

START OF TRANSCRIPT

[00:00:30] OKAY, GOOD AFTERNOON. THIS IS COMMISSION PRESIDENT PETER STEINBRUECK RECONVENING THE  
[00:00:35] SPECIAL MEETING OF APRIL 28TH 2020. THE TIME IS APPROXIMATELY  
[00:00:42] 12:12 P.M. WE ARE MEETING REMOTELY TODAY VIA SKYPE TO COMPLY WITH THE GOVERNOR'S  
[00:00:51] STAY-AT-HOME ORDER IN ACCORDANCE WITH PROCLAMATION 2028.  
[00:00:54] PRESENT WITH ME TODAY ARE COMMISSIONERS BOWMAN CALKINS, CHO, AND FELLEMAN.  
[00:00:57] LET'S DO A ROLL CALL OF ALL COMMISSIONERS TO ENSURE  
[00:01:03] EVERYONE IS ONLINE AND AUDIBLE.  
[00:01:06] COMMISSIONER BOWMAN?  
[00:01:09] WHY DON'T YOU DO THE ROLL CALL, LAUREN?  
[00:01:12] OKAY.  
[00:01:16] I'M HERE.  
[00:01:19] I WAS JUST MAKING SURE SHE WAS HERE.  
[00:01:22] OKAY COMMISSIONER CALKINS.  
[00:01:26] YEAH, I'M HERE.  
[00:01:28] COMMISSIONER CHO?  
[00:01:30] PRESENT.  
[00:01:32] AND COMMISSIONER FELLEMAN.  
[00:01:43] PRESENT. I HAVE TO SWITCH OFF MY VIDEO TO GET BACK AUDIO.  
[00:01:47] SO I WILL HAVE A PAUSE.  
[00:01:50] WELL GET IT TOGETHER, MAN. [LAUGHTER]  
[00:01:55] TODAY'S MEETING IS ORGANIZED THE SAME AS OUR LAST FEW. WE HAVE MADE SPECIAL ARRANGEMENTS TO  
[00:02:01] PROVIDE FOR REMOTE PARTICIPATION FOR ALL OUR STAFF AND COMMISSIONERS. LATER WE WILL  
[00:02:08] BE TAKING PUBLIC COMMENT FROM PEOPLE WHO ARE PARTICIPATING BY SKYPE AND  
[00:02:11] WHO HAVE SIGNED UP TO SPEAK.  
[00:02:15] PLEASE NOTE THAT ALL VOTES WILL BE TAKEN BY ROLL CALL METHOD SINCE ALL COMMISSIONERS ARE  
[00:02:20] PARTICIPATING REMOTELY. THAT MEANS THAT FOR EACH VOTE I WILL CALL COMMISSIONERS' NAME.  
[00:02:28] COMMISSIONERS ON THE SKYPE CALL WILL HAVE TO  
[00:02:29] UNMUTE THEMSELVES AND THEN ANSWER  
[00:02:31] YES OR NO. BECAUSE COMMISSIONERS  
[00:02:33] ONLINE ARE NOT FULLY IN CONTROL OF THEIR SOUND, WE WILL TAKE ALL VOTES TODAY IN THIS MANNER  
[00:02:37] INCLUDING OUR CONSENT AGENDA.  
[00:02:40] TO BE EQUITABLE, WE WILL ASK ALL COMMISSIONERS TO SPEAK IN TURN AND WAIT TO BE  
[00:02:46] RECOGNIZED BEFORE SPEAKING AS MUCH AS POSSIBLE. ON MARCH 24TH, 2020  
[00:02:50] THE COMMISSION VOTED ON A BYLAWS  
[00:02:53] WAIVER PERTAINING TO THE MEETING OF STANDING COMMITTEES IN PUBLIC.  
[00:02:57] THIS WAIVER WAS PUT IN PLACE UNTIL  
[00:03:00] THE END OF APRIL AS THIS IS OUR LAST PUBLIC MEETING IN APRIL  
[00:03:03] AND THE GOVERNOR'S STAY AT HOME STAY HEALTHY  
[00:03:06] PROCLAMATION EXTENDS BEYOND THE END OF THIS MONTH. I WILL ASK FOR AN EXTENSION OF THE  
[00:03:12] WAIVER UNTIL MEETINGS CAN RESUME AS NORMAL AND COMPLIANCE WITH THE  
[00:03:15] GOVERNOR'S PROCLAMATIONS REGARDING THE OPEN  
[00:03:18] PUBLIC MEETINGS AND THE STAY AT HOME STAY HEALTHY DIRECTIVE. I WILL NOW ACCEPT A  
[00:03:23] MOTION TO EXTEND THE BYLAWS WAIVER. IS THERE A MOTION?  
[00:03:26] SO MOVED.  
[00:03:28] IT'S BEEN MOVED. IS THERE  
[00:03:29] A SECOND?  
[00:03:31] SECOND.  
[00:03:33] OKAY CLERK. PLEASE CALL THE ROLL.  
[00:03:36] OKAY, COMMISSIONER BOWMAN? AYE COMMISSIONER CALKINS?  
[00:03:45] OKAY, I CAN SEE HE IS TRYING TO SAY AYE BUT HE'S MUTED. AYE. COMMISSIONER CHO? AYE.  
[00:03:53] COMMISSIONER FELLEMAN? AYE.  
[00:03:56] COMMISSIONER STEINBRUECK. AYE. ALL RIGHT, THERE ARE 5 AYES AND ZERO NAYS. THE MOTION CARRIES.  
[00:04:05] WE BEGIN TODAY'S MEETING BY ACKNOWLEDGING THE INDIGENOUS PEOPLES OF THE DUWAMISH AND  
[00:04:10] COASTAL SALISH WHO HAVE STEWARDED THESE BEAUTIFUL LANDS AND WATERS  
[00:04:14] SINCE TIME IMMEMORIAL. WE WILL  
[00:04:18] COMMIT TO DO THE SAME FOR THE PLANET AND FOR GENERATIONS TO COME THIS MEETING IS BEING  
[00:04:25] DIGITALLY RECORDED AND MAY BE VIEWED OR HEARD AT ANY TIME ON THE PORT'S WEBSITE AND  
[00:04:29] MAYBE REBROADCAST BY KING COUNTY TELEVISION.  
[00:04:32] ALTHOUGH IT MAY LOOK DIFFERENT, PLEASE JOIN US FOR THE PLEDGE OF ALLEGIANCE.  
[00:04:39] AND I THINK WE HAVE A FLAG PUT UP HERE.  
[00:04:43] OKAY.

[00:04:50] OKAY THERE WE HAVE THE FLAG.  
[00:04:57] [THE PLEDGE OF ALLEGIANCE IS RECITED]  
[00:05:12] THE NEXT ITEM OF BUSINESS IS THE APPROVAL OF THE AGENDA. I WILL TURN  
[00:05:14] IT TO THE EXECUTIVE DIRECTOR  
[00:05:17] METRUCK TO GIVE US A LITTLE INSIGHT ON THE PROCESS  
[00:05:19] TO DETERMINE THE AGENDA IN FRONT OF US.  
[00:05:22] DIRECTOR METRUCK?  
[00:05:24] COMMISSIONERS. GOOD AFTERNOON. IN RESPONSE TO THE GOVERNOR'S STAY HOME STAY HEALTHY ORDER  
[00:05:29] AND PROCLAMATION 2028 REGARDING THE OPEN PUBLIC MEETINGS ACT, I'VE DIRECTED STAFF TO CAREFULLY  
[00:05:36] ANALYZE AND REVIEW EACH OF THE ITEMS PROPOSED FOR TODAY'S AGENDA TO DETERMINE WHETHER  
[00:05:41] OR NOT THEY ARE NECESSARY AND ROUTINE. WE BELIEVE THE ITEMS BEFORE YOU TODAY RELATE  
[00:05:44] TO MATTERS OF ROUTINE PORT BUSINESS,  
[00:05:46] ARE URGENT, AND WILL BE DETRIMENTALLY AFFECTED BY SIGNIFICANT DELAY AND ARE  
[00:05:52] NECESSARY TO SUPPORT OPERATIONS. ITEMS THAT DO NOT MEET THE NECESSARY ROUTINE CRITERIA HAVE  
[00:05:58] BEEN DEFERRED TO LATER MEETINGS. I URGE APPROVAL OF TODAY'S AGENDA.  
[00:06:04] THANK YOU COMMISSIONERS. WE ARE NOW AT THE ORDER OF THE APPROVAL OF THE AGENDA. CLERK,  
[00:06:10] PLEASE UNMUTE THE COMMISSIONERS. COMMISSIONERS ONLINE, PLEASE UNMUTE YOURSELVES.  
[00:06:16] I'M GOING TO ASK EACH COMMISSIONER IN TURN IF THEY HAVE ANY MOTIONS TO REARRANGE  
[00:06:21] THE ORDERS OF THE DAY AND IF YOU DO I WILL ASK FOR A SECOND IF  
[00:06:24] IT'S NEEDED. PLEASE RESPOND WHEN I CALL YOU. IF YOU HAVE NO CHANGES, JUST SAY NONE.  
[00:06:27] CLERK.  
[00:06:31] COMMISSIONER BOWMAN? NO CHANGES. COMMISSIONER CALKINS? NONE COMMISSIONER CHO? NONE.  
[00:06:40] COMMISSIONER FELLEMAN? NO. AND COMMISSIONER STEINBRUECK? NONE.  
[00:06:46] COMMISSIONERS THE QUESTION IS NOW ON THE APPROVAL OF THE AGENDA.  
[00:06:49] PLEASE SAY YES OR NO WHEN YOUR  
[00:06:52] NAME IS CALLED.  
[00:06:55] COMMISSIONER BOWMAN?  
[00:06:59] AYE.  
[00:07:04] COMMISSIONER CALKINS? AYE.  
[00:07:09] COMMISSIONER CHO? AYE.  
[00:07:13] COMMISSIONER FELLEMAN? AYE. COMMISSIONER STEINBREUCK? AYE.  
[00:07:22] FIVE AYES AND NO NAYS. OKAY. THE AGENDA IS APPROVED AND THE NEXT ITEM IS ITEM NUMBER FOUR:  
[00:07:30] EXECUTIVE DIRECTOR'S REPORT.  
[00:07:35] COMMISSIONERS, GOOD AFTERNOON.  
[00:07:38] I THINK THE GOOD NEWS TO REPORT THIS AFTERNOON IS THAT OUR WEATHER CONTINUES TO IMPROVE.  
[00:07:42] WE'LL TAKE EVERYTHING WE CAN GET. I HOPE THAT EVERYONE HAS HAD A CHANCE TO ENJOY IT.  
[00:07:45] WE'RE STILL UNDER ORDERS RESTRICTING  
[00:07:48] MANY PUBLIC ACTIVITIES AND GATHERINGS. I THINK WE'RE ALL HAPPY TO SEE SOME SIGNS OF THE  
[00:07:54] RESTRICTIONS EASING. FOR THOSE WHO FISH OR GOLF, I'M SURE THAT YOU'RE ESPECIALLY HAPPY FOR  
[00:07:59] THESE DEVELOPMENTS FROM THE GOVERNOR.  
[00:08:01] THE REALITY IS THAT WE WILL HAVE TO DEAL WITH THESE RESTRICTIONS  
[00:08:04] FOR SOME TIME TO COME. AS WE RETURN TO WORK,  
[00:08:06] IT IS IMPORTANT THAT WE BE GUIDED BY SCIENCE AND MOVE SLOWLY TO LOWER THE RISK. THE  
[00:08:12] INFECTION COULD REBOUND. AS AN EXAMPLE, I'VE RECENTLY EXTENDED MY DIRECTION FOR EMPLOYEES TO  
[00:08:17] CONTINUE TO TELECOMMUTE THROUGH THE MONTH OF MAY. I'D LIKE TO GIVE YOU A SHORT UPDATE ON  
[00:08:23] THE STATE OF THE COVID-19 PANDEMIC IN WASHINGTON, KING COUNTY AND THE PORT.  
[00:08:27] ACROSS THE STATE, 13,521 CASES HAVE BEEN REPORTED WITH 749 DEATHS.  
[00:08:32] IN KING COUNTY THERE HAVE BEEN 5990 CASES WITH 416 DEATHS.  
[00:08:42] PORT SAFETY AND HEALTH STAFF ARE MONITORING 13 PORT EMPLOYEES AND 23 CONTRACTOR OR TENANT  
[00:08:49] PERSONNEL WHO HAVE BEEN PLACED ON QUARANTINE RELATED TO COVID-19.  
[00:08:53] 14 PORT EMPLOYEES ARE IN ACTIVE QUARANTINE.  
[00:08:58] MUCH LIKE THE REST OF THE COUNTRY, ACTIVITY ACROSS THE PORT HAS SLOWED  
[00:09:01] SIGNIFICANTLY. AT SEA-TAC ON SUNDAY,  
[00:09:03] WE SAW 3,339 PASSENGERS GO THROUGH OUR CHECKPOINTS WITH WEEKDAY TOTALS AROUND 3,000 TO  
[00:09:11] 3,400 AIRPORT DINING AND RETAIL HAS SUFFERED SIGNIFICANTLY WITH 62 UNITS CLOSED AND 27 REMAINING  
[00:09:19] IN OPERATION. THE PUBLIC CAN BE PROUD OF THE HARD WORK AND COMMITMENT ALL OF OUR STAFF HAVE  
[00:09:26] BEEN DOING TO KEEP DELIVERING SERVICES TO THE COMMUNITY EVERYDAY  
[00:09:28] IN TOUGH CIRCUMSTANCES. I KNOW I'M VERY  
[00:09:30] PROUD OF OUR WORK. TURNING TO TODAY'S AGENDA, WE WILL TAKE SOME IMPORTANT STEPS FORWARD IN  
[00:09:37] PUTTING THE PORT OF SEATTLE AND THE COMMUNITY BACK ON ROAD TO ECONOMIC HEALTH AND STABILITY.  
[00:09:42] TAKE A LEADING ROLE IN ACHIEVING THESE GOALS. WITH THE COMMISSION'S LEADERSHIP AND  
[00:09:48] AND RECOVERY. THE PORT HAS THE EXPERTISE AND EXPERIENCE TO  
[00:09:53] ENGAGEMENT, WE CAN ADVANCE OUR EFFORTS TO SUSTAIN BUSINESSES THROUGH THIS CRISIS AS WE MOVE

