECT GIVEN THE ENORMOUS HIT THAT THE
[01:09:13] HOSPITALITY INDUSTRY IS TAKEN.
[01:09:14] THANK YOU SO MUCH.
[01:09:15] I'LL GET BACK TO YOU ON THAT.
[01:09:16] OKAY.
[01:09:18] THANK YOU
[01:09:19] COMMISSIONER BOWMAN IF I CAN JUST COMMENT TOO ON THE CASH FLOW ISSUE YOU BROUGHT UP.
[01:09:24] SOMETHING THAT WE'VE TALKED ABOUT BEFORE. I THINK WE GAVE
[01:09:26] THE COMMISSION THE ROLE OF THE ADJUSTMENTS GOING FROM BUDGET EARLY INTO
[01:09:32] THE YEAR, BUT I THINK THAT'S SOMETHING THAT PERHAPS WE CAN PROVIDE. THAT READ OUT FOR
[01:09:38] EVERYONE SO YOU CAN LOOK AT THAT. BECAUSE THERE ARE, AS WE DISCUSSED, THE FIVE-YEAR
[01:09:42] AMOUNTS THAT WE SPEND BUT BASED ON THE ADJUSTMENT FROM WHAT WE
[01:09:46] ARE ABLE TO ACCOMPLISH
[01:09:49] THROUGH THE END OF THE YEAR FROM THE BUDGET PROCESS.
[01:09:51] THERE IS AN ADJUSTMENT IN JANUARY, WHICH IS THAT LARGER
[01:09:54] NUMBER THAT I BROUGHT UP. IT WAS A FEW MONTHS AGO NOW
[01:09:57] BUT I THINK THAT WHAT YOU'RE ASKING FOR IS MORE DETAIL.
[01:10:00] ON THAT WHICH WE DIDN'T PROVIDE. WE JUST PROVIDED THE HIGHER NUMBER OF THAT YOU POINTED
[01:10:04] OUT SO WE CAN GET BACK TO THE COMMISSIONERS WITH ADDITIONAL DETAIL ON THOSE ADJUSTMENTS AND
[01:10:09] THAT CASH FLOW ADJUSTMENT BASED ON HOW WE FINISHED OFF IN 2019.
[01:10:12] SO I'LL TAKE THAT AS I GET BACK TO YOU WITH MORE DETAIL ON THOSE CHANGES AS YOU MOVE
[01:10:18] THROUGH THE END OF THE YEAR INTO 2020.
[01:10:22] I APPRECIATE THAT IN THE REASON I'M ASKING FOR ALL OF THIS IS IT GOES ALONG WITH THE GUIDANCE
[01:10:26] THAT WE PROVIDED IF WE CAN MOVE MONEY FROM PROJECTS AND
[01:10:29] TRULY ACCELERATE SOMETHING ELSE BESIDES JUST T46 THAT CAN IMMEDIATELY PROVIDE WORK,
[01:10:38] JOBS FOR PEOPLE.
[01:10:39] THAT'S WHAT I'M LOOKING FOR.
[01:10:41] SO I'M REALLY WANTING TO SEE WHERE WE'RE TRULY ACCELERATING A PROJECT.
[01:10:46] SO THANK YOU.
[01:10:50] OKAY, LET'S CALL ON OTHER COMMISSIONERS FOR ANY QUESTIONS OR COMMENTS BEFORE WE MOVE ON.
[01:10:56] YES. WE'LL GO TO COMMISSIONER CALKINS NEXT.
[01:11:02] STEPHANIE THANK YOU FOR THE PRESENTATION AND I APPRECIATE COMMISSIONER BOWMAN'S QUESTIONS
[01:11:07] AS WELL. I TOUCHED ON A COUPLE OF THINGS.
[01:11:10] I HADN'T THOUGHT TO CONSIDER AND I REALLY APPRECIATE THAT.
[01:11:12] I'M WONDERING ON A COUPLE OF THINGS .ONE IS WITH YOUR
[01:11:21] VISIBILITY INTO THE CONVERSATIONS THAT ARE HAPPENING AT THE PORT AND ALSO AT THE
[01:11:26] SEAPORT ALLIANCE, ARE WE
[01:11:28] CONCERNED AT ALL ABOUT THE IMPACTS OF THE WEST SEATTLE BRIDGE SHUT DOWN ON OUR T5
[01:11:37] CONSTRUCTION PROJECT? AND IF THIS ISN'T SOMETHING WHERE YOU YOU'VE BEEN
[01:11:41] BRIEFED ON THE LATEST WITH JOHN WOLFE, FEEL FREE TO DEFER
[01:11:47] AND THEN ALSO ON T46.
[01:11:48] I APPRECIATE THE
[01:11:51] KEEPING UP TO DATE ON THE INDUSTRY CONVERSATIONS AROUND
[01:11:56] THIS AND THAT YOUR TEAM HAS PASSED A LOT OF GOOD
[01:12:00] ARTICLES THAT ARE COMING OUT IN TERMS OF CONVERSATIONS THAT ARE HAPPENING
[01:12:07] AND SO ON THAT PARTICULAR SITE,
[01:12:12] I'M WONDERING IF THERE ARE ANY INTERIM USES FOR T46 THAT MAY
[01:12:20] BRIDGE THAT GAP SINCE WE ARE ON THE HOOK FOR RENTING THAT SPACE EVEN IF WE POSTPONE THE
[01:12:27] PROJECT.
[01:12:31] SO TERMINAL 5 I CAN TELL YOU OUR EXTERNAL RELATIONS STAFF
[01:12:35] HAS BEEN WORKING LONG HOURS TO MAKE SURE WE
[01:12:39] PROVIDE WHAT WE NEED FOR THE NORTHWEST SEAPORT ALLIANCE BOTH ON CURRENT
[01:12:44] OPERATIONS AS WELL AS ON SUPPORTING THE T5 PROJECTS AND I DON'T HAVE ALL THE
[01:12:51] SPECIFIC DETAILS, BUT I CAN CERTAINLY MAKE SURE WE GET THOSE BACK TO YOU

[01:12:55] AND THEN ON A TERMINAL 46 WE ARE CERTAINLY WORKING.
[01:12:58] KING WITH THE NORTHWEST SEAPORT ALLIANCE WHEN ANY POSSIBLE ALTERNATIVE USE COMES UP. AS WE
[01:13:05] WERE WAITING FOR THIS MEETING
[01:13:09] TO OCCUR, I GUESS AND TO PROVIDE OUR RECOMMENDATIONS ABOUT POSTPONEMENT
[01:13:15] AS WELL AS THE CURRENT
[01:13:17] ECONOMIC ENVIRONMENT, WE HAVE NOT BEEN DOING A LOT OF PLANNING FOR
[01:13:23] ALTERNATIVE USES AT THIS TIME.
[01:13:25] EXCEPT AS RELATES TO RELIEF EFFORTS THINKING ABOUT THINGS WE CAN DO TO SUPPORT. FOR
[01:13:32] INSTANCE. CAN WE SUPPORT THE MEDICAL FIELD AT CENTURYLINK AND THINGS OF THAT NATURE
[01:13:38] BUT I WOULD SAY THAT WITH
[01:13:40] TODAY'S MEETING IT IS TIME TO BEGIN THAT IN EARNEST.
[01:13:45] THIS MAY BE A SEAPORT ALLIANCE QUESTION.
[01:13:47] DO YOU HAVE ANY CONCERN
[01:13:48] THAT
[01:13:50] ONCE THERE IS A SIGNIFICANT ECONOMIC REOPENING
[01:13:55] WHILE WE STILL DON'T HAVE USE OF THE HYBRID FOR SEATTLE THAT TRAFFIC CONCERNS MAY
[01:14:03] MAKE IT DIFFICULT TO GET CARGO IN AND OUT OF T5 OR T18 FOR THAT MATTER AND NEEDING T46 AS
[01:14:11] I THINK THAT'S A SEAPORT ALLIANCE QUESTION. I KNOW
[01:14:15] WE'RE WORKING WITH THEM AND I CAN TESTIFY THAT THE DEDICATION OF THE LOWER BRIDGE TO BUSES
[01:14:20] AND FOR RELATED COMMERCIAL TRAFFIC IS SOMETHING THAT WILL NEED A ONE OF THE
[01:14:26] MITIGATION MEASURES THAT ARE IN PLACE.
[01:14:27] OKAY.
[01:14:29] I APPRECIATE THAT.
[01:14:30] THANK YOU.
[01:14:34] THAT'S ALL FOR ME.
[01:14:35] THANK YOU.
[01:14:38] ALL RIGHT, THEN. COMMISSIONER CHO?
[01:14:42] ALTERNATIVE USES FOR T46 WOULD BE BUT.
[01:14:55] ALL RIGHT, AND THEN WE WILL GO TO COMMISSIONER FELLEMAN.
[01:14:56] YOU SHOULD RECEIVE AN UNMUTE PROMPT RIGHT NOW.
[01:15:04] GREAT. THANK YOU VERY MUCH.
[01:15:05] I JUST LIKE TO
[01:15:07] REAFFIRM IN MY SEARCHING THROUGH THE FIVE-YEAR CIP.
[01:15:10] I COULDN'T FIND ANYTHING FOR THE NORTH SIDE OF 46 AND
[01:15:16] I APPRECIATE YOU WERE TALKING ABOUT GOING FORWARD WITH
[01:15:21] I ALWAYS FIND IT INTERESTING.
[01:15:24] WE HAVE 46, IT'S THE MOST COMPLICATED TERMINAL WITH
[01:15:28] PORT ASSET TO THIS ONE SLIVER HERE THEN THE CRUISE TERMINAL THEN THE SEAPORT ALLIANCE
[01:15:33] PROPERTY AND THE ABILITY TO LOOK AT THAT TERMINAL IN A HOLISTIC FASHION IS SOMETHING
[01:15:40] THAT HASN'T BEEN REALLY POSSIBLE BECAUSE OF THIS
[01:15:44] BIFURCATION OR
[01:15:45] TRIFURCATION. WHATEVER THE CASE MAY BE SO I'M JUST WONDERING IN TERMS OF IN THIS
[01:15:52] FEASIBILITY STUDY, WILL WE LOOK AT POTENTIAL CONSOLIDATIONS?
[01:15:56] AND OTHERWISE JUST AS
[01:16:01] FEASIBILITY NOT IN TERMS OF ABANDONING CRUISE OR ANYTHING LIKE THAT, BUT YOU KNOW, I KNOW
[01:16:06] ONE OF THE REASONS WHY WE DIDN'T HAVE MATSON MOVE WAS
[01:16:10] BECAUSE THEY DIDN'T WANT A TERMINAL WITH CRUISE
[01:16:13] AND SO JUST TO MAKE SURE THAT THE FEASIBILITY STUDY FOR THE
[01:16:20] FULL BREADTH OF OPPORTUNITIES.
[01:16:22] I THINK REALLY BE GREAT BECAUSE I THINK EVEN FOSS'S LEASE IS STILL ON A SHORT TERM BASIS AND
[01:16:31] IT'S JUST A PIECE-MEAL
[01:16:33] FASHION.
[01:16:36] SO I DON'T KNOW.