[00:09:58] FORWARD TO CREATING NEW JOBS AND REBUILDING THE ECONOMY.  
[00:10:02] THIS REGION HAS TREMENDOUS RESILIENCE. WE'VE BEEN THROUGH ECONOMIC DOWNTURNS BEFORE EVEN  
[00:10:07] THOUGH IT HASN'T BEEN LIKE THIS. BUT WE HAVE A STRONG AND TRAINED WORKFORCE AND TREMENDOUS  
[00:10:13] INTELLECTUAL CAPITAL. MOST IMPORTANTLY WE HAVE THE VISION AND COMMITMENT TO OVERCOME  
[00:10:19] OUR CHALLENGES AND EMERGE STRONGER FOR THE EXPERIENCE. UNDER YOUR LEADERSHIP,  
[00:10:22] WE CAN TURN THIS STRATEGY  
[00:10:24] INTO ACTION. ENPLANEMENTS AT SEATAC IN APRIL DROPPED 94 PERCENT COMPARED TO THE SAME  
[00:10:31] TIME LAST YEAR. AIRPORT DINING AND RETAIL SALES ARE OFF 55%.  
[00:10:36] 80% OF AIRPORT DINING AND  
[00:10:41] RETAIL EMPLOYEES ARE LAID OFF OR FURLOUGHED. EQUALLY HARD HIT  
[00:10:44] ARE BUSINESSES THAT LEASE MARITIME AND ECONOMIC  
[00:10:47] DEVELOPMENT DIVISION PROPERTIES. WE HAVE ALREADY TAKEN SOME IMPORTANT EARLY STEPS TO  
[00:10:52] ADDRESS THE SEVERE ECONOMIC IMPACTS ON BUSINESSES THROUGHOUT THE PORT. ON APRIL 1,  
[00:10:57] THE COMMISSION AUTHORIZED TEMPORARY RELIEF FOR A WIDE  
[00:10:59] RANGE OF AIRPORT SERVICE BUSINESSES INCLUDING  
[00:11:02] DINING AND RETAIL, PARKING  
[00:11:04] AND RENTAL CAR OPERATORS, AS WELL AS GROUND TRANSPORTATION SERVICES. YOU'VE ALSO GRANTED ME  
[00:11:11] AUTHORITY TO REVIEW AND IMPROVE FURTHER RELIEF AT THE AIRPORT AND FOR BUSINESSES ON OTHER PORT  
[00:11:16] PROPERTIES. BASED ON YOUR DIRECTION AND PRINCIPLES, I HAVE ALSO APPROVED FOUR MONTHS  
[00:11:22] DEFERRAL RENTS FOR BUSINESSES ON MARITIME AND ECONOMIC  
[00:11:25] DEVELOPMENT PROPERTIES. BASED ON THE COVID-19  
[00:11:27] IMPACTS. SINCE YOUR ACTION, WE HAVE BEEN CONTINUOUSLY  
[00:11:30] REVIEWING THE ECONOMIC SITUATION FOR OUR TENANTS AND CUSTOMERS.  
[00:11:33] BASED ON CONSULTATION WITH LANCE LITTLE AND OUR AIRPORT TEAM, I'M NOW PREPARED  
[00:11:40] TO APPROVE ADDITIONAL RELIEF. AIRLINES OPERATING AT SEA-TAC WILL BE GRANTED  
[00:11:42] TWO MONTHS DEFERRAL OF  
[00:11:44] LANDING FEES AND RENTS REPAYABLE BY OCTOBER. DINING, RETAIL, AND OTHER SERVICES BUSINESSES  
[00:11:48] WILL RECEIVE AN ADDITIONAL TWO MONTHS DEFERRAL.  
[00:11:51] THESE ACTIONS ARE TO HELP SUPPORT PORT BUSINESSES BRIDGE THE GAP  
[00:11:56] UNTIL WE SEE SOME TURNAROUND IN THE ECONOMIC SITUATION.  
[00:11:59] MOVING US FORWARD IS THE SUBJECT OF TODAY'S SPECIAL  
[00:12:02] ORDER AGENDA. WE HAVE RECOMMENDATIONS FOR THE DEVELOPMENT OF AN ACTION PLAN  
[00:12:05] THAT WILL HELP PUT  
[00:12:08] OUR REGION-- [INAUDIBLE]  
[00:12:10] FIRST YOU WILL HEAR A REPORT ON THE STATUS OF THE FISHING INDUSTRY  
[00:12:12] AND PREPARATIONS FOR THE UPCOMING  
[00:12:14] ALASKA FISHING SEASON TO KEEP FISHERS AND COMMUNITIES SAFE AND HEALTHY. THE INDUSTRY IS A  
[00:12:20] VITAL COMPONENT OF OUR ECONOMY. IT IS THE LIFE OF SOUTHEAST ALASKA'S ECONOMY AS WELL. WE'RE  
[00:12:26] COLLABORATING WITH INDUSTRY HERE AND IN ALASKA TO SUPPORT A SUCCESSFUL SEASON.  
[00:12:30] NEXT WE'LL PRESENT A DRAFT  
[00:12:33] PORT FRAMEWORK FOR THE ECONOMIC RECOVERY PLAN, WHICH BUILT UPON THE DIRECTION OF THE  
[00:12:38] COMMISSION FROM YOUR APRIL 14TH MEETING. OUR OBJECTIVE IS TO ALIGN KEY PORT PROGRAMS AND  
[00:12:44] PROJECTS WITH JOB #1: THE ECONOMIC RECOVERY. THE NEXT ITEM SEEKS ENDORSEMENT FROM THE  
[00:12:50] COMMISSION FOR OUR REVISED REFOCUS OF THE PORT'S CAPITAL IMPROVEMENT PLAN  
[00:12:53] WHICH WAS DISCUSSED AT THE  
[00:12:56] APRIL 14TH STUDY SESSION.  
[00:12:59] WE WANT TO ADVANCE CRITICAL PROJECTS THAT WILL CONTINUE TO BUILD AND RENEW  
[00:13:01] OUR CRITICAL AVIATION AND  
[00:13:03] MARITIME INFRASTRUCTURE AND DELIVER THE MOST ECONOMIC IMPACT FOR THE COMMUNITY.  
[00:13:10] THE FOURTH ITEM FOR TODAY IS AN ACTION REQUEST TO BROADEN THE  
[00:13:12] SCOPE OF THE SOUTH KING COUNTY FUND TO ADD ECONOMIC DEVELOPMENT  
[00:13:14] PROJECTS TO THE SCOPE OF THE FUND. AND LAST WE'RE ASKING FOR YOUR EXPEDITED APPROVAL  
[00:13:21] OF A RESOLUTION TO BORROW UP TO A HUNDRED FIFTY MILLION DOLLARS TO SUPPLEMENT OUR CASH  
[00:13:25] RESOURCES TO COVER EMERGENCY EXPENSES IN THE COMING MONTHS.  
[00:13:30] IN ADDITION TO THESE ACTIONS RELATED TO RECOVERY, WE'LL ALSO BE  
[00:13:33] TAKING ACTION ON AN ITEM THAT HAS  
[00:13:35] BEEN OVER TWO DECADES IN THE MAKING: THE TERMINAL 117 HABITAT AND RESTORATION AND DUWAMISH  
[00:13:41] SHORELINE ACCESS PROJECT. THIS PROJECT WILL CONVERT DEGRADED SHORELINE AREAS IN MARGINAL  
[00:13:47] UPLANDS TO HIGH-FUNCTIONING MIGRATORY HABITAT FOR ADULT AND JUVENILE SALMON AS WELL AS OTHER  
[00:13:52] RESIDENT AND MIGRATORY FISH AND WILDLIFE THAT USE THE DUWAMISH WATERWAY. THE PORT WILL ALSO  
[00:13:58] BUILD APPROXIMATELY 14 ACRES OF RESTORED ESTUARINE HABITATS  
[00:14:01] INCLUDING SHALLOW SUBTIDAL AREAS MUDFLAT, AND MARSH AND FORESTED BUFFERS.  
[00:14:05] ALL GOOD THINGS AS THE PORT CONTINUES TO CELEBRATE THE RECENT 50 YEAR

[00:14:10] ANNIVERSARY OF EARTH DAY. COMMISSIONERS THIS CONCLUDE MY REMARKS  
[00:14:17] THANK YOU EXECUTIVE DIRECTOR METRUCK FOR THAT REPORT.  
[00:14:21] OUR NEXT ITEM ON THE AGENDA IS ITEM 5 WHICH IS PUBLIC COMMENT.  
[00:14:25] THE COMMISSION WILL ACCEPT PUBLIC COMMENT FROM THOSE WHO HAVE SIGNED UP.  
[00:14:31] WRITTEN MATERIALS PROVIDED TO THE CLERK WILL BE INCLUDED IN TODAY'S MEETING RECORD.  
[00:14:37] THE CLERK HAS A LIST OF THOSE PREPARED TO SPEAK. AS I  
[00:14:40] UNDERSTAND IT, THERE'S APPROXIMATELY 29 SPEAKERS ON THE  
[00:14:43] LIST. AS THE CLERK CALLS YOUR NAME, WE WILL OPEN THE LINE AND COMMENTERS WILL HAVE UNMUTE  
[00:14:49] THEMSELVES. PLEASE REPEAT YOUR NAME FOR THE RECORD. IF YOU ARE ON THE SKYPE MEETING AND ARE  
[00:14:55] ALSO STREAMING THE MEETING, PLEASE MUTE THE VIDEO STREAM TO AVOID FEEDBACK.  
[00:15:02] THAT'S VERY IMPORTANT. PLEASE NOTE THERE IS A  
[00:15:04] 3-MINUTE LAG ON THE VIDEO STREAM. COMMENT TIME FOR EACH SPEAKER WILL BE LIMITED  
[00:15:11] TO TWO MINUTES PER PERSON. AND I WOULD JUST MENTION THAT GIVEN THE NUMBER OF PUBLIC  
[00:15:17] COMMENTERS, THIS ITEM ON THE AGENDA WILL RUN FOR SOMEWHERE BETWEEN 45 MINUTES TO AN HOUR  
[00:15:25] JUST FOR THOSE WHO MAY BE LISTENING IN FOR THE OTHER ADDITIONAL ITEMS ON OUR  
[00:15:29] AGENDA. CLERK, PLEASE CALL  
[00:15:32] THE FIRST SPEAKER.  
[00:15:35] YES. THANK YOU COMMISSIONER STEINBREUCK. FIRST TO SPEAK WE HAVE JAMES RASMUSSEN. I'M GOING  
[00:15:40] TO GIVE YOU THE UNMUTE PROMPT. NOW JAMES, PLEASE UNMUTE  
[00:15:43] YOURSELF AND RESTATE YOUR NAME FOR THE RECORD  
[00:15:45] AND THEN YOU MAY BEGIN.  
[00:15:49] GOOD AFTERNOON COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK. I'M  
[00:15:52] JAMES RASMUSSEN. I AM THE SUPER FUND  
[00:15:55] MANAGER FOR THE DUWAMISH RIVER CLEANUP COALITION.  
[00:15:59] THE TECHNICAL ADVISORY GROUP TO THE COMMUNITY  
[00:16:03] ON THE SUPERFUND SITE AS WELL AS THE COMMUNITY ADVISORY GROUP TO EPA ON THE SUPERFUND SITE.  
[00:16:10] I'D LIKE TO BE ABLE TO TALK ABOUT REALLY QUICKLY IS THERE'S A HISTORY WITH T-117.  
[00:16:17] THE CLEAN UP STARTED AS A  
[00:16:19] CLEAN UP THAT THE COMMUNITY WAS NOT HAPPY WITH AND WE LET THE COMMISSION KNOW. AND FOR A  
[00:16:28] BIG TURNAROUND, THE COMMISSION LISTENED AND CHANGED THE CLEANUP PLAN.  
[00:16:31] NUMBER ONE. THANK YOU FOR THAT.  
[00:16:35] IT'S BEEN A START OF A MUCH BETTER RELATIONSHIP WITH THE DUWAMISH VALLEY AND PORT  
[00:16:41] COMMISSION, AND THE PORT ITSELF. AND SO WE NEED TO MAKE SURE THAT THE PORT WILL NEED TO  
[00:16:52] CONTINUE TO SUPPORT EDUCATION AT THE SITE AS WE GO THROUGH THE  
[00:16:57] CONSTRUCTION AND HOPEFULLY WE WOULD BE DOCUMENTING THAT.  
[00:17:03] FROM THE PLANNING, TO CONSTRUCTION, TO PLANTING SO WE CAN BE AN EDUCATIONAL  
[00:17:09] OPPORTUNITY. THERE'S ALSO AN OPPORTUNITY TO CREATE A LOCAL WORKFORCE.  
[00:17:15] CONTRACTORS SHOULD HIRE LOCALLY IN THE DUWAMISH VALLEY. THAT WOULD BE VERY IMPORTANT TO US.  
[00:17:21] ALSO YOUTH ENGAGEMENT COULD BE SOMETHING THAT IS LOOKED AT AS FAR AS THIS SITE IS CONCERNED  
[00:17:29] THE COMMUNITY HAS BEEN PATIENT WITH THIS,  
[00:17:32] WAITING FOR IT TO START, BUT WE LOOK FORWARD TO CELEBRATING THIS WITH YOU AND THE OPENING  
[00:17:40] WITH ALL OF YOU AND TO CELEBRATE THIS WONDERFUL ASSET THE PORT IS ABOUT TO ENDEAVOUR.  
[00:17:46] PLEASE SUPPORT THE T-117 HABITAT SITE.  
[00:17:50] THANK YOU VERY MUCH.  
[00:17:56] THANK YOU. NEXT UP WE HAVE RICH BROWN.  
[00:18:02] RICH PLEASE UNMUTE YOURSELF BY PRESSING \*SIX IF YOU JOIN US ON THE PHONE AND RESTATE YOUR NAME  
[00:18:09] FOR THE RECORD.  
[00:18:12] HELLO, RICH BROWN.  
[00:18:17] GREAT, YOU MAY BEGIN.  
[00:18:46] I'M A DUWAMISH VALLEY RESIDENT FOR THE PAST 12 YEARS AND FIRST I'D LIKE TO THANK THE PORT FOR  
[00:18:49] THEIR CONTINUED INVESTMENT IN THE DUWAMISH VALLEY. ON BEHALF OF THE PORT COMMUNITY ACTION  
[00:18:50] TEAM AND THE DUWAMISH VALLEY RESIDENTS, I'D LIKE TO ENDORSE THE DEVELOPMENT OF T-117 WITH  
[00:18:51] ENHANCE THE QUALITY OF LIFE FOR THE RESIDENTS OF DUWAMISH  
[00:18:52] VALLEY  
[00:18:53] PROJECTS LIKE THIS HELP OUR RESIDENTS BECOME MORE CONNECTED TO THEIR OWN COMMUNITIES.  
[00:19:00] AS LONG AS I'VE LIVED IN THE DUWAMISH VALLEY, I HAVE ALWAYS NOTICED THAT THERE ARE VERY FEW  
[00:19:04] ACCESSIBLE RESOURCES IN OUR AREA SUCH AS RIVER VIEWPOINTS, ACCESS TO NON-HAZARDOUS FISHING,  
[00:19:13] AND RECREATION.  
[00:19:15] THE HABITAT RESTORATION PROJECT AT TERMINAL 117 WILL PROVIDE THE NEEDED  
[00:19:22] RESOURCES TO OUR COMMUNITY MEMBERS AND TO ME I FEEL IT'S ANOTHER DISPLAY OF THE PORT'S  
[00:19:29] INTEREST IN THE REVITALIZATION OF THE HABITAT, WILDLIFE, AND  
[00:19:33] THE HUMAN BEINGS THAT CALL THE DUWAMISH VALLEY THEIR HOME.  
[00:19:37] THANK YOU.

[00:19:40] GREAT. THANK YOU. NEXT I HAVE BOONTHAI CHIM SIGNED UP AND I BELIEVE YOU ARE JOINING US  
[00:19:48] ON DESKTOP. SO LET ME GET YOU THE UNMUTE PROMPT.  
[00:19:58] ARE YOU JOINING US? GREAT.  
[00:20:06] THANK YOU, COMMISSIONERS, PORT OF SEATTLE. MY NAME IS  
[00:20:09] BOONTHAI CHIM. I'M HERE AS A SOUTH PARK RESIDENT AND ON  
[00:20:12] BEHALF OF THE DUWAMISH VALLEY PARK COMMUNITY ACTION TEAM AND I AM  
[00:20:15] COMMENTING ON THE DEVELOPMENT  
[00:20:18] OF TERMINAL 117. I'VE LIVED IN SOUTH PARK ALL MY LIFE. AND  
[00:20:21] SINCE I WAS LITTLE I'VE ALWAYS WONDERED WHY THERE WERE  
[00:20:23] SO MANY BARRIERS TO THE RIVER SHORE. I FELT EARLY ON, LIKE MANY OF MY FRIENDS IN THE  
[00:20:29] NEIGHBORHOOD, THAT THE RIVER WASN'T REALLY FOR US AND AS I  
[00:20:31] GREW OLDER I UNDERSTOOD THAT MANY OF THOSE BARRIERS  
[00:20:34] WERE CAUSED BY SYSTEMIC INEQUITIES AND THAT INDUSTRIES AND GOVERNMENT WERE RESPONSIBLE  
[00:20:38] FOR THEM AND THAT THEY WERE THE ONES THAT HELD THE KEYS TO THE RIVERS RECLAMATION FOR THE  
[00:20:42] COMMUNITY. THE DEVELOPMENT OF TERMINAL 117 IS MY BELIEF THE RECOGNITION BY THE PORT OF  
[00:20:49] SEATTLE THAT AS NEIGHBORS THEY HAVE SHARED THE SHORELINE WITH FOR SO LONG DESERVE EQUITABLE  
[00:20:54] ACCESS TO THE RIVER. I, AS A SOUTH PARK PRESIDENT, AND AS A  
[00:20:57] MEMBER OF THE PCAT, ENDORSE THE DEVELOPMENT OF TERMINAL 117  
[00:20:59] AND LOOK FORWARD TO THE CONTINUED STRENGTHENING RELATIONSHIP BETWEEN THE PORT OF  
[00:21:04] SEATTLE AND COMMUNITY THROUGH PROJECTS LIKE THESE THAT SUPPORT HEALTH AND WELL-BEING OF  
[00:21:09] ALL THE DUWAMISH VALLEY PEOPLE. THANK YOU.  
[00:21:13] THANK YOU SO MUCH. NEXT I HAVE DOUG OSTERMAN WHO HAS JOINED US VIA DESKTOP. DOUG, I'M GOING TO  
[00:21:19] GIVE YOU THE UNMUTE PROMPT NOW.  
[00:21:24] THANK YOU, LAUREN. AND THANK YOU COMMISSIONERS FOR THIS  
[00:21:27] OPPORTUNITY TO COMMENT. I'M DOUG OSTERMAN. I'M THE SALMON RECOVERY MANAGER  
[00:21:30] WITH THE GREEN DUWAMISH WATERSHED. WE'VE BEEN WORKING SINCE 2005 TO  
[00:21:38] RESTORE HABITATS THROUGHOUT THE GREEN DUWAMISH SYSTEM AND THIS PROJECT, T-117, THAT THE PORT IS  
[00:21:48] EMBARKING ON IS A CRITICAL PROJECT TO HELP US MEET OUR GOALS FOR SALMON RECOVERY  
[00:21:57] IN THIS WATERSHED WHICH PRODUCES  
[00:22:00] ONE OF THE MOST IMPORTANT AMOUNT OF CHINOOK SALMON FOR  
[00:22:05] ORCA WHALES AND PUGET SOUND SO THE WORK AT T-117 IS GOING TO BE  
[00:22:10] COMPLETELY CONSISTENT AND HELP US IMPLEMENT ADVANCED AN SALMON RECOVERY, WHICH  
[00:22:17] IS GOING TO ADVANCE ORCA WHALE RECOVERY AND PUGET SOUND AND WE THINK THIS IS A FANTASTIC  
[00:22:24] INVESTMENT AND ONE THAT'S VERY CONSISTENT WITH THE WORK TO  
[00:22:28] RECOVER SALMON WITH YOUR PARTNERS  
[00:22:31] THROUGHOUT THE WATERSHED. JUST TO NOTE HOW IMPORTANT THIS STRETCH OF THE RIVER IS TO  
[00:22:37] SALMON RECOVERY, NEARLY ALL OF THE CHINOOK FRY IN THE DUWAMISH  
[00:22:42] RIVER DO NOT RETURN AS ADULTS AND THIS PROJECT IS GOING TO  
[00:22:47] WORK TO HELP THE SURVIVAL OF THE JUVENILE CHINOOK SALMON SO THAT WE DON'T NEARLY LOSE ALL OF  
[00:22:55] OUR SALMON IN THE WATERSHED. SO I WHOLEHEARTEDLY SUPPORT  
[00:22:58] YOU MOVING FORWARD WITH IMPLEMENTING THIS VERY IMPORTANT PROJECT.  
[00:23:01] THANK YOU.  
[00:23:05] GREAT, THANK YOU. SO THE NEXT 5 PEOPLE THAT I HAD SIGNED UP  
[00:23:11] DID NOT NOTIFY ME THAT THEY WERE HERE DURING OUR INITIAL  
[00:23:14] ROLL CALL, BUT I'M GOING TO CALL THEIR NAMES  
[00:23:16] ONCE. IF YOU ARE ON THE LINE, PLEASE PRESS STAR SIX TO UNMUTE YOURSELF AND THEN REINTRODUCE  
[00:23:22] YOURSELF FOR THE RECORD. THE FIRST ONE IS ELSA OAK BAY.  
[00:23:30] ELSA, IF YOU'VE BEEN ABLE TO JOIN US. PLEASE. LET ME KNOW.  
[00:23:39] NEXT IS THE BIZU HAOLE.  
[00:23:49] ELAINE CABEADA.  
[00:23:57] MULAT AHLU.  
[00:24:07] AND THEN YARED CEMA.  
[00:24:15] NEXT ON THE LIST IS MICHELLE MANCEY?  
[00:24:33] FIREWORKS HAS TWO LOCATIONS AT SEATAC AIRPORT AND DURING THIS PANDEMIC THE WELLBEING OF OUR  
[00:24:35] PLUS BENEFITS THROUGHOUT THE CLOSURES. UNFORTUNATELY WE COULD NO LONGER SUSTAIN THESE COSTS  
[00:24:58] AND AS OF LAST WEEK, ALL OUR SEATAC EMPLOYEES ARE ON  
[00:25:01] FURLOUGH, ALTHOUGH WE ARE CONTINUING TO PAY THEIR  
[00:25:04] HEALTH CARE BENEFITS. THE MONEY IS OUT LAID FOR PAYROLL DURING COVID CAME FROM THE  
[00:25:09] PROFITS WE ACCUMULATED WITH 2019 FOURTH-QUARTER SALES AND WERE MEANT TO SUSTAIN US DURING THE  
[00:25:16] FIRST SIX MONTHS OF 2020 DURING WHICH TIME WE TYPICALLY OPERATE IN THE RED. WITH NO INCOME,  
[00:25:23] BLEEDING MONEY, AS WELL AS HAVING RECENTLY INVESTED  
[00:25:26] \$3 MILLION FOR THE COMPLETE RENOVATION OF OUR MAIN C TERMINAL  
[00:25:28] LOCATION AND NEW BUILD OUT OF OUR SECOND LOCATION IN D GATES, WE ARE IN DIRE STRAITS.

[00:25:36] FURTHERMORE. WE ALL KNOW THAT ENPLANEMENTS WILL NOT BE BACK TO 2019 LEVELS FOR A LONG TIME.  
[00:25:41] SOME PREDICT YEARS.  
[00:25:43] I'M HERE TO SAY THAT RENT DEFERMENT UNFORTUNATELY IS NOT ENOUGH IN ORDER FOR US TO  
[00:25:48] SURVIVE AND THRIVE IN THE LONG TERM. WE WILL NEED A COMPREHENSIVE LONG-TERM  
[00:25:51] PLAN AS IT'S BEEN LAID OUT  
[00:25:53] IN THE SBAC DISCUSSION POINTS INCLUDING RENT ABATEMENT FOR THE TIME WE HAVE BEEN CLOSED,  
[00:26:00] RENEGOTIATION OF OUR LEASES TO INCLUDE NO MAG, PERCENTAGE RENT ONLY UNTIL WE HIT 2019 NUMBERS  
[00:26:07] AGAIN AND EXTENSION OF LEASES TO RECOUP OUR LOSSES AND INVESTMENTS. THANK YOU FOR  
[00:26:14] YOUR TIME.  
[00:26:17] THANK YOU. NEXT I HAVE LAURA GIBBONS.  
[00:26:29] LAURA ARE YOU ABLE TO UNMUTE YOURSELF AND SAY YOUR NAME FOR THE RECORD?  
[00:26:38] HI, THIS IS LAURA GIBBONS, A MEMBER OF THE CLIMATE JUSTICE GROUP 360 SEATTLE AND A SEATTLE  
[00:26:45] RESIDENT. I'M CONCERNED ABOUT THE IMPACT OF AVIATION ON GLOBAL WARMING AND I ASK THAT THE  
[00:26:51] BUSINESS PLAN PRESENTED FOR RETURNING TO NORMAL IN ITEM 7B  
[00:26:54] NOT BE A RETURN TO THE STATUS QUO. WE NEED TO  
[00:26:59] PLAN FOR LESS AVIATION.  
[00:27:02] I'M PARTICULARLY UPSET BY THE CURRENT OPERATION OF THE  
[00:27:05] SO-CALLED GHOST PLANES AS REQUIRED BY THE CURRENT  
[00:27:07] FEDERAL STIMULUS PACKAGE. I URGE THE PORT TO PUSH ALL AIRLINES SERVING SEATAC REQUEST  
[00:27:13] AN EXCEPTION TO THE RULE THAT THEY FLY NEARLY EMPTY PLANES.  
[00:27:17] IN ADDITION TO THE NEEDLESS CARBON  
[00:27:20] EMISSIONS, THE NOISE AND OTHER EMISSIONS DISPROPORTIONATELY AFFECT LOW-INCOME COMMUNITIES  
[00:27:25] AND PEOPLE OF COLOR WHICH MAKES FLYING NEARLY EMPTY PLANES AN ENVIRONMENTAL INJUSTICE.  
[00:27:30] THANK YOU FOR YOUR ATTENTION TO THESE MATTERS.  
[00:27:41] THAT WAS IT.  
[00:27:49] [MICROPHONE MALFUNCTION]  
[00:28:01] DAVID MONTANARO?  
[00:28:05] ARE YEXCUSE ME? THIS IS LAURA GIBBONS. DID YOU GET MY COMMENT?  
[00:28:13] WHAT WAS THAT?  
[00:28:17] DID YOU GET MY COMMENT?  
[00:28:22] YES, YOU JUST SPOKE DIDN'T YOU?  
[00:28:26] YES, OKAY. I'M SORRY. GO AHEAD. GREAT.  
[00:28:30] DAVID MONTANARO, YOU ARE UP.  
[00:28:34] THANK YOU COMMISSION, EXECUTIVE, AND STAFF.  
[00:28:38] MY NAME IS DAVID MONTANARO AND I'M THE MANAGING PARTNER OF PULIDO IN THE CENTRAL  
[00:28:40] TERMINAL. WE'VE BEEN SERVING  
[00:28:43] TRAVELERS, PORT EMPLOYEES, AND OTHER WORKERS AT THE AIRPORT SINCE 2005. I'M ALSO A MEMBER OF  
[00:28:49] THE SMALL BUSINESS AIRPORT ACTION COMMITTEE, A GROUP FORMED  
[00:28:52] TO COMMUNICATE THE CONCERNS AND CHALLENGES  
[00:28:54] FACING SMALL BUSINESS AND CONCESSIONAIRES.  
[00:28:58] WE RECENTLY WROTE TO YOU WITH OUR SUGGESTIONS FOR A  
[00:29:00] COMPREHENSIVE SOLUTION AND TO REQUEST THAT WE BE  
[00:29:02] INCLUDED AS TRUE PARTNERS IN DISCUSSIONS CONCERNING RELIEF EFFORTS. I, ALONG WITH MANY OF  
[00:29:08] MY COLLEAGUES, ARE SPEAKING HERE TODAY TO FURTHER SHARE WITH YOU OUR BELIEF THAT THE  
[00:29:12] VIABILITY AND VITALITY OF THE CONCESSION PROGRAM AT SEA-TAC.  
[00:29:16] THE PROGRAM THAT WE'RE ALL PROUD OF AND WORKED HARD TO CREATE  
[00:29:19] IS AT RISK BECAUSE OF THE CURRENT PROPOSAL TO DEFER  
[00:29:22] RENT FOR TWO MONTHS AND NOW IT SEEMS LIKE AN  
[00:29:24] ADDITIONAL TWO MONTHS, WHILE WELL INTENTIONED IS TONE  
[00:29:27] DEAF IF IT'S EXPECTED TO BE ANYWHERE NEAR ENOUGH  
[00:29:29] TO PRESERVE THE CONCESSION PROGRAM,  
[00:29:34] WHETHER OUR BUSINESSES REMAIN OPEN OR CLOSED, COSTS ARE PILING UP & REVENUES ARE LOST FOREVER.  
[00:29:39] HAS CHOSEN TO STAY OPEN AS A SERVICE TO THE AIRPORT COMMUNITY OF SUPPORTERS MANY  
[00:29:43] EMPLOYEES AS POSSIBLE WITH WHAT WORK IS AVAILABLE. SALES BARELY COVER THE COST OF FOOD WE  
[00:29:49] ARE SERVING LET ALONE ALL OTHER EXPENSES AND EMPLOYEE RELIEF.  
[00:29:51] THE PPP PROGRAM THAT MANY OF US HAVE APPLIED  
[00:29:54] FOR IS A BANDAID AND WILL NOT MAKE A DENT IN PILING EXPENSES. SOME EXPERIENCED THE 2008  
[00:30:01] DOWNTURN AND A FEW 9/11. BOTH TIMES IT TOOK YEARS FOR TRAFFIC  
[00:30:05] TO RESUME TO PRE-COLLAPSE LEVELS. NO ONE CAN BE CERTAIN  
[00:30:09] HOW LONG IT WILL TAKE POST COVID. TODAY'S SITUATION WILL BE FAR WORSE AS MANY MORE OF US  
[00:30:16] SHARING WHAT IS AND WILL BE FOR QUITE SOME TIME A SMALLER POT.  
[00:30:19] CLEARS AGREEMENTS AND EXPECTATIONS  
[00:30:22] CRAFTED IN A PRE COVID WORLD ARE UNTENABLE IN A POST COVID ENVIRONMENT WITH ALL THE