[01:16:38] IS THE FEASIBILITY STUDY GOING TO JUST BE FOR THE SLIVER.
[01:16:40] I SHOULD ASK THAT AS A QUESTION.
[01:16:44] WELL, SO I THINK THE POINT OF A FEASIBILITY STUDY IS WE'LL START BROAD. I THINK
[01:16:48] WE DEFINITELY WANT TO BE THINKING ABOUT HOW THAT PARTICULAR
[01:16:53] THAT PART OF THE SITE FITS INTO EVERYTHING. IF WE DO THE FEASIBILITY STUDY,
[01:16:56] WE WILL NOT DO IT IN A SILO.
[01:17:00] THANK YOU. A MUCH
[01:17:01] SMALLER PROJECT IS THE ROOFING OF THE NET SHEDS SOMETHING THAT I'M SURE EVERYBODY IS PAYING
[01:17:08] CLOSE ATTENTION TO BUT THIS LITTLE PROJECT INCLUDES IT SAYS ON THE MARITIME OPERATIONS
[01:17:19] UNDER FISHING AND OPERATIONS NUMBER 5. IT SAYS

[01:17:20] ABOUT THE ROOFING OF SHEDS THREE, FOUR, FIVE AND SIX
[01:17:27] FIVE I BELIEVE WAS SUPPOSED TO BE PLACED AS PART OF THE SOLAR PROJECT.
[01:17:32] IN FACT I THOUGHT IT WAS ONE OF THE REASONS WE DID THIS.
[01:17:37] I DON'T KNOW WHETHER THAT'S JUST
[01:17:40] I HOPE THAT WE DON'T HAVE TO
[01:17:44] MOVE OR HAVE TO REMOVE THE SOLAR
[01:17:45] CELLS FOR ANY REASON AS A PART OF THAT.
[01:17:48] NO I DON'T THINK SO.
[01:17:51] IF A PROJECT HAS MULTIPLE PHASES IT WILL STILL STAY ON THE BOOKS BUT I WILL CERTAINLY
[01:17:59] FOLLOW UP, BUT WE ARE NOT INTENDING TO REMOVE THE SOLAR PANELS.
[01:18:04] OR THAT THERE'S SOME OTHER ROOFING PROBLEMS THAT-- AND THEN AS FAR AS GOING FORWARD
[01:18:11] WITH THE SEISMIC EVALUATION AND THE EXISTING
[01:18:15] CONDITION EVALUATION OF THE REST OF 46,
[01:18:21] I KNOW THAT ONE OF THE CHALLENGES OF THE SEISMIC EVALUATION HAD TO
[01:18:24] DO WITH SPECIFICALLY THE TERMINAL
[01:18:27] THE GANGWAYS FOR THE CRUISE.
[01:18:29] THAT THAT WAS
[01:18:30] SORT OF DIFFERENT THAN JUST THE OVERALL SEISMIC WORK.
[01:18:33] SO I ASSUME THAT WOULD STILL BE PART OF THE EVALUATION?
[01:18:38] IT'S NOT JUST--
[01:18:41] OUR PROPOSAL IS NOT TO MOVE FORWARD WITH DESIGNING ANYTHING BUT RATHER
[01:18:47] TO KIND OF UNDERSTAND WHAT WE HAVE. SO I WOULD NOT ANTICIPATE THAT WE'RE DESIGNING
[01:18:56] GANGWAYS, BUT WE'RE KIND OF UNDERSTANDING WHAT THE
[01:19:00] STATE AND RESILIENCY OR LACK THEREOF OF THE FACILITY IS
[01:19:08] WHICH MAKES PERFECT SENSE, ESPECIALLY BECAUSE IT'S ALREADY UNDERWAY RIGHT?
[01:19:10] THAT'S CORRECT.
[01:19:12] IN THE WORK WE WOULD BE DOING TO BE CLEAR, WE WOULD
[01:19:14] INTEND THAT THIS IS WORK THAT WOULD
[01:19:19] WHILE I DO CERTAINLY ANTICIPATE THAT THIS IS JUST A PAUSE AND THEN WE'LL
[01:19:22] BE MOVING FORWARD
[01:19:25] THE WORK WE ARE DOING WOULD BE WORK THAT WOULD SUPPORT ANY DIFFERENT.
[01:19:29] OF DEVELOPMENT.
[01:19:32] COMMISSIONERS WE CAN PROVIDE ADDITIONAL DETAILS ON WHAT THIS LOOKS LIKE THE DIFFERENT
[01:19:36] MEASURES HERE.
[01:19:37] I'VE TALKED WITH STEPHANIE ABOUT WHAT EXACTLY THE DETAILS
[01:19:44] OF THIS PAUSE WOULD LOOK LIKE. THE LAST THING
[01:19:46] IS THAT ONE OF THE THINGS WE'RE PAUSING THEN IS THE RFP PROCESS, RIGHT?
[01:19:51] WE HAD TWO BIDDERS IN THE FINAL STAGES.
[01:19:54] WE KEPT ON ASKING FOR MORE INFORMATION.
[01:19:58] WHERE DOES THIS GO
[01:19:59] TO AFFECT THAT PROCESS?
[01:20:03] YEAH. SO
[01:20:05] OUR RECOMMENDATION IS THAT THAT WOULD BE PAUSED AS WELL.
[01:20:07] AND WE HAVE NOTIFIED THE PROPOSERS THAT THAT IS OUR RECOMMENDATION.
[01:20:14] AND SO IS THERE ANY DISCUSSION
[01:20:17] OF HOW YOU WOULD RETAIN THAT STATUS OR JUST GO OUT ALL OVER AGAIN?
[01:20:25] WELL, WE HAVEN'T CROSSED THAT BRIDGE YET AND I THINK THAT KEY THING IS
[01:20:30] RIGHT NOW WITH THE STATE OF THE INDUSTRY.
[01:20:32] IT'S NOT CLEAR THAT
[01:20:36] OUR PROPOSERS WOULD KNOW EITHER ALTHOUGH THEY HAVE NOT HEARD THAT FROM THEM.
[01:20:40] BUT I THINK
[01:20:43] WE WOULD HAVE TO EVALUATE THAT.
[01:20:48] AS WE ISSUED THE RFP,
[01:20:49] WE RETAINED THAT ABILITY FOR THE PORT TO MAKE THIS SORT OF DECISION.
[01:20:54] SO WE WILL BE CAREFULLY EVALUATING WHICH MAKES SENSE AS WE GO FORWARD.
[01:21:00] THANK YOU.
[01:21:01] ALL RIGHT, ARE THERE ANY FURTHER QUESTIONS BEFORE WE MOVE ON TO EDD AND AVIATION?
[01:21:07] I JUST HAVE ONE OTHER QUESTION.
[01:21:08] JUST TO FOLLOW UP THE COMMISSIONER FELLEMAN'S POINT.
[01:21:11] YOU JUST SAID THAT IF I HEARD YOU CORRECTLY THAT THE STAFF HAS COMMUNICATED TO THE RFP
[01:21:17] RESPONDENTS ON CRUISE THAT YOUR RECOMMENDATION IS TO PUT IT ON HOLD? DID I HEAR THAT CORRECTLY?
[01:21:24] I GUESS MY QUESTION IS FOR STEVE AND FOR PETER.
[01:21:28] I DO BELIEVE THAT AT SOME POINT THAT NEEDS TO BE A COMMISSION ACTION.

[01:21:32] I APPRECIATE THAT
[01:21:34] BUT I THINK THAT IT NEEDED TO ACTUALLY GET OFFICIAL BUY OFF FROM THE COMMISSION AND
[01:21:41] WE HAVEN'T DONE THAT.
[01:21:44] UNDERSTOOD COMMISSIONER. AND I JUST WANTED TO SAY THAT SINCE
[01:21:46] THIS WAS A PUBLIC SESSION IT SEEMED IMPORTANT TO ENSURE THAT
[01:21:48] THAT OUR PROPOSERS KNEW THAT WOULD BE OUR STAFF RECOMMENDATION, BUT
[01:21:55] CERTAINLY WOULD NOT BE INTENDING TO
[01:21:58] MAKE ANY DECISIONS.
[01:21:59] I APPRECIATE THOSE. WHAT I'M CONTEMPLATING IS MAYBE WE HAVE SOME ADOPTION OF THESE
[01:22:07] RECOMMENDATIONS FORMALLY AND TOGETHER IN THE FORM OF POSSIBLY
[01:22:12] A MOTION REGARDING STIMULUS RECOVERY, HEALTH AND SAFETY
[01:22:16] IN THE SENSE THAT WE HAVE RECONSIDERED
[01:22:20] SOME OF OUR CIP PROJECTS INCLUDING T46 CRUISE AND BRING THAT BACK TO THE COMMISSION
[01:22:23] IN THE FORM OF AN ADOPTION OF A REVISED CONSTRUCTION
[01:22:31] SCHEDULE.
[01:22:33] JUST FOR CONSIDERATION, AND WE PROBABLY NEED TO MOVE ON NOW TO DAVE MCFADDEN AND ECONOMIC
[01:22:41] DEVELOPMENT DIVISION
[01:22:42] AND I WILL JUST FOLLOW UP WITH ONE LAST THING TO LET THE COMMISSIONERS KNOW THAT
[01:22:48] THE NORTH PIER STRUCTURE IS INCLUDED IN THE FIVE-YEAR CIP AND JUST FOR YOUR INFORMATION.
[01:22:52] WE'VE GOT OUR FINANCE TEAM HARD AT WORK.
[01:22:56] IT'S LISTED ON PAGE 163 OF THE OFFICIAL BUDGET DOCUMENT.
[01:23:04] IT'S CALLED T46 OR PLACE NORTH PIER STRUCTURE.
[01:23:07] IT'S ACTUALLY LISTED UNDER FISHING AND OPERATIONS.
[01:23:10] SO I JUST WANTED TO FOLLOW UP WITH THAT
[01:23:11] AND WE WILL GET BACK TO YOU
[01:23:12] IF THERE'S MORE QUESTIONS.
[01:23:15] THANK YOU.
[01:23:16] THANK YOU STEPHANIE
[01:23:18] I'M GOING TO GO TO THE OTHER COMMISSIONERS AS WELL TO GIVE THEM A SECOND CHANCE TO SPEAK
[01:23:23] OKAY
[01:23:26] DO YOU HAVE ANYTHING ELSE?
[01:23:30] NOPE, THAT'S IT.
[01:23:32] ALRIGHT COMMISSIONER CHO?
[01:23:36] NONE, THANK YOU.
[01:23:38] AND COMMISSIONER FELLEMAN?
[01:23:54] IT MAY NOT BE UNMUTED.
[01:23:55] YEAH, IT SEEMS THAT WAY.
[01:24:12] OKAY.
[01:24:14] WELL WE CAN COME BACK.
[01:24:18] OKAY COMMISSIONERS, WE'LL MOVE ON TO ECONOMIC DEVELOPMENT
[01:24:23] MY NEXT SLIDE, PLEASE.
[01:24:24] I DON'T NEED ANYTHING ELSE, BUT I JUST GOT MY AUDIO BACK.
[01:24:29] THANK YOU.
[01:24:34] OKAY, THESE ARE OUR PROJECTS.
[01:24:36] WE WANT TO MOVE FORWARD ON T91 UPLANDS DEVELOPMENT, THAT'S MOVING INTO DESIGN AND WE HAVE
[01:24:44] ENOUGH RESOURCES IN STOCK SO WE
[01:24:46] CAN PROCEED ON THIS PROJECT AT A STRONG PACE AND CONTINUING ALLOWS US TO INITIATE OUR MASTER
[01:24:53] PLAN ACTIVITIES LATER THIS YEAR THAT SUPPORT FUTURE UPLANDS DEVELOPMENT.
[01:24:58] SO
[01:25:00] WE ARE LOOKING AT HOW WE CAN SPEED THIS PROJECT UP
[01:25:05] WE HAVE TO HVAC PROJECTS ONE MOVING FORWARD, YOU KNOW WELL DOWN INTO DESIGN THAT
[01:25:14] WATCHING THE WORLD TRADE CENTER HVAC REPLACEMENT THIS REALLY PROVIDES CRITICAL SYSTEM
[01:25:19] REPLACEMENT FOR HVAC THAT HAS NEEDED REPAIRS IN RECENT YEARS AND THE SECOND ONE RELATED TO
[01:25:27] MOVING FORWARD ON A P66 HVAC SYSTEMS UPGRADE. THE OTHER PROJECT
[01:25:32] WE WANT TO CONTINUE ON IS OUR CENTRAL WATERFRONT BRIDGE ELEVATOR MODERNIZATION
[01:25:36] THAT'S IMPORTANT TO CONTINUE
[01:25:39] SO THAT WE MEET THE WINDOW WITH THE CITY'S LENORA STREET PEDESTRIAN BRIDGE
[01:25:45] RECONSTRUCTION. AND THEN FINALLY WE ARE GOING TO PUT A PAUSE BUTTON
[01:25:49] ON SOME GARAGE ELEVATOR
[01:25:52] UPGRADES AT THE WORLD TRADE CENTER.
[01:25:56] LET ME BOUNCE BACK. STEPHANIE DID MENTION THE HISTORIC SHIP SUPPLY AND WE ALSO HAVE ENOUGH
[01:26:03] RESOURCES IN HAND TO WHERE WE COULD ALSO LOOK AT POTENTIALLY ACCELERATE IN THAT AND I'VE ALSO
[01:26:08] TALKED WITH KIRA ABOUT POSITION, THAT, THE GATEWAY, AND T91 UPLANDS FOR POTENTIAL STIMULUS

[01:26:15] FUNDING SO THAT'S OUR EDD PROJECTS.
[01:26:19] OKAY, GOOD.
[01:26:21] LET'S OPEN IT UP FOR COMMISSIONER QUESTIONS OR COMMENTS ON THE EDD PROJECTS.
[01:26:27] ALL RIGHT, WE WILL GO TO COMMISSIONER BOWMAN FIRST.
[01:26:29] GREAT DAVE.
[01:26:31] THANK YOU.
[01:26:32] I WOULD REALLY LIKE TO UNDERSTAND, I DON'T NEED IT
[01:26:35] TODAY BUT
[01:26:36] WHAT YOU HEAR FROM KIRA AT SOME POINT ABOUT WHAT YOU SEE AS THE OUTLOOK FOR INDUSTRIAL LANDS
[01:26:44] DEVELOPMENT, AND I DON'T MEAN TO BE BEARISH ABOUT THIS BUT
[01:26:50] I'M A LITTLE SURPRISED THAT WE WOULD, UNLESS YOU
[01:26:53] HAVE SOME ADDITIONAL INFORMATION. I'D JUST LIKE TO
[01:26:54] UNDERSTAND WHAT YOU SEE AS THE PROSPECTS FOR TENANTS THAT IF THINGS HAVE CHANGED
[01:27:02] IN THE LAST SIX WEEKS SINCE-- I KNOW THAT THE COMMERCIAL REAL ESTATE DEVELOPMENT
[01:27:09] INDUSTRY WRIT LARGE IS TAKING A BIG HIT AND IS ANTICIPATED TO BE QUITE SOFT.
[01:27:15] I KNOW THAT THIS IS OBVIOUSLY MORE OF AREA FOR MANUFACTURING.
[01:27:18] AND BUT I REALLY LIKE TO UNDERSTAND THAT BEFORE WE GET TOO FAR DOWN THE ROAD.
[01:27:23] I WOULD SUPPORT CONTINUING WITH THE DESIGN BUT TAKING A COUPLE OF
[01:27:26] MONTHS TO UNDERSTAND WHERE THE
[01:27:29] INDUSTRY IS GOING.
[01:27:30] I'M HAPPY TO PROVIDE SOME CONTEXT COMMISSIONER BOWMAN. SOME MARKET
[01:27:34] CONTEXT IF THAT'S VALUABLE HERE.
[01:27:40] ONE THING THAT YOU SHOULD BE AWARE OF IS THOUGH EVERYTHING IS
[01:27:43] EXTRAORDINARY IN THE CURRENT REAL ESTATE
[01:27:46] ECONOMY MOST PROJECTIONS AND INDIVIDUAL DEVELOPERS THAT I HAVE TALKED TO SINCE THE COVID
[01:27:53] CRISIS BEGAN ARE VERY BULLISH ON INDUSTRIAL DEVELOPMENT AS A GENERAL RULE.
[01:27:58] WE ARE SEEING THAT UPTICK IN E-COMMERCE HAS
[01:28:01] COME THROUGH THE CRISIS AS JUST ONE INDICATOR THAT THE MANUFACTURING SECTOR AND THE
[01:28:09] BUILDINGS THAT ARE PROVIDED FOR IT WILL HAVE A HEALTHY AND ROBUST MARKET
[01:28:12] WHEN WE COME INTO RECOVERY,
[01:28:14] AND THAT'S PART OF THE REASON THAT I THINK I'VE RECOMMENDED STRONGLY
[01:28:16] THAT WE CONTINUE THESE PROJECTS.
[01:28:18] IT'S IN AN ACCELERATED STATE BECAUSE I THINK THOSE ARE GOING TO FIND A MARKET WHILE WE PURSUE
[01:28:26] A RECOVERY POSITION FOR THE INDUSTRIES THAT WE CARE ABOUT.
[01:28:29] POSITIVE ABOUT FACTORING REAL ESTATE ECONOMY REAL
[01:28:36] ANALYSTS THAT I'M EITHER PROJECTS OR JUST IN CONTACT WITH ARE FEELING PRETTY
[01:28:44] OBVIOUSLY RETAIL IS TAKING THE BIGGEST HIT HERE AND WE'RE GOING SEE SOME REALLY SEISMIC
[01:28:51] CHANGES IN THAT. BUT MOST
[01:28:54] OF THE DEVELOPERS THAT I'M SPEAKING WITH IN THE INDUSTRY ANALYSTS ARE CONTINUING TO FEEL
[01:28:59] POSITIVE ABOUT INDUSTRIAL DEVELOPMENT
[01:29:03] GREAT THANK YOU
[01:29:05] THAT'S GOOD
[01:29:07] NEXT WE WILL GO TO COMMISSIONER CALKINS.
[01:29:10] YEAH THANK YOU KARA. THAT WAS REALLY HELPFUL I WAS
[01:29:14] YOU KNOW MY INTUITION WOULD
[01:29:17] LEAD ME TO BELIEVE ONE THING BUT IT'S NICE TO HEAR WHAT THE INDUSTRY EXPERTS ARE THINKING ON
[01:29:23] THAT PARTICULAR PROJECT
[01:29:26] I KNOW THIS IS A TIME WHEN T HOSE WITH PATIENT
[01:29:30] CAPITAL CAN BEGING TO LOOK AROUND AND SEE THINGS THAT ARE
[01:29:36] AVAILABLE THAT
[01:29:38] YOU CAN GET FOR LOWER THAN ASKING PRICE AND SO
[01:29:41] I THINK THAT IS SOMETHING FOR US TO KEEP IN MIND OVER THE
[01:29:44] NEXT IT'S A LITTLE BIT LONGER TERM THAT I THINK
[01:29:47] THE NEXT FEW MONTHS BUT MAYBE OVER THE NEXT YEAR OR TWO REALLY THINKING ABOUT OUR
[01:29:54] CRITICAL WATERFRONT PLOTS THAT
[01:29:55] WOULD THAT WOULD BENEFIT OUR OVERALL ECONOMIC DEVELOPMENT STRATEGY.
[01:29:59] ARE THERE SUPPORTING AREAS THAT COULD BE A PART OF THE
[01:30:04] MARITIME ECOSYSTEM THAT WE COULD
[01:30:09] ENSURE WOULD BE A PART OF IT IN PERPETUITY, SO I DO WANT TO KEEP THAT IN MIND AS WELL.
[01:30:17] THANK YOU RYAN.
[01:30:19] GREAT AND THEN WE WILL GO TO COMMISSIONER CHO.
[01:30:24] DAVE JUST QUICK QUESTION: THE PIER 66 HVAC SYSTEM UPGRADE IS THAT THE CONVENTION CENTER?
[01:30:30] THAT'S ACTUALLY BOTH. THAT SERVES BOTH THE CRUISE TERMINAL AND THE CONFERENCE FACILITIES.

[01:30:38] SO IS THIS SEPARATE FROM THE OVERALL RENOVATION OF THE CONVENTION CENTER AT PIER 66?
[01:30:43] YES.
[01:30:44] TECHNICALLY A SEPARATE CAPITAL PROJECT.
[01:30:48] THANK YOU.
[01:30:50] ALL RIGHT, AND THEN WE WILL GO TO COMMISSIONER FELLEMAN.
[01:30:55] THANK YOU. ONE
[01:30:56] OF THE THINGS THAT WAS MENTIONED IN MARITIME WAS YOU KNOW, SORT OF GRANT FUNDING AND
[01:31:03] OTHER MOMENTUM THAT'S GOING INTO SOME OF THESE PROJECTS AND
[01:31:10] THE ONE I'M FAMILIAR WITH IS
[01:31:12] THE INNOVATION CENTER WHERE WE HAVE STATE FUNDING APPROPRIATED
[01:31:16] TOWARDS THAT AND I THINK THE
[01:31:20] JOING EFFORT THAT ARE GOING INTO A PROJECT LIKE THAT IS ONE OF THE
[01:31:22] REASONS I THINK THERE SHOULD BE
[01:31:25] WIND IN THE SAILS FOR SUCH A PROJECT IN ADDITION TO THE GREAT
[01:31:28] INTEREST WE GOT FROM OUR
[01:31:31] FIRST ROUND OF
[01:31:34] OF THOSE I ACCELERATOR PROJECTS.
[01:31:35] SO I DON'T KNOW WHETHER THE OTHER PROJECTS HAD SIMILAR
[01:31:39] ESTIMATES ALREADY MADE IN THEM
[01:31:44] OR WITH T91 OR ANYTHING ELSE LIKE THAT, BUT THAT'S THE ONE THAT I'M
[01:31:47] FAMILIAR WITH.
[01:31:50] THANK YOU COMMISS/IONER
[01:31:54] AND THEN COMMISSIONER STEINBRUECK ANYTHING ELSE?