[00:30:26] UNCERTAINTY COMING WITH IT. THE SOONER WE CAN ALL GET BEYOND IF CONTRACTS AND ARRANGEMENTS NEED  
[00:30:31] TO BE CHANGED AND STOP FOCUSING ON HOW AND WHEN, THE CLOSER WE'LL BE TO A WORKABLE SOLUTION.  
[00:30:38] I'VE GOT ABOUT 10 MORE SECONDS IF I COULD. MAY I CONTINUE?  
[00:30:43] GO AHEAD.  
[00:30:47] AS SMALL BUSINESSES, WE DON'T HAVE ACCESS TO THE PUBLIC MARKETS FOR FUNDS, LARGE BALANCE  
[00:30:51] SHEETS, OR A TEAM OF LOBBYISTS, AND EXECUTIVES WITH ACCESS TO  
[00:30:54] ALL LEVELS OF GOVERNMENT. FOR US, IT'S NOT ONLY  
[00:30:57] BUSINESS, IT'S PERSONAL. THE PORT COMMISSION CONTINUALLY PROFESSES SUPPORT FOR MOST SMALL  
[00:31:02] BUSINESSES AND TO VALUE DIVERSITY AND THE PERSONALITY  
[00:31:07] IT WOULD BRING TO THE AIRPORT. IF THIS IS TRULY THE CASE, THERE NEEDS TO BE  
[00:31:11] COLLABORATION, CONSIDERATION, AND ACCOMMODATION FOR A UNIQUE SITUATION. PUBLIC TESTIMONY AT  
[00:31:17] THIS MEETING IS AN IMPORTANT ELEMENT OF THE PUBLIC PROCESS . THAT SAID, AS PORT TENANTS AND  
[00:31:21] PARTNERS, WE SHOULD NOT HAVE TO USE THIS FORM TO BE HEARD AND  
[00:31:24] COMMUNICATE OUR NEEDS. WE DO NOT SEE THE AIRLINE  
[00:31:26] EXECUTIVES AND OTHER LOGIC OPERATORS HAVING TO COME HERE  
[00:31:29] TO TESTIFY TO LET THEIR NEEDS BE KNOWN.  
[00:31:31] THEY'RE ALREADY PART OF THIS DISCUSSION. THANK YOU FOR YOUR CONSIDERATION AND I'LL SUBMIT A  
[00:31:35] COPY OF THE WRITTEN COMMENTS FOR THE RECORD. THANK YOU.  
[00:31:39] THANK YOU. NEXT I HAVE JEAN THOMPSON SIGNED UP.  
[00:31:42] JEAN?  
[00:31:50] CAN YOU HEAR ME NOW?  
[00:31:51] YES, WE CAN. GREAT. THANK YOU.  
[00:31:55] GOOD AFTERNOON, EVERYBODY AND THANK YOU FOR THE TIME. MY NAME IS JEAN THOMPSON, AND I'M THE  
[00:32:00] OWNER OF SEATTLE CHOCOLATE COMPANY AND THAT INCLUDES THE RETAIL STORE ON CONCOURSE C.  
[00:32:07] WE BUILT THAT OUT NOVEMBER OF 2017. I THINK IT WAS A THREE  
[00:32:10] HUNDRED THOUSAND DOLLAR INVESTMENT  
[00:32:13] FOR OUR TWO HUNDRED SQUARE FOOT OF SPACE AND IT'S BEEN A GREAT  
[00:32:16] ONE AND LAST YEAR WAS A GREAT YEAR AND  
[00:32:18] OUR MAG GOING UP AND EVERYTHING WAS GOING WELL IN 2020 UNTIL  
[00:32:23] COVID HIT AND WE SHUT DOWN ON MARCH 24TH  
[00:32:27] FOR THE GOVERNOR'S ORDERS AND I'VE KEPT MY ENTIRE RETAIL  
[00:32:30] STAFF ON PAYROLL BECAUSE I WANT TO MAKE  
[00:32:34] SURE THAT WHEN WE DO RESUME AND I DON'T KNOW WHEN THAT WILL  
[00:32:36] BE THAT WE ARE ABLE TO OFFER THIS IN  
[00:32:38] QUALITY EXPERIENCE FOR FLYERS AND CONSUMERS. SO BASICALLY WE'VE BEEN CLOSED FOR FIVE WEEKS  
[00:32:46] ALREADY. THAT'S 10% OF THE YEAR. WE DON'T KNOW WHEN THE END WILL  
[00:32:49] BE AND AS HAS BEEN MENTIONED BEFORE  
[00:32:52] DON'T KNOW WHEN IT WILL REBOUND TO THAT FULL AMOUNT. THAT WE  
[00:32:55] WERE SORT OF BANKING ON WHEN WE DECIDED  
[00:32:57] TO HAVE A SPACE THERE AND INVEST THOSE KEY IS AND DO THAT  
[00:33:01] ROI ON HOW LONG IT WOULD TAKE TO RECOVER.  
[00:33:04] SO IT'S REALLY KIND OF A SCARY SITUATION TO CONTINUE PAYING  
[00:33:07] RENT AND CONTINUE PAYING PAYROLL WITH  
[00:33:09] ABSOLUTELY ZERO REVENUE.  
[00:33:12] AND THAT'S ABOUT 53,000 DOLLARS FOR THIS PERIOD OF TIME SO FAR ALREADY FOR ME.  
[00:33:19] SO BASICALLY I'D LIKE TO JOIN THE SMALL BUSINESS AIRPORT  
[00:33:23] ACTION COMMITTEE IN ASKING FOR SOME  
[00:33:26] ADDITIONAL RELIEF BEYOND JUST DEFERRING RENT TO SOMETHING THAT  
[00:33:29] WILL ACTUALLY HELP PULL US OUT OF  
[00:33:32] THE HOLE THAT WE'RE GOING TO BE IN FINANCIALLY BECAUSE OF THIS.  
[00:33:35] SOMETHING MORE OF AN ABATEMENT, MAYBE  
[00:33:37] COMPLETE RELIEF FROM RENT FOR THE PERIOD OF TIME THAT WE'RE NOT ALLOWED TO BE OPEN AND  
[00:33:42] THEN SOME SORT OF EITHER DEFERRAL OR PARTIAL HELP FOR  
[00:33:45] THE MONTHS WHERE IT'S GOING TO TAKE TO  
[00:33:48] REBOUND WHERE AIRLINES WILL OPEN AGAIN IN THE TRAFFIC WILL  
[00:33:51] RESUME WHICH COULD BE A REALLY LONG TIME.  
[00:33:54] AND THEN IN ADDITION IF THERE'S A WAY TO EXTEND THE LEASE SO WE HAVE A LITTLE BIT  
[00:33:59] OF A LONGER RUNWAY.  
[00:34:08] THANK YOU JEAN. NEXT. I HAVE KATHY CASEY.  
[00:34:14] HI, CAN YOU HEAR ME? YES, WE CAN. GREAT.  
[00:34:16] THANK YOU. HELLO COMMISSIONERS. MY NAME IS CATHY CASEY  
[00:34:19] I'M AN OWNER OF LUCKY LOUIE FISH SHACK AND A STEWARD FOR SBAC SMALL BUSINESS AIRPORT ACTION  
[00:34:26] COMMITTEE A NEWLY FORMED GROUP REPRESENTING 22 SMALL MINORITY & WOMEN-OWNED BUSINESSES AT SEATAC

[00:34:33] OUR MISSION IS TO JOIN TOGETHER TO HAVE ONE STRONG VOICE FOR  
[00:34:36] SMALL BUSINESS. I WANT TO EXPRESS THE  
[00:34:39] URGENCY AND NEED FOR A COMPREHENSIVE RELIEF PROGRAM  
[00:34:41] THAT WILL PRESERVE THE VIABILITY AND  
[00:34:44] CURRENCY OF CONCESSIONS AT SEA-TAC AIRPORT, WE NEED URGENT ACTION TO  
[00:34:47] HELP US SURVIVE. NOT JUST DEFERRED  
[00:34:51] RENT WITH INTEREST. WE NEED INTERIM RENT ABATEMENT  
[00:34:54] CONSIDERATION, THE DELETION OF MAG  
[00:34:58] ALL TOGETHER AND LEASE EXTENSIONS. AS SMALL BUSINESSES,  
[00:35:01] WE TAKE CARE OF OUR EMPLOYEES GIVING THEM  
[00:35:04] HEALTH INSURANCE, GROCERY BAGS. WE DO WHAT WE CAN BUT WE ALL  
[00:35:07] NEED HEALTHY BUSINESSES FOR EMPLOYEES  
[00:35:10] TO COME BACK TO. AIRPORT BUSINESS WILL TAKE A LONG TIME  
[00:35:13] TO COME BACK AND THE ASSISTANCE WE RECEIVE  
[00:35:16] NEEDS TO REFLECT THAT. THANK YOU FOR YOUR CONSIDERATION  
[00:35:20] THANK YOU. NEXT I HAVE KURT DAMMYER  
[00:35:33] ARE YOU ON THE LINE?  
[00:35:38] HELLO.  
[00:35:40] HELLO. YES.  
[00:35:43] HI, THIS IS KURT DAMMYER. I'M THE OWNER FOUNDER OF BEECHER'S  
[00:35:46] HANDMADE CHEESE, WHICH HAS BEEN A  
[00:35:50] VENDOR AT PIKE PLACE MARKET AND SEATAC AIRPORT FOR THE LAST 15 YEARS.  
[00:35:57] WE'RE AN AUTHENTIC PART OF SEATTLE AND BEING PART OF THE  
[00:36:01] SEA-TAC AIRPORT COMMUNITY HAS BEEN  
[00:36:05] INSTRUMENTAL TO US. AND SO I'D LIKE TO THANK THE COMMISSION  
[00:36:09] AND SEATAC AIRPORT FOR ALL THAT YOU'VE  
[00:36:13] DONE FOR US IN THE PAST. IT'S BEEN A GREAT PARTNERSHIP FOR US.  
[00:36:16] WE'VE BEEN THE HIGHEST RATED FOOD  
[00:36:19] SERVICE ESTABLISHMENT THERE AND EVERY YEAR THAT WE'VE BEEN OPEN AND YOU'VE HELPED US BUILD A  
[00:36:25] NATIONAL PRESENCE OF THE BRAND.  
[00:36:29] TODAY'S TIMES ARE VERY UNCERTAIN FOR BUSINESSES LIKE  
[00:36:31] OURSELVES, SMALL BUSINESSES WITH  
[00:36:34] UNDER FIVE HUNDRED PEOPLE WHICH AREN'T REPRESENTED WITH GOVERNMENT EASILY. SO I REALLY  
[00:36:41] THANK THE LEADERSHIP OF SBAC FOR STEPPING UP TO CREATE THIS FORM FOR ME. THE BIGGEST THING THAT'S  
[00:36:50] GOING ON HERE IS THAT DEEP UNCERTAINTY, HOW LONG IT  
[00:36:54] WILL TAKE FOR THE AIRPORT TO REBOUND. WE  
[00:36:58] MADE OUR INVESTMENTS THERE BASED ON THE IDEA THAT TRAFFIC WOULD BE ROUND ABOUT  
[00:37:08] WHERE IT WAS. AND SO OUR INVESTMENTS ARE GOING TO BE  
[00:37:12] DEEPLY HURT BY THE SLOW REBOUND  
[00:37:16] IN TRAFFIC. I DON'T THINK WE NEED GIANT RENT CONCESSIONS.  
[00:37:21] I THINK WE NEED EXTENSIONS ON OUR LEASE. I THINK  
[00:37:25] THREE YEARS EXTENSIONS IS WHAT SHOULD BE DONE. IT'S GOING  
[00:37:28] TO TAKE AT LEAST THREE YEARS FOR US  
[00:37:31] TO GET BACK TO NORMAL TRAFFIC. JUST REWARD US BY GIVING US AN ADDITIONAL THREE YEARS ON THE  
[00:37:35] OTHER END. THANK YOU VERY MUCH.  
[00:37:40] THANK YOU. NEXT I HAVE NAT STRATTON-CLARK.  
[00:37:54] WE CAN HEAR YOU.  
[00:37:57] GREAT. HI MY NAME IS MATT STRATTON-CLARK AND I OWN FLORET  
[00:38:00] BY CAFE FLORA AT SEA. I KNOW THAT THE  
[00:38:03] COMMISSION IS DOING EVERYTHING IT CAN TO SUPPORT SMALL  
[00:38:05] BUSINESS AND I WAS REALLY ENCOURAGED TO READ TO  
[00:38:07] COMMISSIONER BOWMAN'S QUOTE IN THE PORT'S NEWSLETTER WHICH  
[00:38:09] ANNOUNCED THE COMMISSION IS EXPANDING THEIR  
[00:38:11] EMPHASIS ON SUPPORTING SMALL BUSINESS TO ENSURE THAT ALL  
[00:38:13] AIRPORT WORKERS AND BUSINESSES CAN  
[00:38:15] THRIVE IN RECOVERY. WASHINGTON STATE MANDATED RESTAURANT  
[00:38:18] CLOSURE ON MARCH 16TH, SPECIFICALLY  
[00:38:21] PROHIBITED AIRPORT SIT DOWN DINING, RESTAURANTS AND MANY  
[00:38:23] THEIR OPERATIONS AT SEA FROM BEING  
[00:38:26] OPEN. UNLIKE OTHER AIRPORTS AROUND THE U.S. THAT WERE  
[00:38:28] EXEMPTED FROM THE CLOSURES. DURING THIS MANDATED  
[00:38:31] CLOSURE, I LOOK TO THE COMMISSION TO WAVE RENT FOR ALL OF THE MANDATED CLOSED LOCATIONS  
[00:38:35] INCLUDING PROVIDING A CREDIT FOR THE SECOND HALF OF MARCH