[01:31:55] YEAH.
[01:31:56] I JUST HAVE JUST A FINAL COMMENT ON T91 THE UPLANDS INDUSTRIAL PARK.
[01:32:01] THAT WOULD NOT BE SHOVEL READY UNTIL 2022.
[01:32:07] SO THE WE WOULD HAVE THE OPPORTUNITY TO REASSESS THE TIMING WITH REGARD TO THE MARKET
[01:32:17] OF FOR INDUSTRIAL DEVELOPMENT PRIOR.
[01:32:19] GOING INTO CONSTRUCTION.
[01:32:20] SO JUST SOMETHING TO POINT OUT THAT THESE THINGS CAN STILL BE MONITORED AND REASSESSED AT ANY
[01:32:27] POINT PRIOR TO SHOVELS IN THE GROUND.
[01:32:30] THAT'S ALL. SO WE BETTER MOVE ON TO AVIATION
[01:32:36] GREAT. SO COMMISSIONERS WE HAVE LANCE LITTLE. HE WAS GOING TO JOIN US.
[01:32:39] ACTUALLY HE WAS ON A CALL WITH FAA.
[01:32:41] SO I'M SURE HE GOT NOTHING BUT GOOD BIG GOOD NEWS THERE.
[01:32:45] BUT LANCE DO YOU WANT TO GO THROUGH YOUR SLIDES?
[01:32:47] IS THERE SUCH A THING AS GOOD NEWS
[01:32:50] THESE DAYS? I GUESS THERE IS
[01:32:53] I UNMUTED BOTH OF YOU.
[01:32:55] LET ME KNOW IF YOU'RE HAVING ANY
[01:32:56] ISSUES. YES.
[01:33:00] OKAY, I THINK IM UNMUTED. CAN YOU GUYS HEAR?
[01:33:02] WE CAN AND I'M GOING TO SHARE MY SCREEN AGAIN WITH THE PRESENTATION.
[01:33:07] OKAY, I THINK WE START AT SLIDE 12.
[01:33:12] YEP. THERE WE GO.
[01:33:14] THANKS EVERYONE. COMMISSIONERS DAVE COVERED
[01:33:19] ACTIVE CONSTRUCTION PROJECTS THAT WERE CONSIDERED FOR DEFERRAL OR GOING FORWARD.
[01:33:27] WE'RE GOING TO COVER PROJECTS NOT YET IN CONSTRUCTION AS STEVE POINTED OUT EARLIER.
[01:33:33] THAT IS PLANNING, DESIGN, AND WHAT WE CONSIDER TO BE SHOVEL
[01:33:36] READY. AND BY SHOVEL-READY WE MEAN PROJECT IN WHICH DESIGN
[01:33:39] PROJECTS THAT TOTAL A PPROXIMATELY
[01:33:49] 2.4 BILLION DOLLARS. SOME OF
[01:33:53] THE KEY CONSIDERATIONS FOR OUR RECOMMENDATIONS INCLUDE
[01:33:56] OF COURSE CASH FLOW PRESERVATION VERSUS COVID-19.
[01:33:59] WE ARE VERY FOCUSED. OTHER AREAS THAT WE CONSIDERED WAS
[01:34:06] WHAT WE CALL AIRPORT CRITERIA.
[01:34:08] AND THOSE ARE REGULATORY, SAFETY, SECURITY, AND INFRASTRUCTURE.
[01:34:11] STEVE I THINK ALLUDED TO THOSE EARLIER
[01:34:15] IN THE REGULATORY AREA, WE
[01:34:16] REALLY DON'T HAVE MUCH CHOICE. THESE ARE THE PROJECTS THAT WE HAVE TO DO.
[01:34:19] TO MEET REGULATION REQUIREMENTS. SAFETY PROJECTS ARE THE ONES THAT ARE FOCUSED OR GEARED
[01:34:25] TOWARDS PREVENTING UNINTENTIONAL HARM. SECURITY
[01:34:28] PROJECTS ARE GEARED TOWARDS PREVENTING INTENTIONAL HARM.

[01:34:31] AND OF COURSE INFRASTRUCTURE PROJECTS ARE ONES THAT FOCUSE ON MAINTAINING OVERALL CRITICAL
[01:34:37] ASSETS. WE ALSO RUN THE PROJECT THROUGH THE LENS PROVIDED TO US VIA THE COMMISSION GUIDING
[01:34:44] PRINCIPLES: ECONOMIC IMPACT, DIVERSITY, SMALL BUSINESS ENTERPRISE, AND SUSTAINABILITY.
[01:34:49] THE BOTTOM LINE IS THAT WE IDENTIFIED 53 PROJECTS AND A TOTAL OF APPROXIMATELY
[01:34:57] 28 MILLION OF CASH FOR THE FURROW.
[01:34:58] IN ADDITION.
[01:34:59] WE HAVE ALSO INDENTIFIED PROJECTS THAT WE CAN POTENTIALLY
[01:35:03] ACCELERATE.
[01:35:06] [INADUBILE]
[01:35:07] EVERY CLOUD HAS A SILVER LINING AND IN THIS DARK COVID-19 CLOUD
[01:35:15] WE SEE SOME SILVER LINING IN TERMS OF PROJECTS THAT WE CAN ACCELERATE.
[01:35:21] JEFFREY'S GOING TO SPEAK ABOUT THAT.
[01:35:25] SO BEFORE I HAND IT OVER TO JEFFREY I WILL REITERATE WHAT
[01:35:28] STEVE AND DAVE MENTIONED EARLIER THAT WE'RE ONLY GOING TO MOVE THE
[01:35:31] PROJECT THAT WE CAN
[01:35:33] [INAUDIBLE]
[01:35:35] I'D LIKE TO HAND OVER TO JEFFREY BROWN WHO WILL
[01:35:38] PROVIDE FURTHER DETAILS ON THESE PROJECTS.
[01:35:42] OKAY, GOOD MORNING COMMISSIONERS.
[01:35:43] THIS IS JEFFREY AND IF WE COULD GO TO THE NEXT SLIDE LAUREN.
[01:35:49] ALRIGHT. SO BEFORE I GO TO THE SLIDE. TO ANSWER THE QUESTION ASKED EARLIER WHY WE'RE
[01:35:53] DOING THIS. I THINK THE
[01:35:54] FIRST THING I'D LIKE TO HIGHLIGHT WHY WE'RE DOING THIS IS TO SHOW YOU OUR RESPONSE WHEN
[01:36:01] COVID-19 HIT US WHAT STEPS WE TOOK TO PRESERVE CASH. THE OTHER REASON
[01:36:04] WHY WE'RE DOING THIS AS LANCE SAID WAS TO
[01:36:07] LOOK AT PROJECTS THROUGH THE LENS OF THE GUIDING PRINCIPLES PROVIDED BY THE COMMISSIONER IN
[01:36:12] WE IDENTIFIED THE PROJECTS WHICH WE THINK BEST FITS THOSE GUIDING PRINCIPLES.
[01:36:18] THE OTHER REASONS WHY WE'RE DOING THIS AS WELL IS TO LOOK AT PROJECTS
[01:36:22] CRITICAL TO ADVANCE THE
[01:36:26] OBJECTIVES OF THE AVIATION DIVISION. LANCE JUST POINTED OUT
[01:36:29] IT WAS DOING THIS THROUGH THE LENS OF
[01:36:32] SAFETY, SECURITY, OPERATIONAL CONTINUITY, AND ASSET PRESERVATION.
[01:36:36] AND FINALLY I'LL SHOW A LIST OF PROJECTS WHICH WE THINK ARE SHOVEL READY AND PROBABLY
[01:36:44] PROJECTS THAT WE CAN LEVERAGE THE USE OF THE STIMULUS PACKAGE COMING
[01:36:46] IN FROM THE FAA.
[01:36:48] SHOVEL READY FOR US MEANS PROJECT WHICH WILL BE COMPLETED, DESIGNED, PERMITTED AND READY
[01:36:56] FOR CONSTRUCTION WITHIN THAT SIX TO NINE MONTHS. SO CURRENTLY
[01:36:59] WE HAVE A PIPELINE OF PROJECTS
[01:37:03] THAT ARE GETTING READY FOR CONSTRUCTION. THESE TOTAL OF 97 PROJECTS ARE VALUED AT
[01:37:09] \$2.2 BILLION. AT THE RANGE, 62 ARE IN PLANNING. WE HAVE 20
[01:37:13] PROJECTS IN DESIGN, AND 15 PROJECTS WILL BE DESIGNED AND COMPLETED AND READY FOR
[01:37:17] CONSTRUCTION IN 9 MONTHS THOSE ARE SHOVEL-READY. IF YOU GO
[01:37:23] TO SLIDE NEXT SLIDE, LAUREN. SO WHEN COVID-19 HIT US,
[01:37:27] WE HAD TO LOOK AT RESERVING CASH IN ORDER TO KEEP THE AIRPORT
[01:37:33] AFLOAT UNTIL WE ASSESS THE IMPACT OF COVID-19 ON US.
[01:37:38] SO THE FIRST THING WE DID WAS LOOK AT CAPITAL PROJECTS AND LOOK AT THOSE
[01:37:40] PROJECTS THAT WERE PARTIALLY
[01:37:43] OR FULLY FUNDED BY CASH AND I HAVE TO SEE WHICH PROJECTS WE COULD
[01:37:46] DIFFER TO PRESERVE CASH.
[01:37:49] SO A TOTAL OF ABOUT \$28.4 MILLION IS IDENTIFIED WHICH WE COULD DEFER
[01:37:55] UNTIL THE LAST QUARTER OF
[01:37:56] 2020 INTO THE FIRST QUARTER OF 2021. AND I LIKE TO HIGHLIGHT THE FIRST
[01:38:03] PROJECT. NOISE PROJECTS. DAVE SPOKE ABOUT THIS ONE CONDO PROJECT EARLIER IN THIS
[01:38:09] PRESENTATION. IN ADDITION TO THAT ONE WE HAVE TWO OTHER PROJECTS: ANOTHER CONDO
[01:38:14] PROJECT AND A RESIDENTIAL INSTALLATION PROJECT WHICH AS DAVE MENTIONED BEFORE IT WAS NOT
[01:38:21] REALLY CONVENIENT FOR WORKERS GOING INTO THE RESIDENCES AND HOMES OF PEOPLE DURING
[01:38:27] THE PANDEMIC BECAUSE WE HAVE TO MAINTAIN SOCIAL DISTANCE. SO THOSE PROJECTS WERE DEFERRED.
[01:38:33] HOWEVER THERE'S ONE RESIDENTIAL PROJECT WHICH WE HAD TO KEEP
[01:38:36] ACTIVE AND CONSCIOUS ON SPENDING
[01:38:38] BECAUSE IT'S FAA FUNDED. SO NOW IT'S PULLED ON THE GROUND FROM THE FAA YOU KNOW
[01:38:43] WE HAD TO CONTINUE SOME WORK ON THAT PROJECT. SO THERE MAY BE SOME ADMINISTRATIVE WORK TO
[01:38:48] KEEP THE PROJECT GOING.
[01:38:52] SO NEXT SLIDE

[01:38:54] SO WHEN WE DO THE CAPITAL PROJECTS, THERE'S 97 PROJECTS,
[01:38:57] THROUGH THE LENS OF THE GUIDING
[01:39:00] PRINCIPLES PROVIDED BY YOUR RESOLUTION, WE IDENTIFIED A SUITE OF PROJECTS
[01:39:04] WHICH WE THINK WILL MEET ALL
[01:39:07] THOSE CRITERIAS AND LISTED HERE ARE THOSE TOP PROJECTS. I LIKE TO HIGHLIGHT THE C1
[01:39:14] BUILDING. THE C1 BUILDING PRETTY MUCH CHECKED ALL THE BOXES FROM YOUR GUIDING PRINCIPLES AS AN
[01:39:21] IMPORTANT PROJECT FOR US GIVEN THE TIMELINE FOR THIS PROJECT. IT IS SCHEDULED
[01:39:24] TO BE COMPLETED IN 2026 AT
[01:39:27] WHICH TIME WE THINK THE COVID-19 WILL BE BEHIND US AND WE'LL PROBABLY BE READY FOR THIS
[01:39:34] PROJECT. ALTHOUGH I SHOULD POINT OUT THAT THIS PROJECT PROBABLY WOULD
[01:39:37] MEET SOME RESISTANCE FROM THE AIRLINES. THEY DON'T THINK
[01:39:40] WE SHOULD SPENDING ON THIS PROJECT AND MOST LIKELY MIGHT GET A NEGATIVE RESPONSE.
[01:39:45] ALTHOUGH WE FULLY INTEND TO SUBMIT TO THE AIRLINES FOR
[01:39:50] REVIEW AND APPROVAL AND IF THEY DON'T APPROVE IT WE'LL GO FOR
[01:39:55] [INAUDIBLE] AGREEMENT.
[01:39:58] BUT THIS IS A VERY IMPORTANT PROJECT.
[01:40:01] I SHOULD ALSO POINT OUT ON THE ENVIRONMENTAL SUSTAINABILITY AND JUST PREAMBLE QUESTION.
[01:40:07] I'M SURE WE'LL GET FROM COMMISSION FELLEMAN IS WHY NOT
[01:40:10] ALL THE PROJECTS ARE
[01:40:13] CHECKING THE ENVIRONMENTAL SUSTAINABILITY BOX.
[01:40:15] ALL PROJECTS HAVE SOME ENVIRONMENTAL BENEFIT.
[01:40:20] HOWEVER FOR THOSE THREE PROJECTS THE ENVIRONMENTAL BENEFITS ARE VERY SIGNIFICANT HENCE WE
[01:40:26] CHECK THE BOX. OF THOSE THREE PROJECTS WHERE THE ENVIRONMENTAL BENEFIT
[01:40:33] IS MINOR OR MINIMAL WE DIDN'T CHECK THE BOX FOR THOSE LOCATIONS. BUT ALL PROJECTS
[01:40:39] PRETTY MUCH HAVE SOME ENVIRONMENTAL BENEFIT.
[01:40:42] AND IF YOU GO TO THE NEXT SLIDE.
[01:40:46] SO WHEN WE VIEW OUR PROJECTS IN THROUGH THE LENS OF WHAT'S IMPORTANT FOR THE AIRPORT AND
[01:40:50] CRITICAL TO ADVANCE IN ADDITION TO THE PURCHASE LISTED FOR
[01:40:55] PREVIOUS SLIDE, THESE ARE THE PROJECTS WHICH WE THINK ARE CRITICAL TO MAINTAIN AIRPORT
[01:41:00] OPERATIONS. AND THE TOTAL
[01:41:02] VALUE IS APPROXIMATELY \$206 MILLION. AGAIN THIS IS A SUBSET OF THE 97 PROJECTS LISTED
[01:41:09] ON THE FIRST SLIDE. TOWARDS THE MIDDLE OF THIS SLIDE THE [INAUDIBLE]
[01:41:15] I LIKE TO HIGHLIGHT THE PROJECT.
[01:41:16] WHILE IT'S OFF AIRPORT, IT IS WITHIN THE CITY OF SEATAC BUT THE LIGHTING
[01:41:23] CONDITIONS AND OTHER
[01:41:26] SAFETY CONDITIONS OF THE TUNNEL, IT'S IMPORTANT THAT WE ADVANCE THE PROJECT, IMPROVE
[01:41:33] LIGHTING, ENSURE THAT WE HAVE THE SUITABLE EVACUATION ROUTE IF THERE'S AN ACCIDENT IN
[01:41:40] THE TUNNEL, ENSURE THAT WE HAVE THE PROPER SMOKE
[01:41:41] EVACUATION, AND ALSO THAT THE HYDRANT SYSTEMS ARE WORKNG. THAT
[01:41:48] PROJECT IS VERY IMPORTANT TO ADVANCE FOR SAFETY REASONS.
[01:41:55] SO THAT'S WHY ONE OF THOSE CRITICAL PROJECTS ARE RIGHT AT THE TOP.
[01:42:00] AND THEN I GO TO THE NEXT SLIDE WHICH IDENTIFIES
[01:42:08] SHOVEL READY PROJECTS SO IN THE PREVIOUS SLIDE I SHOWED A TOTAL BUDGET OF \$840 MILLION FOR THE
[01:42:16] SHOVEL READY PROJECTS. OF THAT, AN ESTIMATED CONSTRUCTION VALUE FOR THESE PROJECTS BETWEEN 350
[01:42:22] MILLION TO \$450 MILLION AND AGAIN THIS PROJECT WILL BE READY FOR CONSTRUCTION,
[01:42:29] SHOVEL IN THE GROUND IN 6 TO 9 MONTHS. THE FEDERAL GOVERNMENT VALUE OF THE STIMULATION
[01:42:37] PACKAGE TO THE SEATTLE AIPIORT. CURRENTLY THEY'RE LISTING US AS BEING ELIGIBLE FOR A \$192
[01:42:45] MILLION DOLLARS. IF WE RECEIVE ALL OF THOSE FUNDS IT WILL PUT US IN A GOOD POSITION
[01:42:51] TO LEVERAGE AND ADVANCE THESE PROJECTS. WHILE WE'RE NOT SAYING THAT WE'LL APPLY THE GRANTS
[01:42:57] DIRECTLY TO THESE PROJECTS, ANY FUNDING WE RECEIVE FROM THE FEDERAL GOVERNMENT
[01:43:00] WILL FREE UP MONEY FROM OTHER
[01:43:02] AREAS TO USE TO ADVANCE THESE PROJECTS.
[01:43:06] AND THEN FINALLY I'LL END ON THE PROJECTS THAT CAN BE ACCELERATED. SO ON THE NEXT
[01:43:16] SLIDE. DAVE SPOKE ABOUT THE NORTH SATELITE PROJECT EARLIER AND WE'RE MAKING OPTIONS TO
[01:43:22] ADVANCE THESE PROJECTS. WE'LL WORK WITH ALASKA AIRLINES TO LOOK AT THREE OPTIONS THAT
[01:43:29] WE ARE PROPOSING TO ACCELERATE NORTH SATELITE. WE ALSO WILL START IN THIS WEEK WITH THE
[01:43:35] [INAUDIBLE] BEGIN WORK ON PASSENGER WALKWAY ACROSS THE TAXIWAY.
[01:43:45] PMG HAS IDENTIFIED SCOPES OF WORK
[01:43:50] IDENTIFIED TO BE EXECUTED IN 2021 AND THE AIRFIELD AND THE AIRFIELD PAVEMENT
[01:43:57] THAT WE WOULD LIKE TO BRING FORWARD TO THIS YEAR TO ACCELERATE
[01:44:01] THE PROJECT THAT WOULD REQUIRE SOME COMMISSION ACTION
[01:44:04] AND APPROVAL OF A CHANGE ORDER TO ADVANCE THAT SCOPE OF WORK IN 2020. AND
[01:44:12] THEN ON THE PASSENGER LOADING BRIDGES WHILE THE PASSENGER LEVELS ARE DOWN

[01:44:16] WE HAVE SOME PLB AT THE AIRPORT WHICH ARE LIKE ALMOST 30 YEARS OLD.
[01:44:21] THEY ARE 25 TO 30 YEARS OLD.
[01:44:23] THOSE ARE END OF USEFUL LIFE AND NEEDS TO BE REPLACED.
[01:44:27] SO NOW IS THE BEST TIME FOR US TO REPLACE THOSE PLBS AND THE PROJECT TEAM IS WORKING WITH
[01:44:35] WITH THE MANUFACTURERS TO SEE IF THEY COULD ACCELERATE THE
[01:44:40] PRODUCTION OF THOSE BRIDGES AND ALLOW US TO INSTALL THEM QUICKER ALSO WAS NOT LISTED HERE I THINK
[01:44:45] DAVE SPOKE ABOUT IT EARLIER IS IS THE SOUTH SATELITE
[01:44:48] INFRASTRUCTURE UPGRADE PROJECT. WE HAVE ALREADY
[01:44:51] TAKEN STEPS TO ACCELERATE THE PROJECT BY CLOSING LARGE AREAS OF SOUTH SATELLITE TO ADVANCE
[01:44:57] AND ACCELERATE THAT WORK.
[01:45:00] THAT'S IT FOR ME IN TERMS OF REVIEW OF THE AVIATION CAPITAL PROJECTS AND I'LL OPEN UP FOR
[01:45:06] QUESTIONS.
[01:45:16] COMMISSIONER STEINBREUCK YOU ARE ARE MUTED.
[01:45:17] GIVE ME ONE MOMENT.
[01:45:27] OKAY, LET'S EXTEND THIS TO 11:15 TO ALLOW COMMISSIONER QUESTIONS AND COMMENTS.
[01:45:30] LET'S GO THROUGH
[01:45:34] THE ROLL CALL ON COMMISSIONERS
[01:45:37] GREAT. SO WE WILL BEGIN WITH COMMISSIONER BOWMAN.
[01:45:40] I'LL TRY AND BE BRIEF.
[01:45:41] UM JEFFREY IF YOU COULD PROVIDE THANK YOU VERY MUCH FOR THE THE 50,000 FOOT VIEW. AT SOME POINT
[01:45:49] SOON FOLLOWING THIS MEETING.
[01:45:50] COULD YOU PROVIDE A LIST OF ALL OF THE PROJECTS
[01:45:52] IN THE NEXT FIVE YEARS THAT ARE GOING TO REQUIRE AN MII SO THAT WE HAVE A GOOD SENSE OF WHAT
[01:45:59] WE'RE GOING TO NEED TO TAKE TO THE AIRLINES AND WHAT THE RISK MIGHT BE. I'M
[01:46:03] WELL FAMILIAR WITH HOW WE CAN MOVE FORWARD EVEN IF WE HAD
[01:46:07] A NEGATIVE MII TO BEGIN WITH. BUT I DO THINK WE NEED TO BE SENSITIVE TO OUR AIRLINE
[01:46:13] PARTNERS AND NOT HAVE THEM FEEL JAMMED ON PROJECTS.
[01:46:17] SO KNOWING THAT WE MIGHT GET THE \$192 MILLION, GREAT NEWS BY THE WAY.