[00:38:37] MAG PAYMENTS AS WE WERE NOT ALLOWED TO  
[00:38:39] OPERATE DURING THE PERIOD. OPERATING IN THE AIRPORT MEANS  
[00:38:42] THAT NOT ONLY CAN'T WE SERVE DINERS IN THE  
[00:38:44] SPACEL WE CONTINUE TO PAY RENT ON, BUT WE ALSO CAN'T PIVOT TO TAKEOUT AND DELIVERY LIKE WE CAN  
[00:38:49] STREETSIDE. SO THERE'S NO OPPORTUNITY FOR US TO CREATE  
[00:38:51] ANY SOURCE OF REVENUE TO SUPPORT OUR  
[00:38:53] EMPLOYEES DURING THIS CRISIS. HOWEVER, THAT HASN'T STOPPED US. SO FAR AND WE'RE STILL DOING  
[00:38:58] EVERYTHING WE CAN TO SUPPORT OUR EMPLOYEES FOR THE HEART  
[00:39:00] AND SOUL OF FLORES. THIS INCLUDES COOKING  
[00:39:02] FREE FAMILY MEALS AND GROCERY STAPLE PICKUPS TWICE A WEEK.  
[00:39:04] WE ALSO NEGOTIATED WITH KAISER TO  
[00:39:06] ALLOW US TO KEEP ALL OF OUR LAID OFF EMPLOYEES ON HEALTH  
[00:39:08] INSURANCE. SO THEY'RE WORKING NO HOURS AND I'M  
[00:39:10] PAYING EMPLOYEE AND EMPLOYER PORTION FOR HEALTH DENTAL AND VISION INSURANCE FOR ALL OF OUR  
[00:39:14] EMPLOYEES AND THEIR FAMILIES AS LONG AS I CAN. THIS IS WHERE  
[00:39:16] I BELIEVE THE CASH THAT WE HAVE ON  
[00:39:18] HAND SHOULD BE SENT RIGHT NOW NOT ON MAG RENTS FOR SPACE  
[00:39:21] WE'RE NOT REALLY ALLOWED TO USE. ONCE WERE  
[00:39:23] ALLOWED TO OPEN, I KNOW WE'RE ALL AWARE THAT IT WILL NOT BE  
[00:39:25] BUSINESS AS USUAL. LOOKING AT THE EXAMPLE  
[00:39:28] THE DENVER, SALT LAKE CITY, TX, AND SFO, I HOPE THE FDA AT A MINIMUM  
[00:39:31] WOULD BE REMOVING THE MAG WITH NO MINIMUM  
[00:39:34] GUARANTEE REQUIREMENTS TO INSTEAD BE CHARGING US THE  
[00:39:37] REDUCED VERSION OF THE PERCENTAGE OF GROSS SALES REP  
[00:39:39] THEY ALREADY HAVE IN PLACE IN OUR CONTRACT. BY DOING THAT  
[00:39:41] YOU'LL BE ENSURING THAT SMALL BUSINESS THAT  
[00:39:43] MAKE THIS AIRPORT THRIVE WILL BE ABLE TO REOPEN. TO MAKE ANY UNIVERSAL DECISIONS BASED ON ONE  
[00:39:48] OR TWO LARGE OPERATORS WHO MIGHT NOT BE DOING THEIR BEST  
[00:39:51] TO TAKE CARE OF THEIR EMPLOYEES WOULD BE A  
[00:39:53] MASSIVE DISSERVICE TO SMALL AND WOMEN MINORITIES WHO ARE  
[00:39:55] WORKING OVERTIME TO TAKE CARE OF THEIRS.  
[00:39:58] OUR COMMITMENT FIRST AND FOREMOST STANDS WITH OUR  
[00:40:00] INCREDIBLE STAFF, WHICH REALLY IS WHAT MAKES OUR  
[00:40:02] RESTAURANT SHINE AND IF WE HAVE TO SPEND OUR DWINDLING CASH  
[00:40:05] RESERVES ON THAT PAYMENT DESIGNED DURING A  
[00:40:07] VERY DIFFERENT TRAVEL CLIMATE WE'LL NOT BE ABLE TO CONTINUE TO SUPPORT THEM. THANK YOU.  
[00:40:14] THANK YOU. NEXT I HAVE DAVID FUKUHARA.  
[00:40:25] DAVID ARE YOU WITH US?  
[00:40:41] DAVID FUKUHARA. ARE YOU ON THE LINE?  
[00:40:46] YES, CAN I START?  
[00:40:51] YES, GO AHEAD.  
[00:40:55] HELLO, PORT COMMISSIONERS AND MR. METRUCK. I'M PROVIDING  
[00:40:58] TESTIMONY AND SUPPORT OF OVER 20 SMALL WOMEN  
[00:41:02] AND MINORITY-OWNED CONCESSIONAIRES WHO CURRENTLY  
[00:41:07] OPERATE AT SEATAC. THE GROUP IS CALLED SBAC BECAUSE OUR  
[00:41:12] NEEDS ARE SPECIFICALLY FOCUSED ON THE ECONOMIC AND PHYSICAL  
[00:41:15] DESTRUCTION CAUSED BY THE COVID-19  
[00:41:18] PANDEMIC. THE IMPACTS OF THIS PANDEMIC ARE BECOMING MORE  
[00:41:23] KNOWN WITH EACH PASSING DAY AND WE WILL  
[00:41:28] BE SEVERELY AFFECTED BY THIS VIRUS FOR YEARS TO COME.  
[00:41:32] YESTERDAY THE BOEING CEO STATED THAT THEY DON'T EXPECT AIR  
[00:41:36] TRAVEL TO RETURN BACK TO THE 2019  
[00:41:40] LEVELS UNTIL UP TO THREE YEARS PLUS AN ADDITIONAL TWO YEARS BEFORE THEIR LONG-TERM PLANS ARE  
[00:41:46] REALIZED.  
[00:41:48] THE FEDERAL GOVERNMENT HAS NOT COME THROUGH FOR US. AT LEAST SEATAC WAS ABLE TO GET A COUPLE  
[00:41:54] HUNDRED MILLION, BUT DESPITE ALL THE PROGRAMS COMMITTED BY  
[00:41:57] THE GOVERNMENT, OUR BUSINESS HAS SEEN  
[00:42:01] NO HELP AT ALL.  
[00:42:03] WE APPLIED EARLY ON FOR THE PPP PROGRAM  
[00:42:07] AND WE GOT NOTHING AND THAT WILL AFFECT THE REOPENING OF  
[00:42:11] OUR STORES. BUT THROUGH IT ALL, WE ARE STILL  
[00:42:16] HONORING OUR COMMITMENT TO COVER THE HEALTH INSURANCE FOR ALL OF OUR EMPLOYEES.  
[00:42:22] AND WHILE WE APPRECIATE THE DEFERMENT THAT THE COMMISSION

[00:42:25] APPROVED IT'S ONLY GOING TO DELAY  
[00:42:28] THE RECKONING TO PAY BACK OUR MAG AND RENTS  
[00:42:32] WITH INTEREST. I MIGHT ADD,  
[00:42:35] FOR EXAMPLE, OUR MAG IS 90% FOR THE MONTH OF APRIL. 90% OF WHAT WE PAID IN 2019.  
[00:42:43] SO LET'S JUST SAY IF IT'S \$40,000 DUE  
[00:42:47] BUT OUR SALES FOR APRIL 2020 ARE \$0 THEN HOW DO WE PAY THE MAG? I MEAN WE HAVE NO SALES TO  
[00:42:56] PAY AND IT GETS MARKED MUCH LARGER FROM MAY TO AUGUST. SO IN ADDITION,  
[00:43:04] SINCE BUSINESS WILL BE DOWN FOR YEARS, WE'RE ASKING YOUR SUPPORT  
[00:43:07] TO EXTEND OUR LEASES SO THAT WE MAY EARN  
[00:43:10] OUR WAY OUT OF THIS DISASTER.  
[00:43:13] WE APPRECIATE YOUR CONCERN FOR ALL OF US, THROWING YOUR SUPPORT BEHIND MR. METRUCK AND MR.  
[00:43:20] LITTLE'S EFFORTS TO WORK WITH OUR ORGANIZATION SO THAT WE'LL  
[00:43:24] BE ABLE TO SURVIVE AND HOPEFULLY THRIVE INTO  
[00:43:29] THE YEARS AHEAD. THANK YOU.  
[00:43:32] THANK YOU. NEXT I HAVE STACY HOUSE SIGNED UP.  
[00:43:36] STACY.  
[00:43:39] HELLO. HI. THANK YOU. YOU HEAR ME? OH, OKAY, GOOD.  
[00:43:46] GOOD AFTERNOON COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK. THANK YOU FOR ALLOWING ME TO  
[00:43:50] TESTIFY TODAY. MY NAME IS STACY HOUSE AND I AM AN OWNER OF LUCKY LOUIE FISH SHACK AT SEATAC  
[00:43:55] AIRPORT. I AM TESTIFYING ON BEHALF OF MY PARTNERS, MY EMPLOYEES AND THE SBAC.  
[00:44:02] WE OPENED LUCKY LOUIE ON MARCH 29TH, 2019. WE HAVE 32 EMPLOYEES WE PAY 75% THE HEALTH INSURANCE  
[00:44:10] PREMIUM. WE PAY AN AVERAGE OF \$16.65 AN HOUR TO OUR HOURLY EMPLOYEES. WE PROVIDE FREE MEALS  
[00:44:17] TO THEM WHILE THEY ARE WORKING AND WE PAY 100% OF THEIR PARKING  
[00:44:20] PASS OR BUS PASS EQUIVALENT ALL OF THIS  
[00:44:23] COST US OVER A HUNDRED AND TEN THOUSAND PER MONTH. WE SECURED LOANS OF 1.8 MILLION DOLLARS TO  
[00:44:29] CONSTRUCT AN OPEN-AIR RESTAURANT AND WE ARE CURRENTLY CLOSED. WHEN THIS STARTED AT  
[00:44:35] THE BEGINNING OF MARCH WE COMMITTED TO PAYING 100% OF THE HEALTH INSURANCE PREMIUMS IN  
[00:44:39] MARCH AND APRIL WITH THE POSSIBILITY OF EXTENDING IT IF FEASIBLE ALONG WITH PROVIDING  
[00:44:45] WEEKLY GROCERIES TO OUR EMPLOYEES WHO NEEDED IT. ON MARCH 22 I LAID OFF EVERYONE  
[00:44:50] EXCEPT OUR GENERAL MANAGER AND SHE AND I RAN THE RESTAURANT 6 DAYS A WEEK FROM 10 A.M. TO  
[00:44:57] 5 P.M. UNTIL ULTIMATELY CLOSED ON APRIL 10TH. WE ARE UNABLE  
[00:44:59] TO CONTINUE PAYING THE PREMIUMS FOR HEALTH  
[00:45:02] INSURANCE BEYOND APRIL, BUT WE ARE STILL PROVIDING GROCERIES  
[00:45:05] AND WE'LL CONTINUE TO DO THAT THROUGH  
[00:45:07] MAY. TODAY ONE PERCENT OF OUR STAFF IS CURRENTLY ON STANDBY  
[00:45:10] TO RETURN TO WORK AND IT DOES NOT  
[00:45:13] APPEAR WE WILL REOPEN UNTIL JUNE AT THE EARLIEST. IT IS  
[00:45:15] CURRENTLY ESTIMATED THAT ENPLANEMENTS ARE DOWN  
[00:45:18] 94 PERCENT IN THE MONTH OF APRIL AND BOEING IS ESTIMATING  
[00:45:21] AIR TRAVEL WILL NOT RETURN TO 2019  
[00:45:24] LEVELS FOR TWO TO THREE YEARS. IN ADDITION SOUTHWEST AIRLINES  
[00:45:27] POSTED ON SOCIAL MEDIA TODAY ABOUT BOOKING  
[00:45:30] TRAVEL FOR THE FALL ONLY TO RECEIVE A BACKLASH FROM THE PUBLIC ABOUT PUTTING  
[00:45:35] PEOPLE AT RISK. IN SHORT, THIS IS A LONG-TERM SITUATION. IT  
[00:45:38] REQUIRES LONG-TERM SOLUTIONS. EARLIER THIS  
[00:45:42] MONTH YOU VOTED TO PROVIDE RELIEF TO TENANTS IN THE FORM  
[00:45:44] OF MAG AND RENT DEFERMENT FOR APRIL AND MAY  
[00:45:47] WITH THE POSSIBILITY OF AN ADDITIONAL TWO MONTHS IF  
[00:45:49] NECESSARY. THE AGREEMENT WE RECEIVED LISTED OUT  
[00:45:52] BUT IT IS NOT ENOUGH. WE NEED TO LOOK AT THIS CRISIS  
[00:45:55] LIKE IT IS: AN UNPRECEDENTED EVENT  
[00:45:58] AND ONE THAT HAS FUNDAMENTALLY CHANGED OUR LIVES FOREVER. THANK YOU.  
[00:46:04] THANK YOU STACY. NEXT I HAVE ROBERT COMISKEY OR BOB COMISKEY SIGNED UP TO SPEAK.  
[00:46:18] ARE YOU THERE?  
[00:46:20] YEAH, PERFECT. THANK YOU.  
[00:46:22] MY NAME'S ROBERT COMISKEY. I'M THE OWNER OF THE MCDONALD'S  
[00:46:25] AND I'LL JUST KEEP IT SHORT AND SWEET. I'M  
[00:46:29] CURRENTLY OPEN AND I KIND OF QUESTION WHY BECAUSE I'M LOSING MONEY EVERY  
[00:46:35] DAY. WHAT I'M ASKING THE PORT COMMISSIONERS AT THIS  
[00:46:38] PARTICULAR TIME IS CAN WE WAIVE THE MAG FEES  
[00:46:42] AND EXTEND THE LEASE AT LEAST FIVE YEARS. THAT'S ALL. THANK YOU.  
[00:46:50] THANK YOU. NEXT I HAVE MEGAN WAGSTAFF.  
[00:47:02] MEGAN WERE YOU ABLE TO JOIN US?