[01:46:22] I'D LIKE TO UNDERSTAND BETTER MOVING FORWARD. WOULD WE USE SOME OF THAT MONEY TO OFFSET
[01:46:28] WHAT MIGHT BE AN MII CONTRIBUTION FROM THE AIRLINES.
[01:46:32] SO AT SOME POINT IF YOU COULD PROVIDE THAT INFORMATION AND THEN I'D REALLY LIKE
[01:46:36] TO UNDERSTAND WHEN YOU
[01:46:39] TALK ABOUT A DEFERMENT OF THE NOISE INSULATION. I'VE HEARD
[01:46:42] HAT A NUMBER OF TIMES. DEFERRED TO WHEN? THESE PROJECTS ARE CRITICAL TO THE COMMUNITY.
[01:46:48] I UNDERSTAND RIGHT NOW WHEN THERE'S A STAY-AT-HOME THAT THERE'S AN ISSUE
[01:46:51] BUT WE'RE WORKING VERY VERY HARD
[01:46:54] AS WE HEARD IN THE BEGINNING OF THE MEETING TO MAKE SURE THAT THERE ARE WORKER SAFETY
[01:46:59] PROTOCOLS IN EFFECT.
[01:47:00] AND SO I WOULD IMAGINE THAT THOSE WOULD EXTEND TO OUR SUBCONTRACTORS DOING WORK ON
[01:47:06] BEHALF OF THE PORT. WHAT I'M SAYING IS I JUST DON'T WANT TO SEE THAT PROJECT DELAYED
[01:47:12] INDEFINITELY. WE'RE ALREADY WELL BEHIND ON THE NOISE INSULATION PRODUCT PROJECTS.
[01:47:18] ALL RIGHT.
[01:47:19] SO COMMISSIONER BOWMAN TO BE RESPONSIVE TO THE FIRST QUESTION
[01:47:22] SO GENERALLY I WILL WORK AND PROVIDE THE LIST OF PROJECTS PER A CURRENT LEASE
[01:47:28] AGREEMENT ANY PROJECT OVER \$10 MILLION IN BUDGET GOES TO MII FOR AIRLINES' APPROVAL
[01:47:36] BUT I'D LIKE TO CAVEAT THAT BECAUSE WE'RE CREEPING UP TO THE END OF OUR CURRENT SLOWER.
[01:47:45] SO IF THAT DOESN'T CHANGE THE NEXT LOWER AGREEMENT IS TO
[01:47:47] CONTINUE THE \$10 MILLION AND IT MAY OR MAY NOT CHANGE.
[01:47:50] SO I COULD GIVE YOU A LIST FOR THE NEXT UP TO THE END OF THE CURRENT SLOWER.
[01:47:54] AND THEN A LIST FOR BEYOND. AND IN TERMS OF DEFERMENTS, ONLY FOR SIX TO NINE MONTHS.
[01:48:02] CERTAINLY GETTING STABILIZED THE SOUND INSULATION PROBABLY WILL BE ONE OF
[01:48:10] THE FIRST OF THE PROJECTS WE'LL WANT TO ATTACK ONCE WE EVERYTHING STABILIZED AND WE
[01:48:14] CAN GET THE WORK DONE. BUT CURRENTLY DIFFERS FOR ONLY SIX TO
[01:48:17] NINE MONTHS
[01:48:25] NEXT COMMISSIONER.
[01:48:29] I THINK THAT'S ME.
[01:48:32] SO IT'S GREAT TO HEAR THAT NUMBER JEFFREY. THE 192 NUMBER I'M WONDERING HOW QUICKLY
[01:48:38] HOW WE ANTICIPATE USE THAT MONEY OBVIOUSLY THERE'S A
[01:48:45] SIGNIFICANT NUMBER OF EXPENSES THAT WE'RE GOING TO NEED TO BACKSTOP THAT OCCUR WITH
[01:48:50] OR WITHOUT PASSENGERS AND WE WOULD OTHERWISE HAVE REVENUES
[01:48:53] COMING IN TO COVER THOSE WE'RE GOING TO NEED TO USE THAT MONEY
[01:48:55] FOR THAT FIRST AND THEN OF COURSE THE RELIEF EFFORTS WE'VE
[01:49:04] ALREADY ANNOUNCED AND MAY NEED TO CONSIDER EXPANDING, WHAT WE THINK THE CASH

[01:49:10] IMPLICATIONS OF THAT WILL BE, AND THEN IF THERE IS SURPLUS AFTER THAT
[01:49:13] WHAT STAFF PROPOSALS ARE FOR
[01:49:15] HOW TO USE THAT?
[01:49:16] IT SOUNDS LIKE WE'RE TALKING ABOUT THAT
[01:49:20] SEGMENT OF THE MONEY
[01:49:22] AND SO I GUESS MY QUESTIONS ARE WHEN MIGHT WE GET
[01:49:28] DESCRIPTION OF WHAT THAT IS
[01:49:34] AND THEN IN ADDITION, WHEN WILL WE KNOW WHAT THE AIRLINES HAVE DECIDED TO DO IN TERMS OF
[01:49:41] ACCEPTING OR NOT
[01:49:42] THE BAILOUT FUNDS THAT HAVE BEEN MADE AVAILABLE BOTH BY LOANS AND GRANTS.
[01:49:46] SO LET ME JUMP IN HERE.
[01:49:50] I WOULD THINK BORGEN IS ACTUALLY WORKING ON UTILIZATION AND OF COURSE THE EASY
[01:49:57] ONE IS FOR US TO USE THIS MONEY.
[01:49:58] FOR O&M AS WELL AS DEBT SERVICE PAYMENTS. WE CAN USE IT FOR NEW PROJECTS, BUT IT'S GOING TO TAKE
[01:50:05] ADDITIONAL APPROVAL FROM THE FAA FOR US TO DO. BORGEN AND THE
[01:50:08] TEAM IS WORKING AND THAT PLAN
[01:50:12] RIGHT NOW.
[01:50:13] WHEN WILL WE KNOW WHAT THE AIRLINES HAVE DECIDED TO DO IN TERMS OF--
[01:50:20] WE HAD ACTUALLY AIRLINES SUBMIT TO US WHAT THEIR PLANS ARE FOR
[01:50:26] APPLYING FOR GRANTS AS WELL AS LOANS LAST FRIDAY.
[01:50:28] SO I THINK WE GOT RESPONSES FROM
[01:50:31] ALL THE AIRLINES.
[01:50:32] I THINK EVERY SINGLE AIRLINE WILL APPLY FOR GRANTS.
[01:50:34] MOST OF THEM ARE UNDECIDED RIGHT NOW, WHETHER THEY WILL THEY WILL APPLY FOR THE LOANS
[01:50:44] THEMSELVES BECAUSE THERE ARE CONDITIONS ASSOCIATED WITH THOSE LOANS, WHICH
[01:50:46] WE'LL SPEAK ABOUT IN THE PUBLIC
[01:50:48] SESSION LATER ON TODAY.
[01:50:50] BUT ALMOST ALL THE AIRLINES THAT WE HEARD FROM ARE APPLYING FOR
[01:50:52] THE GRANTS. THEY HAVE LIMITATIONS IN TERMS
[01:50:54] OF THE USAGE OF THOSE GRANTS. USED PRIMARILY FOR PAYROLL PURPOSES.
[01:50:58] THAT'S HOW THEY CAN USE THEM AND THE POINT OF THAT, EVEN WITH THE GRANTS IT WILL NOT
[01:51:05] COVER ALL OF THEIR PAYROLL REQUIREMENTS SO THE BOTTOM LINE IS THEY'RE ALL APPLYING FOR THE
[01:51:09] GRANTS AND SO FAR I HAVEN'T HEARD ANY OF THEM THAT HAVE SAID THEY WILL APPLY FOR THE LOANS
[01:51:15] THEMSELVES BECAUSE ALSO THEY'LL HAVE TO EXHAUST COMMERCIAL MEANS TO ACCESS LOANS THEIR COMMERCIAL
[01:51:21] NEEDS FIRST BEFORE THEY APPLY FOR LOANS.
[01:51:27] LANCE I LIKE TO ADD TO CLARIFY SOMETHING. WE HAVE TO
[01:51:35] UTILIZE ALL OF THE 192 MILLION THATS ASSIGNED TO US. THERE'S NO LEFTOVER THAT GOES TO
[01:51:41] SOMEWHERE ELSE. IF THERE'S ANY UNSPENT MONEY OF THE 192 THAT IS DESIGNATED FOR SEATTLE
[01:51:46] AIRPORT, THE UNSPENT AMOUNT GOES BACK INTO THE FEDERAL POCKET TO BE USED BY ALL THE
[01:51:52] AIRPORTS.
[01:51:59] I THINK LANCE SAID IT BETTER, WE HAVE THESE OPERATIONS AND
[01:52:05] MAINTENANCE AND THEN DEBT REQUIREMENTS THAT ARE ROCK SOLID AND WE HAVE TO TAKE CARE
[01:52:10] OF THOSE BUT THEN OVER AND ABOVE THOSE HOW DO WE PRIORITIZE WHERE WE USE THAT MONEY THAT
[01:52:14] FALLS WITHIN FAA GUIDANCE SO APPRECIATE IT. I LOOK FORWARD TO SEEING THAT.
[01:52:19] THE MONEY IS NOT GOING TO BE DEPOSITED IN AN ACCOUNT
[01:52:24] FOR US. WE WILL HAVE TO ACTUALLY SUBMIT INVOICES OR SUBMIT PAYROLL RECEIPTS AND DRAW ON
[01:52:31] THAT MONEY SO IT'S NOT LIKE THEY'RE GIVING US THE 192 AND THEN WE UTILIZE IT.
[01:52:37] IT WILL HAVE TO SUBMIT INVOICES, OPERATING EXPENSE INVOICES, AND DOCUMENTATION AND DRAW ON
[01:52:42] THAT MONEY. THAT'S HOW IT WORKS IT'S A LINE OF CREDIT.
[01:52:48] GOOD TO KNOW. CAN YOU ALSO TELL ME. ALASKA I'VE HEARD HAS CUT MAY SCHEDULE BY 80% OR
[01:52:57] SOMETHING. IT'S SOME
[01:53:02] EXTRAORDINARY NUMBER OF FLIGHTS THAT ARE GROUNDED.
[01:53:04] NOW, WHAT ARE THEY GOING TO DO WITH ALL THESE STAFF
[01:53:07] THAT THEY NEED TO KEEP ON
[01:53:08] PAYROLL
[01:53:10] BUT DON'T HAVE WORK FOR?
[01:53:12] SO ONE OF THE CONDITIONS ASSOCIATED WITH THEM RECEIVING THE GRANTS AS PART OF THE CARES
[01:53:20] ACT, THEY HAVE TO KEEP THEIR STAFF AT A CERTAIN PERCENT. JEFF FROM CAN'T REMEMBER IF IT'S
[01:53:24] 90% BY THE AIRPORT. SO THEY HAVE TO KEEP THEIR STAFF.
[01:53:31] SO WILL THEY ESSENTIALLY BE ON A PAID LEAVE OF ABSENCE OR HOW WILL
[01:53:37] THAT WORK?