[00:47:04] HELLO? HI. THANK YOU.  
[00:47:09] HI EVERYONE. THIS IS MEGAN WAGSTAFF. I OWN LADY YUM. LADY  
[00:47:12] YUM IS A SPECIALTY FRENCH MACARON  
[00:47:15] COMPANY AND WE HAVE OPERATED AT THE AIRPORT FOR 3 YEARS AS  
[00:47:17] PART OF THE SMALL BUSINESS INTRODUCTORY  
[00:47:20] KIOSK PROGRAM AND RECENTLY ON MARCH 11TH WE MOVED INTO OUR NEW INTERMEDIATE KIOSK SPACE.  
[00:47:27] AND FIRST I'D LIKE TO SAY THAT I AM VERY GRATEFUL FOR THE  
[00:47:29] OPPORTUNITY TO DO BUSINESS AT THE AIRPORT.  
[00:47:31] SINCE WE OPENED IN 2017, WE'VE BEEN ABLE TO FUND THE BUILDING OUT OF TWO ADDITIONAL  
[00:47:38] RETAIL STORES. WE'VE DOUBLED THE SIZE OF OUR OFF-SITE  
[00:47:41] PRODUCTION FACILITY. WE'VE GAINED SIGNIFICANT  
[00:47:45] TRACTION ON OUR NATIONWIDE SHIPPING PROGRAM AND WE'VE IMPLEMENTED A 90% EMPLOYER PAID  
[00:47:50] HEALTH CARE PROGRAM FOR OUR STAFF AND HAVE ULTIMATELY GROWN  
[00:47:53] OUR WORKFORCE FROM EIGHT TO FORTY TWO EMPLOYEES.  
[00:47:56] SO ALL THAT IS TO SAY THAT THE KIOSK PROGRAM IMPLEMENTED  
[00:48:00] BY THE PORT IN 2014 HAS CERTAINLY  
[00:48:03] BEEN A SUCCESS ESPECIALLY AS IT RELATES TO THE PORT'S MISSION TO CREATE JOBS AND TO PROMOTE  
[00:48:08] ECONOMIC OPPORTUNITIES AND QUALITY OF LIFE IN OUR REGION.  
[00:48:13] THAT BEING SAID JUST AS WE WOULD NOT HAVE GOTTEN HERE  
[00:48:16] WITHOUT YOUR HELP, WE WON'T BE ABLE TO STAY  
[00:48:20] HERE WITHOUT IT EITHER AND WE NEED MORE THAN TWO MONTHS  
[00:48:24] DEFERRED RENT. OUR AIRPORT SALES COMPRISE 50% OF  
[00:48:27] OUR TOTAL COMPANY REVENUE AND WE RELY ON IT TO MAINTAIN  
[00:48:30] OPERATIONS ACROSS ALL STORES. OVER THE LAST 60  
[00:48:33] DAYS WE SAW AIRPORT REVENUE GO DOWN FROM \$35,000 PER WEEK IN  
[00:48:38] FEBRUARY TO \$3,000 IN MARCH AND WE  
[00:48:42] ULTIMATELY HAD TO CLOSE ALL OF OUR STORES ON MARCH 25TH AND  
[00:48:45] FURLOUGH OUR ENTIRE STAFF. AND THIS WAS JUST TWO WEEKS  
[00:48:48] AFTER WE MOVED INTO OUR NEW INTERMEDIATE KIOSK SPACE AT A BUILD-OUT COST OF \$200,000.  
[00:48:57] DURING THIS DOWNTIME I'VE REMAINED IN CLOSE CONTACT WITH OUR STAFF ENSURING THEIR HEALTH  
[00:49:01] AND WELL-BEING  
[00:49:03] AND HAVE OTHERWISE BEEN FOCUSED ON CREATING A NEW LONG-TERM  
[00:49:06] PLAN TO LEVERAGE OUR NATIONWIDE SHIPPING  
[00:49:08] PROGRAM IN HOPES TO MAKE UP FOR WHAT WE EXPECT TO BE A  
[00:49:12] PROLONGED PERIOD OF SALES AT THE AIRPORT SO  
[00:49:15] WE CAN STILL BRING OUR ENTIRE STAFF BACK TO WORK BY JUNE.  
[00:49:19] BUT BEING PART OF THE SHORT-TERM  
[00:49:23] LEASE KIOSK PROGRAM, OUR SPECIFIC ASK IS FOR A LEASE  
[00:49:27] EXTENSION AS WELL AS RENT ABATEMENT UNTIL PASSENGER  
[00:49:32] VOLUMES RETURN TO 75% OF PRE COVID VOLUMES. THANK YOU VERY MUCH FOR LISTENING TO US  
[00:49:40] TODAY.  
[00:49:43] THANK YOU. NEXT I HAVE MAX HEY.  
[00:49:48] HE WAS SIGNED UP BUT DID NOT LET US KNOW HE WAS HERE WHEN WE DID ROLL CALL.  
[00:49:51] MAX. IF YOU'VE BEEN ABLE TO JOIN US, PLEASE UNMUTE YOURSELF  
[00:49:55] AND LET US KNOW.  
[00:49:58] HELLO EVERYONE. MY NAME IS MAX. HEY, I'M A MEMBER OF THE SBAC  
[00:50:01] AND I'M THE OWNER OF HIGH CONNECT, A  
[00:50:04] CONCESSIONAIRE AT SEA-TAC AIRPORT. I'M ALSO A PART OF MY  
[00:50:07] FAMILY GROUP WHO RUNS POKE TO THE MAX ON  
[00:50:10] CONCOURSE D. ALL TOGETHER IN MY FAMILY HAS BEEN WORKING IN THE  
[00:50:13] AIRPORT FOR 40 YEARS. THE AIRPORT BUSINESS  
[00:50:17] IS SOMETHING I GREW UP IN. I'VE SEEN ALL THE UPS AND DOWNS  
[00:50:20] THROUGH THE YEARS. I'VE INVESTED, AND  
[00:50:22] MY FAMILY HAS INVESTED, EVERYTHING I HAVE IN MY BUSINESS  
[00:50:26] INVOLVEMENT AT SEA-TAC. SO THIS ISN'T JUST A JOB  
[00:50:29] TO ME. THIS IS MY ENTIRE LIFE. OUR STAFF WHO WE RECENTLY HAD  
[00:50:32] APPRECIATE THE CURRENT DEFERRAL, WE ARE IN DIRE NEED OF MUCH MUCH MORE. THIS  
[00:50:36] TO LAY OFF ITS FAMILY TO US AND THROUGH THE YEARS PORT STAFF  
[00:50:44] ISN'T A POLITICAL MATTER. THIS IS A LIFE MATTER. IT HAD BEEN  
[00:50:47] MY DREAM AND MY MOM'S DREAM TO OWN  
[00:50:50] BUSINESS LIKE THIS. AND OWNING A BUSINESS IS HARD ENOUGH AS IT IS SO WHEN THIS COVID EPIDEMIC HIT  
[00:50:56] IT'S BEEN ONE OF THE LARGEST DEVASTATIONS WE'VE EVER HAD TO DEAL WITH.  
[00:51:01] IF THE PORT TRULY REPRESENTS SMALL BUSINESS THEN WE HOPE TO SEE THAT IN THE FUTURE ACTIONS.

[00:51:07] WE STRUGGLED TO STAY OPEN UNTIL TWO WEEKS AGO WHEN WE FINALLY  
[00:51:10] DECIDED TO THROW IN THE TOWEL AND CLOSE.  
[00:51:12] THIS EPIC EPIDEMIC ISN'T GOING ANYWHERE ANYTIME SOON. SO WE  
[00:51:15] ARE TRULY IN SURVIVAL MODE. THE THINGS THAT  
[00:51:18] WE WOULD LIKE TO REQUEST ARE RENT REDUCTION, DROP THE MAG UNTIL WE GET BACK TO SALES LIKE  
[00:51:24] 2019, DROP NON-ESSENTIAL NEEDS LIKE MARKETING FEES, AND  
[00:51:28] EXTENSIONS ON OUR LEASE UNTIL WE CAN PAY FOR IT.  
[00:51:32] WE HOPE EVERYONE WILL TAKE INTO CONSIDERATION THESE REQUESTS AND THANK YOU FOR YOUR TIME  
[00:51:38] AND STAY SAFE.  
[00:51:41] THANK YOU MAX. NEXT I HAVE ROD O'NEILL.  
[00:51:53] ROD ARE YOU ON THE LINE?  
[00:51:56] HELLO. THANK YOU.  
[00:52:01] AND 43 ARE IN LAY-OFF STATUS NOW THEY'RE GOING THROUGH HARD TIMES AND WE HAVE TAKEN IT UPON  
[00:52:30] OURSELVES TO GIVE OUR EMPLOYEES \$500 GIFT CARDS JUST TO HELP GET THROUGH THE MONTH AND  
[00:52:37] ASSIST THEM THROUGH THIS FINANCIAL CRISIS AND WILL  
[00:52:40] PROBABLY END UP DOING IT NEXT MONTH AS WELL  
[00:52:44] IN ADDITION TO MAINTAINING ALL OF THEIR HEALTH BENEFITS.  
[00:52:48] I APPRECIATE EVERYTHING THE PORT STAFF HAS DONE TO ASSIST SMALL BUSINESSES AT THE AIRPORT.  
[00:52:54] RELIEF IS DEFINITELY NEEDED TO ENSURE THAT THE BUSINESSES  
[00:52:58] SURVIVE AFTER THE COVID-19 CRISIS. SOME OF THE  
[00:53:01] OPTIONS MENTIONED SUCH AS MAG RELIEF AND REDUCTIONS TO RENT  
[00:53:05] THEY WORK. I THINK A BETTER AVENUE TO  
[00:53:09] PURSUE IS TO GRANT LEASE EXTENSIONS BECAUSE IT DOESN'T  
[00:53:12] COST THE PORT OF SEATTLE ANYTHING AND IT ALLOWS  
[00:53:15] THE BUSINESSES TO WORK AND EARN THEIR WAY OUT OF IT.  
[00:53:19] I DON'T THINK ANYBODY'S LOOKING FOR A HANDOUT, BUT WE JUST WANT OUR OPPORTUNITY TO SURVIVE AND  
[00:53:25] EARN OUR WAY THROUGH THIS BUSINESS LIKE WE'VE DONE THUS FAR SO THANK YOU FOR YOUR TIME.  
[00:53:33] AND STAY SAFE EVERYONE. WASH YOUR HANDS.  
[00:53:38] THANK YOU. NEXT I HAVE JORDAN VANVHOST SIGNED UP TO SPEAK AND JORDAN I UNDERSTAND YOU JOIN  
[00:53:45] US VIA DESKTOP. SO GIVE ME A MOMENT. I WILL GET YOUR UNMUTE PROMPT.  
[00:53:52] JORDAN  
[00:54:08] JORDAN ARE YOU ABLE TO UNMUTE YOURSELF?  
[00:54:15] I'M GOING TO TRY TO UNMUTE AGAIN.  
[00:54:20] JORDAN DID YOU RECEIVE THE PROMPT?  
[00:54:36] HELLO, JORDAN.  
[00:54:41] SOUND A LITTLE SPOTTY, I BELIEVE ARE YOU THERE?  
[00:54:51] OKAY, I JORDAN I'M GOING TO GO ON TO THE NEXT SPEAKER AND THEN  
[00:54:53] WE WILL COME BACK TO YOU IF YOU'RE  
[00:54:55] ABLE TO JOIN US OR POTENTIALLY JOIN US BY PHONE. THAT MIGHT WORK BEST. IRIS ANTMAN.  
[00:55:08] CAN YOU HEAR ME?  
[00:55:09] YES IRIS, WE CAN. THANK YOU.  
[00:55:12] THANK YOU.  
[00:55:13] HI. THANK YOU FOR LETTING ME SPEAK TODAY COMMISSIONERS AND DIRECTOR. MY NAME IS IRIS ANTON.  
[00:55:20] I'M SPEAKING ON ANOTHER TOPIC AND I WANT TO SEND MY THOUGHTS  
[00:55:24] AND WELL WISHES AND COURAGE TO ALL  
[00:55:29] OF THE SMALL BUSINESS OWNERS. THANK YOU. AND THANK YOU TO THE  
[00:55:32] PORT FOR WHAT SOUNDS LIKE A GOOD PROJECT  
[00:55:37] AT TERMINAL 117, BUT I AM SPEAKING IN OPPOSITION TO THE T46 THIRD CRUISE SHIP TERMINAL.  
[00:55:47] OUR FUTURE DEPENDS ON WHAT WE DO TODAY, AND WE KNOW WE CANNOT  
[00:55:50] MEET OUR GREENHOUSE GAS REDUCTION GOALS  
[00:55:53] WHILE EXPANDING FOSSIL FUEL INTENSIVE TOURISM PRACTICES, LIKE GIANT CRUISE SHIPS.  
[00:56:00] EVEN WITH THE PORT'S PLAN TO HAVE SHORE PLUG IN POWER AND  
[00:56:03] OTHER ENVIRONMENTALLY HELPFUL MEASURES,  
[00:56:06] WE CANNOT IGNORE THE FAR GREATER NEGATIVE CONSEQUENCES  
[00:56:09] WHICH INCLUDE MORE AIR POLLUTION, WATER  
[00:56:12] POLLUTION, INCREASED GLACIAL MELTING IN ALASKA, AND POTENTIAL  
[00:56:16] SPECIES EXTINCTION. BESIDES THE CLIMATE  
[00:56:19] AND ENVIRONMENTAL IMPACTS, THE LOW-WAGE JOBS AND POOR WORKING CONDITIONS ON THE SHIPS, THE  
[00:56:25] ALREADY PROVEN DIFFICULTY CONTAINING ONBOARD ILLNESS,  
[00:56:28] AND THE OVER-TOURISM PROBLEMS AT DOCK  
[00:56:32] INCLUDING DECREASED HOUSING STOCK AND UNAFFORDABLE HOUSING  
[00:56:35] COSTS FOR POOR CITY RESIDENTS ILLUMINATE THE  
[00:56:39] NEGATIVE ASPECTS OF THE CRUISE INDUSTRY.

[00:56:43] WE UNDERSTAND THAT JOBS AND BUSINESSES ARE AT STAKE HERE INCLUDING MANY SMALL BUSINESSES  
[00:56:48] IN SEATTLE AND AROUND THE STATE. WE ARE NOT ANTI JOBS, BUT WE  
[00:56:52] SHOULD NOT SACRIFICE THE HARDER QUESTIONS  
[00:56:55] TO SOLVE WHICH I SEE IS MAKING OUR ECONOMY AND SOCIETY MORE  
[00:57:00] EQUITABLE FOR ALL. CRUISING IS A LUXURY. CLEAR  
[00:57:05] AND SIMPLE. AND BY SUPPORTING THIS, BY DEFINITION, THIS TAKES  
[00:57:08] RESOURCES AND LIFE ITSELF AWAY FROM THE  
[00:57:12] POORER AND MORE VULNERABLE AMONG US. I'M SURE ALL THE INTERESTS INVOLVED IN OUR  
[00:57:17] TOURISTS  
[00:57:19] SECTOR ARE ITCHING TO GET BACK TO BUSINESS, BUT IT IS CLEARLY  
[00:57:22] UNWISE TO RETURN TO BUSINESS AS USUAL.  
[00:57:26] WE ARE ASKING YOU TO TAKE THIS MOMENT DURING THE COVID-19  
[00:57:30] CRISIS THAT HAS FORCED US ALL TO SLOW DOWN AND  
[00:57:34] USE YOUR INTELLIGENCE, CREATIVITY, AND YOUR COHORT IN  
[00:57:37] WORKING TOGETHER TO CHANGE DIRECTION.  
[00:57:40] PLEASE DO NOT BUILD A THIRD CRUISE SHIP TERMINAL. THANK YOU.  
[00:57:46] THANK YOU.  
[00:57:48] I AM GOING TO GO BACK TO JORDAN MOMENTARILY. JORDAN. I THINK I HEARD SOME STUFF  
[00:57:53] COMING FROM YOUR SPEAKER.  
[00:57:58] YEAH, JORDAN, I CAN HEAR SOME WRESTLING.  
[00:58:04] I'M NOT SURE WHAT PAGE I'M ON CAN YOU HEAR ME?  
[00:58:14] NOW I GOT TO FIND WHAT I WAS GOING TO SAY.  
[00:58:17] GIVE ME ONE SECOND. OKAY.  
[00:58:19] MY NAME IS JORDAN VAN VHOST. THANK YOU COMMISSIONERS FOR  
[00:58:22] HEARING MY COMMENT. I'D LIKE TO ADDRESS YOUR  
[00:58:25] EQUITY STATEMENTS AS THEY RELATE TO THE PORT'S CRUISE  
[00:58:28] BUSINESS, BUT FIRST A CRITICAL UPDATE FROM OUR  
[00:58:31] MOTHER EARTH. LAST WEEK THE OCEANOGRAPHIC AND ATMOSPHERIC  
[00:58:34] ADMINISTRATION PREDICTED THAT 2020  
[00:58:38] WILL BE THE WARMEST YEAR EVER. THE SOUTHWEST IS ALREADY SEEING  
[00:58:41] TRIPLE DIGIT TEMPERATURES AND IT'S ONLY  
[00:58:44] APRIL. THE OCEANS ARE AT RECORD HIGH TEMPERATURES. EVEN WITHOUT EL NINO HURRICANE AND WILDFIRE  
[00:58:50] SEASONS ARE RIGHT AROUND THE CORNER. COVID HAS GIVEN US AN OPPORTUNITY TO REASSESS OUR  
[00:58:55] PRIORITIES. WE'VE SEEN LATELY THAT THE EARTH CAN HEAL ITSELF FROM THE BURNING OF FOSSIL FUELS  
[00:59:02] IF WE GIVE IT [INAUDIBLE]  
[00:59:03] WE NEED TO RADICALLY REDUCE EMISSIONS. SHELIVING THE T46 PROJECT IS A STEP IN THE RIGHT  
[00:59:09] DIRECTION. IF ONE LOOKS BEYOND SHORT-TERM ECONOMIC MARKET SPECULATION AND ADOPTS A  
[00:59:15] PROGRESSIVE CLIMATE-BASED LENS A WISER RESPONSE WOULD SEE YOU  
[00:59:19] CANCEL THE T46 PROJECT NOW. I NOTICED SOME  
[00:59:22] WISE WORDS IN YOUR ATTACHMENT 7B, "THE PORT COMMITS TO VALUES OF EQUITY JUSTICE AND INCLUSION.  
[00:59:29] CRISIS RESPONSE SHOULD ACCOUNT FOR THE NEEDS OF ALL PEOPLE.  
[00:59:33] THE RESPONSE CANNOT JUST BAND-AID THE IMMEDIATE DAMAGE  
[00:59:36] OR PUT THINGS BACK TO THE WAY THEY WERE BEFORE. IF [INAUDIBLE] CARBON EMISSIONS, AIR POLLUTIONS  
[00:59:44] WILL RISE, DROUGHT, FAMINE, HURRICANES, HARM TO MARINE LIFE AND INDUSTRY, LABOR ABUSES.  
[00:59:52] THERE IS NO JUSTIFIABLE LOGIC FOR THE PORT OF SEATTLE TO CONSIDER EXPANDING CRUISE. A  
[00:59:57] RECOVERY PLAN THAT TRULY CONSIDERS THE PRINCIPLES OF  
[01:00:00] EQUITY NOT JUST FOR HUMAN SOCIETY, BUT FOR ALL  
[01:00:03] LIFE ON THE PLANET WOULD SHRINK CRUISE AND NOT PUT A BANDAID ON  
[01:00:07] IT WHILE WAITING FOR IT TO RECOVER.  
[01:00:11] SO PLEASE CANCEL THE T46 PROJECT AND THANK YOU. BE SAFE.  
[01:00:17] THANK YOU. JORDAN. NEXT WE HAVE NEIL ANDERSON.  
[01:00:24] HI, MY NAME IS NEIL ANDERSON, AND I'M HERE WITH 360 SEATTLE IN  
[01:00:28] OPPOSITION TO THE PROPOSED CRUISE  
[01:00:31] SHIP TERMINAL.  
[01:00:33] ONE OF THE LESSONS THAT WE'VE LEARNED FROM THE CORONAVIRUS IS THAT WHEN SCIENTISTS WARNED OF A  
[01:00:37] SERIOUS EMERGING THREAT, IT'S NOT GOOD ENOUGH TO WAIT UNTIL  
[01:00:39] WE SEE THE IMPACTS TO START DOING  
[01:00:42] SOMETHING ABOUT IT. THE WORLD  
[01:00:43] HEALTH ORGANIZATION FIRST  
[01:00:44] STARTED WARNING ABOUT IT AS EARLY AS NOVEMBER  
[01:00:47] AND DECLARED IT A PUBLIC HEALTH EMERGENCY IN JANUARY. WE DIDN'T START LOCKING DOWN UNTIL  
[01:00:52] MARCH, TWO WEEKS AFTER PEOPLE IN THE STATE STARTED DYING FROM  
[01:00:55] IT. IF WE'D TAKEN STEPS TO FLATTEN THE CURVE

[01:00:58] BEFORE THE VIRUS ALREADY HAD A Foothold, THOUSANDS OF LIVES COULD HAVE BEEN SAVED.  
[01:01:04] OF COURSE ANYBODY CAN LOOK BACK AND SAY WHAT WE SHOULD HAVE  
[01:01:06] DONE IN HINDSIGHT, BUT NOW IT SEEMS  
[01:01:08] LIKE WE'RE ABOUT TO MAKE A SIMILAR MISTAKE. SCIENTISTS HAVE  
[01:01:11] BEEN SAYING FOR YEARS THAT CLIMATE CHANGE  
[01:01:13] IS A DANGEROUS AND GROWING THREAT AND LAST NOVEMBER, 11 THOUSAND OF THE LEADING CLIMATE  
[01:01:18] SCIENTISTS FROM AROUND THE WORLD SIGNED ON TO A LETTER  
[01:01:21] STATING THAT THE EARTH IS NOW FACING A CLIMATE  
[01:01:23] EMERGENCY AND THAT WE HAVE TO DRASTICALLY START REDUCING OUR  
[01:01:26] CARBON EMISSIONS FOR SOME SECTORS.  
[01:01:29] THIS CAN BE DONE USING TECHNOLOGIES THAT ALREADY EXIST. COAL PLANTS CAN BE RETIRED AND  
[01:01:33] REPLACED WITH RENEWABLES. CARS CAN BE REPLACED WITH  
[01:01:36] ELECTRIC VEHICLES, BUT FOR LARGE SHIPS,  
[01:01:38] THERE'S NOT A GOOD ALTERNATIVE RIGHT NOW OR ONE COMING IN THE NEAR FUTURE. THEY CAN'T BE  
[01:01:43] ELECTRIFIED. BIOFUELS AREN'T AVAILABLE AT NEARLY THE SCALE WE WOULD NEED AND LIQUEFIED NATURAL  
[01:01:48] GAS STILL HAS A HUGE CARBON FOOTPRINT.  
[01:01:51] IT SEEMS UNTHINKABLE THAT SUCH A LARGE PROFITABLE INDUSTRY  
[01:01:53] WOULD JUST DISAPPEAR. BUT AS WE'VE SEEN  
[01:01:55] WHEN AN EMERGENCY FINALLY HITS OUR SHORES, WE'RE FORCED TO TAKE  
[01:01:58] DRASTIC ACTION THAT WE WOULDN'T HAVE  
[01:02:00] CONSIDERED POSSIBLE BEFORE. WHEN WE ALL COLLECTIVELY  
[01:02:03] REALIZE THAT CLIMATE CHANGE IS AN EXISTENTIAL  
[01:02:05] THREAT THAT WE CAN'T IGNORE ANY MORE, A LUXURY PASTIME THAT'S A  
[01:02:08] HUGE SOURCE OF EMISSIONS AND CAN'T  
[01:02:11] BE DECARBONIZED WILL BE ONE OF THE FIRST THINGS TO GO AND WE'LL BE STUCK WITH A  
[01:02:15] HUNDRED-MILLION-DOLLAR STRANDED ASSET BECAUSE AGAIN, WE DIDN'T  
[01:02:17] LISTEN TO WHAT THE SCIENTISTS WERE  
[01:02:19] SAYING. LET'S NOT MAKE THAT MISTAKE AGAIN BY BUILDING THIS TERMINAL. THANK YOU.  
[01:02:25] THANK YOU. NEXT I HAVE DAVID KIPNIS.  
[01:02:35] MY NAME IS DAVID KIPNIS. YOU CAN HEAR ME?  
[01:02:40] MY THOUGHT AND HEARTS GO OUT TO THOSE BUSINESS OWNERS AT THE AIRPORT AND THANK YOU FOR YOUR  
[01:02:45] COMMITMENT TO YOUR EMPLOYEES AND TO THE PORT AUTHORITY FOR CREATING THOSE JOBS. I WON'T  
[01:02:52] TAKE TIME HERE TO  
[01:02:54] STATE THE WELL DOCUMENTED EVIDENCE THAT NEITHER CLIMATE  
[01:02:57] ACTIVISTS NOR THE PORT COMMISSION  
[01:03:00] CAN INFLUENCE THE CRUISE INDUSTRY TO MAKE THE TYPE OF  
[01:03:02] CHANGES NEEDED TO PROTECT SEATTLE AND THE  
[01:03:04] NORTHWEST FROM TOXIC EXPOSURE. ME AND YOU CANNOT DEPEND ON THE CRUISE SHIP INDUSTRY TO BECOME A  
[01:03:11] GREENED UP INDUSTRY. ME AND YOU MUST BE THE ADVOCATE FOR THE  
[01:03:14] TYPE OF CHANGE THAT PROTECTS THIS REGION  
[01:03:17] FROM HARM. YES. WE, YOU ALONE. LET'S CREATE THE CHANGE WE WANT.  
[01:03:20] THERE WAS MUCH DOCUMENTATION THAT DURING THIS  
[01:03:24] TIME OF CRISIS THAT AGAIN THE CRUISE INDUSTRY [INAUDIBLE]  
[01:03:30] HEALTH OF HUMANS AS IT SO OFTEN HAS IN THE PAST. THERE WILL  
[01:03:32] NEVER BE A CRUISE INDUSTRY COMMITTED TO  
[01:03:35] THE HEALTH OF OUR REGION. BUT MAYBE IT'S JUST THIS ODD TIME THAT HAS GOTTEN INSIDE  
[01:03:42] MY HEAD, BUT I CAN ENVISION A SEATTLE PORT COMMISSION THAT IS  
[01:03:45] FULLY COMMITTED TO THE HEALTH OF OUR REGION.  
[01:03:47] YOU MAY OF COURSE SAY WE DO THIS ALREADY BUT IT'S CLEAR  
[01:03:51] TO MANY SUCH AS DEVELOPMENT PROGRAMS  
[01:03:55] THAT YOU HAVE CONTRIBUTED TO LOCAL BUSINESS SUCCESS, YOU HAVE  
[01:03:58] A COMMITMENT TO CRUISE CONTROL, TO THE CRUISE INDUSTRY  
[01:04:02] DOES NOT REFLECT THAT. ESPECIALLY SINCE SO MANY PEOPLE TODAY HAD  
[01:04:08] EXPRESSED OTHER WAYS IN WHICH THAT MONEY COULD BE SPENT.  
[01:04:11] WHEN I READ THE PORT CENTURY AGENDA,  
[01:04:14] I ENVISION A CENTURY AGENDA THAT INTENTIONALLY LISTS AS ITS  
[01:04:17] FIRST, NOT FINAL, STRATEGY TO BE THE GREENEST  
[01:04:20] AND MOST ENERGY-EFFICIENT PORT IN NORTH AMERICA AND A MISSION STATEMENT WHICH PROMOTES  
[01:04:25] ENVIRONMENTAL RESPONSIBILITY AND QUALITY OF LIFE TOGETHER  
[01:04:29] AS FIRST WORKING TOGETHER AS A CATALYST FOR  
[01:04:32] ECONOMIC DECISIONS. WITH THIS SUBTLE SHIFT, WE ALIGN THE  
[01:04:36] COMMISSION'S PRIORITIES BUT THERE'S NOT LEAD ECONOMIC  
[01:04:39] CONCERNS ASTRAY IT ONLY TOOK THE GREATEST ACT OF COURAGE

[01:04:42] TO HELP THE HEALTH OF OUR REGION AND ITS  
[01:04:44] PEOPLE. THIS SHIFT PLACES PRIORITIES AS A BASIS TO WHICH OTHER DECISIONS  
[01:04:51] ARE MADE. AFTER ALL, HASN'T THE CURRENT HEALTH CRISIS MADE IT CLEAR THAT THE PRIMARY ROLE OF  
[01:04:56] GOVERNMENT IS TO PROTECT THE HEALTH OF ITS PEOPLE. AND THAT  
[01:04:59] THAT PRIORITY HAS BEEN A LOW PRIORITY  
[01:05:02] FOR TOO LONG. NOT HOW ONE GOES ABOUT THE SHIFT OF THE CENTURY  
[01:05:05] AGENDA OR THE PORT'S MISSION, BUT  
[01:05:08] MOVING FORWARD MY ASK IS TO MAKE THIS SIMPLE MORAL SHIFT AS IT  
[01:05:11] IS THE ONLY OPTION THAT WILL ALLOW US TO WORK  
[01:05:14] TOGETHER AND TRULY BE THE CHANGE. THANK YOU.  
[01:05:20] THANK YOU. NEXT I HAVE BERNADINE LUND.  
[01:05:24] HELLO, CAN YOU HEAR ME?  
[01:05:26] YES WE CAN.  
[01:05:28] OKAY, SO I HAVE A QUESTION FOR THE COMMISSIONERS DURING THIS  
[01:05:32] DOWNTIME AND  
[01:05:35] DOWNTURN IN MOST OF THE AVIATION ACTIVITIES AND THAT IS  
[01:05:38] WHAT DO YOU WANT SEATAC TO LOOK LIKE IN THE  
[01:05:41] FUTURE AND I DON'T MEAN IN THE NEXT THREE YEARS OR FIVE YEARS.  
[01:05:44] I MEAN LIKE 20, 30 YEARS FROM NOW.  
[01:05:47] AVIATION WILL MOST LIKELY ALWAYS BE A PART OF OUR FUTURE. HOWEVER, YOU HAVE TO KNOW THAT  
[01:05:55] UNRESTRICTED GROWTH CANNOT CONTINUE LIKE IT HAS. NOW IS A  
[01:05:58] GOOD TIME TO THINK ABOUT HOW TO HEAD  
[01:06:00] TOWARD ALTERNATIVES TO AVIATION THAT ARE LESS HARMFUL TO PEOPLE, TO THE CLIMATE AND TO THE WORLD.  
[01:06:07] I FOUND ONE WEBSITE WWW.AVIATIONJUSTICE.COM THAT LISTED SEVERAL ALTERNATIVES TO  
[01:06:16] FLIGHTS. THESE INCLUDE TELECONFERENCING LIKE WE'RE  
[01:06:19] DOING NOW WHICH I'M SURE WILL GET BETTER  
[01:06:22] WITH MORE USE. EXPRESS BUSES, HIGH-SPEED RAIL INCLUDING HYPERLINK, WHICH IS BEING  
[01:06:28] DEVELOPED ELSEWHERE, AMTRAK AND I THINK THAT IF AS MUCH MONEY  
[01:06:33] HAD BEEN SPENT ON AMTRAK AS ON AIRPORT  
[01:06:37] RUNWAYS AND THE AVIATION INDUSTRY, AMTRACK WOULD BE MUCH  
[01:06:41] MORE AVAILABLE AND MUCH MORE USED.  
[01:06:45] AND THERE'S ALWAYS SLOW TRAVEL.  
[01:06:47] SEATAC FACILITIES CAN BE MADE ATTRACTIVE TO MOST OF THESE  
[01:06:51] ALTERNATIVES. RATHER THAN SPENDING  
[01:06:54] MORE MONEY FOR AVIATION, CONSIDER PLANNING FOR A  
[01:06:57] TELECOMMUNICATIONS CENTER, A TRAVEL INFORMATION  
[01:07:00] CENTER, A TRAIN STATION OR BUS STATION. THE ACTIVITY WOULD ALSO ATTRACT PEOPLE TO THE VARIOUS  
[01:07:06] BUSINESSES ALREADY IN SEATAC MALL THAT I'M SURE THE SMALL  
[01:07:11] BUSINESSES THAT WERE HERE WOULD REALLY ENJOY. THAT'S IT. THANK YOU.  
[01:07:16] THANK YOU. NEXT I HAVE PEGGY PRINCE WHO I BELIEVE HAS JOINED US ON DESKTOP  
[01:07:24] SO I'M GOING TO GET THE UNMUTE PROMPT TO PEGGY AND JUST ONE MOMENT.  
[01:07:30] THANK YOU. I'M ACTUALLY ON THE PHONE. CAN YOU HEAR ME?  
[01:07:33] YES, WE CAN. PERFECT. EVEN BETTER. OKAY,  
[01:07:35] THANK YOU. THANK YOU. I'M PEGGY PRINCE AND I'M  
[01:07:39] SAYING THAT IT'S TIME TO CONFIRM THAT THE PORT SHOULD NO LONGER ENTERTAIN THE IDEA OF  
[01:07:43] CONSTRUCTING A CRUISE SHIP TERMINAL AT TERMINAL 46 WHETHER  
[01:07:47] IN THE FOURTH QUARTER OF 2020 OR ANY  
[01:07:51] TIME IN THE FUTURE. IN THE SHORT-TERM, SPENDING HALF A  
[01:07:54] MILLION DOLLARS MOTHBALLING EFFORTS TO  
[01:07:58] DEVELOP THE TERMINAL IS BOTH SHORT-SIGHTED AND WASTEFUL. IT'S BEYOND THE CURRENT PANDEMIC.  
[01:08:05] INVESTING A HUNDRED MILLION MILLION TAXPAYER DOLLARS IN THIS RECKLESS PROJECT WILL  
[01:08:12] ENCOUNTER A HUGE PUBLIC DISAPPROVAL NOT ONLY ARE THESE MEGA SHIPS INCUBATORS FOR DEADLY  
[01:08:17] DISEASE, BUT ALSO THEY ARE VECTORS FOR TOXIC DISCHARGES AND GREENHOUSE GAS EMISSIONS.  
[01:08:24] SEATTLE DOES NOT NEED THE EXTRA REVENUE FROM THIS NON-ESSENTIAL LUXURY INDUSTRY, PLEASE  
[01:08:30] ACKNOWLEDGE THAT SEATTLE WILL BE BETTER SERVED BY UTILIZING TERMINAL 46 AS A CARGO PORT, A  
[01:08:35] PUBLIC PARK, OR A MARITIME ACADEMY. THANK YOU.  
[01:08:43] SOUNDS LIKE WE'RE GETTING SOME FEEDBACK FROM SOMEBODY'S LINE. PLEASEE MAKE SURE YOU'RE MUTED  
[01:08:48] IF YOU ARE NOT SPEAKING.  
[01:08:51] NEXT I HAVE STACY OAKS.  
[01:09:00] STACY ARE YOU WITH US?  
[01:09:03] HI, CAN YOU HEAR ME? YES, WE CAN.  
[01:09:07] HI, GOOD AFTERNOON. MY NAME IS STACEY OAKS. I'M AN ORGANIZER  
[01:09:09] WITH 350 SEATTLE AND ALSO GOING TO TALK ABOUT T46 WHICH WILL BE ADDRESSED LATER ON.