[01:53:39] I'M NOT SURE OF THE DETAILS ASSOCIATE WITH THE AIRLINE'S SIDE OF IT. THAT'S
[01:53:44] SOMETHING WE'RE STILL INVESTIGATING. I DON'T THINK THEY CAN FURLOUGH

[01:53:50] BEYOND THAT 90% IF THEY'RE ACCEPTING THE GRANTS BUT I'LL DOUBLE-CHECK TO MAKE SURE.
[01:53:57] IT'S 90% FOR AIRLINES THROUGH SEPTEMBER AND FOR AIRPORTS IT'S 90% THROUGH DECEMBER. THE END OF
[01:54:04] THE YEAR
[01:54:06] OKAY
[01:54:09] THANK YOU.
[01:54:11] THEN WE WILL GO TO COMMISSIONER CHO.
[01:54:16] JUST SO THAT I UNDERSTAND CORRECTLY WHEN YOU SAY PROJECTS
[01:54:21] FUNDED BY CASH. ARE WE
[01:54:22] WE REFERRING TO REVENUE BONDS OR WHAT?
[01:54:24] DOES THAT MEAN EXACTLY?
[01:54:25] WHAT ARE THE SOURCE OF FUNDS FOR THAT EXACTLY?
[01:54:27] LANCE?
[01:54:30] YA SO WE HAVE CASH. WE HAVE PROJECTS THAT ARE FUNDED FROM VARIOUS GRANTS
[01:54:38] OR THROUGH [INAUDIBLE]
[01:54:40] AND THEN THERE'S AIRPORT MONITORS. AIRPORT CASH,
[01:54:43] ADF FUND THAT'S LEFT OVER.
[01:54:46] THERE ARE SEVERAL PROJECTS THAT WE HAVE THAT'S
[01:54:47] EITHER FULLY CASH FUNDED OR IT'S A COMBINATION OF CASH AND BONDS THAT WE'VE ISSUED.
[01:54:53] SO THEREFORE, OKAY.
[01:54:54] SO WHEN YOU SAY IT'S CASH FUNDED YOU'RE REFERRING TO THE REVENUE AT THE AIRPORT.
[01:54:58] YES.
[01:55:00] YES EXACTLY.
[01:55:08] ALL RIGHT, AND THEN WE WILL GO TO COMMISSIONER FELLEMAN.
[01:55:15] ALL RIGHT.
[01:55:16] THANKS.
[01:55:17] IT'S VERY EXCITING TO HEAR ALL OF THE CONSTRUCTION IN ALL OF OUR OPERATIONS THAT WE'RE
[01:55:25] PROPOSING TO MOVE FORWARD ON AND I'M SURE THAT THE COMMUNITY WILL BE VERY EXCITED THAT WE CAN
[01:55:32] PROVIDE THIS ECONOMIC STIMULUS.
[01:55:35] ONE CONCERN THOUGH IS, WELL MULTIPLE, IS THE SUPPLY CHAIN AND THE WORKFORCE
[01:55:38] TO BE ABLE TO DO THIS WORK.
[01:55:41] IN LIGHT OF THAT, DO WE HAVE CONTINGENCY PLANS ON WHAT WOULD GO FORWARD IN PRIORITY OR IN
[01:55:50] SEQUENCE OR HAVE YOU ALREADY HEARD THE LEVEL OF
[01:55:53] DECLINE IN THESE ASSETS THAT WE MIGHT BE CONFRONTED WITH?
[01:55:59] SO COMMISSIONER ARE YOU TALKING ABOUT THE CONSTRUCTION OR YOU TALKING ABOUT THE DEMAND
[01:56:07] SIDE OF THINGS? WHICH ONE ARE YOU TALKING ABOUT?
[01:56:08] IN ORDER TO FABRICATE ALL THIS GREAT STUFF
[01:56:16] I WOULD INVITE DAVID TO JUMP IN BUT I THINK THAT PART OF IT IS
[01:56:22] AS LARGER PROJECTS HAVE SHUTDOWN INCLUDING WASHDOT WE HAVE CONCERNS LIKE ASPHALT FACTORIES
[01:56:29] OR SOME CONCRETE FACTORIES OTHER THINGS BEING CONSTRICTED HOWEVER WE THINK
[01:56:37] WE HAVE TO POSITION OURSELVES WITH THESE PROJECTS BY SAYING MOVING FORWARD THAT WILL BE
[01:56:42] EXPANDED AND I KNOW THERE'S DISCUSSIONS AT HIGHER LEVELS
[01:56:45] ABOUT THAT, ABOUT HOW DO YOU OPEN UP. I THINK THAT FOR
[01:56:47] A LARGE NUMBER OF THESE, WE'RE IN THE ACTIVE CONSTRUCTION NOW AND I'LL LET DAVE COMMENT IF
[01:56:52] WE'VE SEEN ANY PROBLEMS ON THAT SIDE ON THE MATERIALS AND IN THE WORKFORCES.
[01:57:00] BUT THEN WE CAN ALSO SAY IS THAT THIS IS GOING TO GROW AND AS WE GO FORWARD WE EXPECT
[01:57:04] THOSE TO OPEN BACK UP IF THERE ARE RESTRICTIONS ON THOSE. NOW DAVE ARE
[01:57:06] YOU ON THE LINE?
[01:57:09] I AM. STEVE I THINK WHAT YOU SAID IS EXACTLY RIGHT. MY ONLY POSTSCRIPT ADDITION WOULD BE
[01:57:17] THAT PROJECTS HAVE DIFFERENT PHASES. EARLY IN A CONSTRUCTION PROJECT A
[01:57:20] LOT OF ORDERING OF MATERIALS
[01:57:24] OCCURS AND WE DO KNOW THAT THE SUPPLY CHAINS FOR FINISH
[01:57:28] MATERIALS THAT HAVE BEEN ORDERED FROM CHINA
[01:57:32] HAVE BEEN DELAYED BUT AS STEVE NOTED A LOT OF THE SITE CIVIL CAPABILITY HERE TO GET PROJECTS
[01:57:40] GOING IS STILL UNDERWAY WE HAVE HEARD OF, AS STEVE MENTIONED, AN ASPHALT PLANT UP NORTH,
[01:57:44] CONCRETE PLANT ALSO HAS BEEN AFFECTED BY COVID
[01:57:49] ACTUALLY IN THE NUMBER OF WORKERS THERE BUT STILL THE PLANTS ARE ACCEPTING
[01:57:59] IF IT'S AN ESSENTIAL
[01:58:01] PROJECT UNDERNEATH THE GOVERNOR'S ORDER, THEY WILL PROVIDE
[01:58:04] THE MATERIAL IT'S JUST BEEN
[01:58:07] INTERMITTENT STOPPAGES SO FAR ON THAT EARLY SITE CIVIL WORK
[01:58:13] THANK YOU.
[01:58:14] THANK YOU. I JUST WAS THINKING THAT GIVEN HOW EXTENSIVE OUR CIP STILL IS, WOULD IT BE
[01:58:23] VALUABLE FOR US TO BE MAKING SURE THE VARIOUS SUPPLIERS KNOW

[01:58:26] THAT ONCE WE DECIDE ON THE FULL SUITE OF
[01:58:30] PROJECTS THAT THIS DEMAND WILL BE OUT THERE AND PERHAPS THAT WILL ENCOURAGE FOLKS TO KEEP THE
[01:58:38] DOORS OPEN?
[01:58:40] THAT'S A GOOD THOUGHT WE WILL FOLLOW THROUGH AND DO THAT. GOOD IDEA IT'S
[01:58:43] GOOD INSURANCE TO LET THEM KNOW.
[01:58:47] I WILL COMMENT THAT AS WE KNOW SEATTLE CENTER'S NEW KEY ARENA IS UNDERWAY. CITY
[01:58:52] OF SEATTLE'S CONVENTION CENTER'S
[01:58:56] UNDERWAY, CITY OF BELLEVUE PROJECTS ARE UNDERWAY. OUR CONSTRUCTION TEAMS WERE ALSO
[01:59:02] TRACKING OTHER SMALL CITIES AROUND THE REGION AND WHAT THEY HAVE MOVING FORWARD AND
[01:59:06] WHAT THEY DON'T. ALSO I THINK
[01:59:09] EVERYBODY WILL BE WATCHING THE GOVERNOR'S PLAN AND WHEN HE HAS HIS OPENINGS
[01:59:15] ALONG WITH THE OTHER STATES.
[01:59:18] EVERYBODY WILL REALIZE THAT THE REASON IS GOING TO WAKE UP AND MOVE BUT WE COULD HELP OURSELVES
[01:59:25] AS YOU SUGGEST BY ALERTING ALL THAT WE ARE MOVING AHEAD.
[01:59:28] SO WE'LL DO THAT.
[01:59:32] SO I THINK THAT THE PORT DOES A VERY GOOD JOB OF COMMUNICATING WITH THE
[01:59:37] CONTRACTORS. THERE IS A REGULAR MEETING HELD WITH THE ASSOCIATION
[01:59:41] OF GENERAL CONTRACTORS. THIS MEETING IS HOSTED BY
[01:59:44] TINA SWANKY AND WE EXCHANGE INFORMATION AND GET INTELLIGENCE FROM THEM IN THAT
[01:59:50] MEETING AND WE COMMUNICATE WITH THEM THAT WAY. ALSO THE CENTRAL PROCUREMENT OFFICE EPO
[01:59:56] MAINTAINS A ROSTER OF ACTIVE OR UPCOMING OPPORTUNITIES ON THE AIRPORT'S WEBSITE AND THAT'S
[02:00:03] MONITORED REGULARLY BY ALL THE INTERESTED PARTIES.
[02:00:06] SO THOSE ARE TWO OTHER AVENUES OF WHICH WE COMMUNICATION
[02:00:08] WITH THE CONSTRUCTION INDUSTRY. THOSE ARE GOOD ADDITIONS. GOOD ADDITIONS REALLY GOOD THANK
[02:00:15] JEFFREY AND WE WILL ALSO COMMUNICATE WITH ORGANIZED LABOR.
[02:00:20] WE CAN ONLY KEEP OUR PROJECTS GOING IF THE CONTRACTORS ARE THERE AND LABOR IS THERE.
[02:00:27] THANK YOU.
[02:00:31] ALL RIGHT AND THEN BACK TO YOU COMMISSIONER STEINBRUECK.
[02:00:33] YES I HAVE A QUESTION REGARDING THE 192 MILLION IN FEDERAL STIMULUS SUPPORT THAT WOULD BE
[02:00:40] GOING TO SEA-TAC AIRPORT. WHAT SPECIFICALLY ARE THE LIMITATIONS ON THE USE OF THOSE
[02:00:49] FUNDS. WHAT RANGE OF OPTIONS HAVE BEEN CONSIDERED OR ARE
[02:00:52] BEING CONSIDERED FULLY BESIDES WHAT YOU MENTIONED
[02:00:55] REGARDING DEBT SERVICE
[02:00:57] AND I FORGOT WHAT ELSE
[02:01:00] I'D LIKE TO UNDERSTAND BETTER HOW THOSE FUNDS CAN BE UTILIZED AND WHAT OPTIONS ARE AVAILABLE.
[02:01:07] I'M IN AN ACTIVE DIALOGUE WITH THE LOCAL OFFICE OF THE ADL AND LANDS AND I
[02:01:12] JUST CAME OFF OF A LISTEN-ONLY
[02:01:15] CALL WITH THE SECRETARY OF THE
[02:01:19] DEPARTMENT OF TRANSPORTATION AND WHAT THEY ADVISE US TO DO
[02:01:21] ONCE THIS MONEY WILL BE
[02:01:24] AVAILABLE FOR DRAW ON APRIL 21ST THIS MONTH.
[02:01:27] THEY ADVISED US TO SPEND THOSE
[02:01:31] MONEY AS FAST AS WE CAN AND IT'S SUGGESTED AREAS TO CONCENTRATE IN USING THESE FUNDS
[02:01:38] ARE IN OPERATIONAL AND MAINTENANCE COSTS AND ALSO TO OFFSET THE LOSS OF REVENUE.
[02:01:47] THEIR OWN CONDITIONS ASSOCIATED FURTHER GUIDANCE IS THAT WE HAVE TO MAINTAIN
[02:01:56] EMPLOYMENT LEVEL OF 90% AS OF MARCH 27TH OF THIS YEAR MAKING ADJUSTMENTS FOR
[02:02:05] RETIREMENT STUFF LIKE THAT.
[02:02:07] SO THAT'S THE ONLY RESTRICTION ON US.
[02:02:10] THERE'S SOME GUIDANCE FROM THE FAA THAT WE PROBABLY SHOULD STAY AWAY
[02:02:14] FROM CAPITAL PROJECTS BECAUSE
[02:02:17] IF YOU DO THEN YOU HAVE TO GO TO THE ENVIRONMENTAL REVIEW PROCESS AND
[02:02:23] THAT MAY DELAY THE SPENDING OF THESE FUNDS.
[02:02:25] SO I THINK INITIALLY MY EXPECTATION IS THAT WE PROBABLY
[02:02:29] FOCUS ON OPERATIONAL MAINTENANCE
[02:02:33] LIKE PAYROLL AND ALSO DEBT SERVICE BUT AS LANCE SAID EARLIER MORGAN'S
[02:02:36] CURRENTLY WORKING ON LOOKING AT THE OPTIONS
[02:02:40] OF THE BEST WAY TO UTILIZE THIS FUNCTION.
[02:02:42] SO TO UNDERSTAND CLEARLY THEN THESE FUNDS WILL BE USED TO OFFSET THE LOSS OF
[02:02:49] REVENUE. IF NOT FROM THE
[02:02:54] STEEP DECLINE IN ACTIVITY AT THE AIRPORT.
[02:02:56] WHAT WOULD WE BE DOING IN THE ABSENCE OF THESE FUNDS
[02:03:02] AND I THINK WE HAD PREVIOUSLY HEARD THAT THERE WAS A POTENTIAL
[02:03:08] BORROWING

[02:03:11] FUNDS FOR CASH FLOW
[02:03:14] UP TO 250 MILLION MAYBE. THAT WAS PROBABLY PORT WIDE THAT WASN'T AIRPORT.
[02:03:21] LET ME SAY SAY THAT IN TERMS OF RESTRICTIONS, THE FUNDS THAT ARE AVAILABLE TO US CAN ONLY BE
[02:03:25] USED FOR LEGITIMATE AIRPORT BUSINESS SO THERE ARE ADDITIONAL RESTRICTIONS
[02:03:29] IN TERMS OF WE CAN USE THAT
[02:03:32] FROM REVENUE DIVERSION RULES WOULD STILL APPLY THAT WE CAN'T DIVERT.
[02:03:37] AGAIN THE THE FAA IS REALLY ENCOURAGING US TO PRIMARILY USE
[02:03:43] THIS FOR O&M AGAIN THOUGH THE WHOLE THING IS TO PRESERVE JOBS
[02:03:47] AND KEEP PEOPLE WORKING SO THEY REALLY
[02:03:51] WANTED TO FOCUS ON USING THIS FOR O&M AREAS SUCH AS PAYROLL AS AN EXAMPLE.
[02:03:57] DEBT SERVICE FOR EXAMPLE IS NOT GOING TO HELP IN ANY WAY THE RETENTION OF EMPLOYEES.
[02:04:01] WELL IF WE USE SOME OF
[02:04:04] THIS TO COVER DEBT SERVICE THEN WE HAVE THE MONEY THAT WE WOULD TYPICALLY USE THAT WE COULD HAVE
[02:04:10] USED FOR DEBT SERVICE TO USE FOR SOMETHING ELSE.
[02:04:14] IN A FUNGIBLE WAY THEN. I SEE.
[02:04:17] COMMISSIONERS WE CAN COME BACK TO YOU WITH A UTILIZATION PLAN ONCE LANCE AND BORG
[02:04:20] DEVELOP THAT
[02:04:22] THAT'S THERE I WAS GOING WITH THAT I WOULD LIKE TO HEAR BACK ON THE INTENTIONS THERE AND
[02:04:27] HOW WE ARE GOING TO OPTIMIZE THE THE THE GOAL OF EMPLOYEE RETENTION.
[02:04:35] OKAY. LET'S TAKE COMMISSIONER COMMENTS ONCE MORE IF THERE ARE ANY FURTHER COMMENTS BEFORE WE
[02:04:42] CLOSE THE MEETING.
[02:04:44] ALL RIGHT, WE WILL GO FIRST TO COMMISSIONER BOWMAN.
[02:04:45] NO FURTHER COMMENTS.
[02:04:47] THANK YOU.
[02:04:48] COMMISSIONER CALKINS?
[02:04:51] NONE FOR ME EITHER.
[02:04:53] COMMISSIONER CHO? NO COMMENT.
[02:04:57] AND COMMISSIONER FELLEMAN.
[02:05:03] I DON'T KNOW WHY IT'S DIFFICULT, BUT NO COMMENT. THANK YOU.
[02:05:10] GREAT
[02:05:11] COMMISSIONER STEINBREUCK IF I CAN JUST SAY SOME REMARKS
[02:05:16] I REALLY APPRECIATE ALL THE FEEDBACK ON THE PLANS AND APPRECIATE THE STAFF DOING THIS.
[02:05:21] WHEN YOU TALK ABOUT A BUDGET AS BIG AS OURS ESPECIALLY AT THE HIGH LEVEL FOR
[02:05:27] IT IS, AS COMMISSION BOWMAN SAID, THE 50,000 LEVEL ON SOME OF THESE BUT
[02:05:33] THERE'S A COUPLE IMPORTANT POINTS HERE. ONE IS THAT WE ARE CONSIDERING IMPORTANCE OF OUR
[02:05:37] PROJECTS BOTH IN ACTIVE CONSTRUCTION AND THEN GOING FORWARD AND THEN
[02:05:43] A LARGE PERCENTAGE OF THESE WILL BE MOVING FORWARD WITH THAT BUT I'M SENSING THE QUESTIONS WE
[02:05:50] WANT, I'LL GO BACK WITH STAFF, WITH THE COMMISSION STAFF TO MAKE SURE
[02:05:54] WE'VE GOT THE QUESTIONS OF REQUESTS FOR ADDITIONAL INFORMATION WE'LL GET THOSE
[02:05:58] TOGETHER TO RESPOND ON THOSE SPECIFICALLY ON SOME OF THE THINGS REGARDING THE FROZEN THE
[02:06:04] OPPORTUNITIES FOR ACCELERATION SO WE HAVE SOME GET BACKS TO THE
[02:06:06] COMMISSION ON THAT I REALLY
[02:06:08] APPRECIATE ALL THE FEEDBACK ON THE VARIOUS PROJECTS ON THE
[02:06:11] INFORMATION PRESENTED AND WE
[02:06:14] LOOK FORWARD TO COLLECTING THAT INFORMATION AND GETTING THAT BACK
[02:06:18] TO YOU ON THE WAY FORWARD ON THIS.
[02:06:21] SO I THINK THE BIG THING FOR US IS TO BE POSITIONED AS WE CONTINUE ON
[02:06:24] TO PROVIDE GOOD OPPORTUNITIES AND
[02:06:27] GOOD JOBS NOW BUT POSITION OURSELVES FOR THAT ECONOMIC RECOVERY AND THIS WILL BE A BIG
[02:06:32] PART OF THE PLAN FOR YOUR CONSIDERATION MOVING FORWARD OF THE FULL RECOVERY PLAN WHEN YOU
[02:06:38] SEE THAT FRAMEWORK ON THE 28TH AND YOU KNOW REFLECTING OUR UNIQUE
[02:06:41] ROLE IN ORDER TO DO THIS MOVING
[02:06:44] FORWARD ON THE ON THE RECOVERY BOTH IN THE REGION AND FOR THE
[02:06:48] STATE SO WE'VE GOT SOME WORK TO DO
[02:06:51] TO GET BACK ON SOME OF THESE THINGS AND WE APPRECIATE THE INPUT. THIS HAS BEEN VERY GOOD AND
[02:06:57] ENCOURAGING I MIGHT ADD THAT WE HAVE THE OPPORTUNITY AS A PUBLIC PORT HERE WITH A CONSIDERABLE
[02:07:06] NUMBER OF PUBLIC WORKS PROJECTS INTO THE BILLIONS OF DOLLARS THAT DURING THIS TIME OF
[02:07:12] UNCERTAINTY AND LIKELY
[02:07:15] RECESSION PERIOD WHERE THE PRIVATE SECTOR IS NOT ABLE OR WILLING TO REINVEST WE HAVE THE
[02:07:24] OPPORTUNITY TO DO SO WHILE PROTECTING HEALTH AND SAFETY AT THE SAME TIME AND GENERATING
[02:07:31] MANY HUNDREDS IF NOT THOUSANDS OF NEW JOBS THAT WILL BE AVAILABLE FOR THIS WORK AS WE'VE
[02:07:40] DISCUSSED. SO I THINK THAT'S
[02:07:41] REALLY GOOD WELCOME

[02:07:42] NEWS AND I APPRECIATE THE EFFORT BY OUR LEADERSHIP TEAM AND STAFF AND EXECUTIVE DIRECTOR
[02:07:50] METRUCK AND THEIR RESPONSIVENESS TO THE COMMISSION'S
[02:07:55] MOTION FOR RECOVERY THROUGH IDENTIFYING THE
[02:07:59] KEY OPPORTUNITIES WITH OUR CAPITAL PROJECTS AND ALSO BEING HIGHLY SENSITIVE AND CLEAR ABOUT
[02:08:06] WHICH PROJECTS COULD BE DEFERRED OR MAYBE NEED TO BE DEFERRED FOR HEALTH AND SAFETY
[02:08:13] REASONS, BUT MAY BE OF LOWER PRIORITY.
[02:08:15] SO THIS HAS REALLY BEEN A WELCOMED
[02:08:21] CHAPTER HERE AND AS WE PROGRESS AS TO WHAT WE CAN DO DOWN THE
[02:08:24] ROAD, THANK YOU VERY MUCH.
[02:08:27] I WILL NOW ADJOURN THE MEETING. ITS 11:20.
[02:08:31] THANK YOU ALL.

END OF TRANSCRIPT