[01:09:15] THE AGENDA STATES THAT YOU'LL BE PUTTING YOUR  
[01:09:19] DECISIONS AROUND THIS EXPANSION ON HOLD WHILE LOOKING TO SEE  
[01:09:22] WHAT THE CRUISE INDUSTRY AND ALASKA IS  
[01:09:25] GOING TO BE LIKE, IF IT'S STILL GOING TO BE PROFITABLE.  
[01:09:29] THIS MAKES GOOD ECONOMIC SENSE. BUT UNFORTUNATELY THE ONLY  
[01:09:31] ARGUMENTS FOR BRINGING MORE CRUISE  
[01:09:34] BUSINESS THROUGH SEATTLE ARE ECONOMIC IN NATURE. WHY IS THIS OUR ONLY PRIORITY? YOU'VE  
[01:09:39] HEARD TESTIMONY ON THE ISSUE FROM DOCTORS ON HOW DEVASTATING  
[01:09:42] CRUISE EMISSIONS ARE TO PUBLIC HEALTH.  
[01:09:44] A MARINE BIOLOGIST TALKED ABOUT THE IMPACT ON OUR ALREADY  
[01:09:47] STRUGGLING ORCA, SALMON, AND OTHER LIFE  
[01:09:49] THAT ONCE THRIVED HERE. YOU'VE HEARD ABOUT THE GREENHOUSE GAS IMPACT, THE CLIMATE CRISIS, THE  
[01:09:55] GLOBAL TEN YEAR DEADLINE TO KICK OUR FOSSIL FUEL HABIT, BUT WE'RE  
[01:09:58] NOT TALKING ABOUT PAUSING TO THINK  
[01:10:01] MORE ABOUT ANY OF THOSE THINGS. WE'RE NOT TALKING ABOUT PAUSING TO THINK ABOUT WHETHER EXPANDING  
[01:10:06] CRUISE INDUSTRY IS SOMETHING THAT WILL BENEFIT OR HARM OUR GRANDCHILDREN. YOUR NARROW  
[01:10:11] PRIORITIES ARE A MIRROR OF WHAT IS HAPPENING IN OUR COUNTRY  
[01:10:14] AROUND THE PANDEMIC. PRESIDENT TRUMP AND  
[01:10:17] OTHER ELECTED OFFICIALS HAVE RECENTLY SAID THINGS IN ORDER TO JUSTIFY THE REOPENING OF THE  
[01:10:22] ECONOMY BEFORE DOCTORS THINK IT'S SAFE THINGS LIKE,  
[01:10:25] "THERE ARE MORE IMPORTANT THINGS THAN LIVING"  
[01:10:28] AND "GRANDPARENTS ARE WILLING TO DIE FOR THE ECONOMY". ALTHOUGH YOU MAKE NO SUCH QUOTES  
[01:10:35] YOURSELF, YOUR ACTIONS ARE CLEARLY ENDORSING THE SAME  
[01:10:38] MORAL BANKRUPTCY. PLEASE. IT'S NOT TOO  
[01:10:42] LATE TO CHANGE COURSE AND CANCEL THIS PROJECT FOR ALL THE RIGHT REASONS. THANK YOU.  
[01:10:48] THANK YOU. NEXT I HAVE DR. ELIZABETH BURTON, AND DR. BURTON I BELIEVE WAS JOINING US ON  
[01:10:56] DESKTOP AS WELL  
[01:10:59] UNLESS THAT HAS CHANGED. GIVE ME ONE MOMENT.  
[01:11:14] DR. BURTON, ARE YOU THERE?  
[01:11:23] IF ELIZABETH BURTON HAS JOINED US ON THE PHONE, PLEASE PRESS STAR SIX TO UNMUTE YOURSELF.  
[01:11:44] DR. BURTON  
[01:11:54] OKAY, I AM GOING TO ONE MORE TIME CALL THE SHORT LIST THAT WE HAD EARLIER  
[01:12:00] TO GIVE ONE LAST OPPORTUNITY IF THEY'VE BEEN ABLE TO JOIN US  
[01:12:03] AND THEN I WILL CALL DR. ELIZABETH BURTON  
[01:12:05] ONE LAST TIME AS WELL. SO FIRST ELSA.  
[01:12:13] ELSA, HAVE YOU BEEN ABLE TO JOIN US?  
[01:12:20] NEXT BIZU.  
[01:12:26] WHO IS THAT?  
[01:12:34] SORRY, WHO IS THAT? WHO HAS JOINED US? IS THAT BIZU?  
[01:12:36] BIZU, YES.  
[01:12:38] GREAT. OKAY, YOU CAN GO AHEAD AND STATE YOUR NAME FOR THE RECORD AND THEN YOU MAY BEGIN.  
[01:12:45] THANK YOU.  
[01:12:47] GREETINGS COMMISSIONERS. I THANK YOU FOR GIVING ME THE  
[01:12:51] CHANCE TO BE PART OF THIS MEETING. MY NAME IS BIZU YOHLAWY  
[01:12:54] YOU CAN CALL ME SHORT BIZU. I WORKED FOR PROSPECT AIRPORT SERVICES AS A WHEELCHAIR  
[01:13:01] AGENT UNTIL I'M LAID OFF DUE TO THE IMPACT OF COVID-19.  
[01:13:08] AS MOST OF MY COLLEAGUES, I DO HAVE FREQUENT DIRECT CONTACT  
[01:13:12] WITH MY PASSENGERS BOTH INTERNATIONAL AND  
[01:13:16] LOCAL WITH THE HIGHEST RISK OF EXPOSURE.  
[01:13:21] COMMISSIONERS, I BELIEVE YOU REMEMBER ME LAST YEAR FOR  
[01:13:25] RAISING MY CONCERN OF POTENTIAL DISEASE  
[01:13:29] SPREAD IN THE AIRPORT COMMUNITY AND PASSENGERS.  
[01:13:34] MY PLEA TO THE PORT OF SEATTLE WAS TO INTRODUCE MANDATORY  
[01:13:38] UNIVERSAL OR QUALITY HEALTHCARE BY ALL  
[01:13:43] COMPANIES WORKING AT THE PORT OF SEATTLE.  
[01:13:47] I AM AGAIN PLEADING WITH YOU TO INSTITUTE HEALTH INSURANCE FOR FOR ALL AIRPORT WORKERS TO  
[01:13:56] MINIMIZE IMPACT OF POSSIBLE FUTURE HEALTH CHALLENGES.  
[01:14:03] AS YOU CAN SEE THAT COVID-19 HAS TREMENDOUS ECONOMIC DOWNFALL.  
[01:14:18] WE CANNOT DO ANYTHING. PLEASE DO ACCEPT MY PLEA ONCE MORE. THANK YOU VERY MUCH.  
[01:14:35] I'M DONE.  
[01:14:49] ELAINE IS NEXT WHO I HAVE ON MY LIST. ELAINE OR ELENA.  
[01:14:55] IF YOU'VE BEEN ABLE TO JOIN US, PLEASE, PRESS STAR SIX TO UNMUTE AND LET US KNOW.  
[01:15:04] ALL RIGHT, AND THEN NEXT ONE LAST TIME. MULAT ALOO.



[01:15:14] MULAT, IF YOU'VE BEEN ABLE TO JOIN US?  
[01:15:23] AND THEN NEXT YAREN CEMA.  
[01:15:29] YAREN IF YOU'VE BEEN ABLE TO JOIN US, PLEASE PRESS STAR SIX TO UNMUTE YOUR PHONE.  
[01:15:43] OKAY, AND THEN FINALLY, I WILL GO BACK TO DR. ELIZABETH BURTON AND GIVING YOU  
[01:15:48] THE UNMUTE PROMPT NOW.  
[01:15:57] DR. BURTON, ARE YOU THERE?  
[01:16:10] OKAY, IF YOU ARE ON THE PHONE, DR. BURTON, YOU WILL NEED TO PRESS \*SIX TO UNMUTE YOURSELF.  
[01:16:30] YES, DR. BURTON.  
[01:16:32] YES, CAN YOU HEAR ME? YES, WE CAN.  
[01:16:36] ALL RIGHT. THANK YOU. PARDON ME.  
[01:16:39] GOOD AFTERNOON. I'M DOCTOR ELIZABETH BURTON. MY COMMENTS  
[01:16:42] RELATE TO YOUR IMPENDING DECISION ON WHEN TO  
[01:16:45] ALLOW CRUISE SHIPS TO RETURN TO SEATTLE. I'M CONCERNED THAT INDUSTRY PRESSURE MAY ALREADY BE  
[01:16:51] DISTORTING THE WORK OF THE CENTERS FOR DISEASE CONTROL,  
[01:16:54] OUR NATION'S PREMIER SCIENTIFIC PUBLIC HEALTH  
[01:16:57] BODY FORCING THEM TO PRIORITIZE BUSINESS INTERESTS OVER PUBLIC HEALTH. WITHIN HOURS OF ISSUING  
[01:17:04] A SAILING BAN TO KEEP SHIPS DOCKED UNTIL AUGUST, THE CDC WAS  
[01:17:07] FORCED BY THE WHITE HOUSE TO CUT IT BY 20 DAYS  
[01:17:11] SO THAT IT NOW ENDS IN JULY. AT THE TIME A SENIOR CDC OFFICIAL WROTE TO STAFF, "SORRY TO DO  
[01:17:19] THIS, BUT THE OFFICE OF THE VICE PRESIDENT HAS INSTRUCTED  
[01:17:21] US TO PULL THE NO SALE ORDER EXTENSION  
[01:17:24] FROM THE WEBSITE IMMEDIATELY". THEY WERE ALSO FORCED TO DELETE A MESSAGE THAT THE BAN  
[01:17:29] MIGHT BE EXTENDED. MEANWHILE, THE CRUISE INDUSTRY IS ALREADY  
[01:17:33] ADVERTISING CRUISING IN THE UNITED  
[01:17:36] STATES FOR MAY AND JUNE. PLEASE NOTE THAT THAT THIS WOULD BE ILLEGAL. IT'S LONG BEFORE EVEN  
[01:17:42] THIS ABRIDGE NO SALE ORDER EXPIRES. IT IS NOT REASSURING  
[01:17:46] THAT MICKY ARISON, CHAIRMAN OF THE BOARD  
[01:17:49] OF CARNIVAL CORPORATION IS A GOOD FRIEND OF DONALD TRUMP  
[01:17:52] AND IS ONE OF THE BUSINESS LEADERS ADVISING  
[01:17:55] TRUMP ON HOW TO RESTART THE ECONOMY. CARNIVAL'S EXECUTIVES  
[01:17:57] HAVE CLAIMED THAT CRUISES SHIP DON'T  
[01:18:00] SPREAD DISEASE ANYMORE THAN IT WOULD SPREAD IN OTHER VENUES. HOWEVER, THIS CLAIM IS  
[01:18:05] CONTRADICTED BY AT LEAST TWO CDC OFFICIALS. I'M NOT REASSURED BY PLAN TO PRE-SCREEN CRUISE  
[01:18:12] PASSENGERS BEFORE THEY BOARD SINCE IT HAS BEEN DEFINITELY ESTABLISHED THAT PEOPLE CAN HAVE  
[01:18:18] AND SPREAD COVID-19 WHILE BEING ASYMPTOMATIC. YOUR WEBSITE  
[01:18:21] STATES THAT YOUR TOP PRIORITY IS THE  
[01:18:25] HEALTH SAFETY AND WELL-BEING OF YOUR COMMUNITY. I WILL REMIND YOU THAT THESE ARE NOT THE  
[01:18:32] TOP PRIORITIES OF THE CRUISE INDUSTRY. I URGE YOU TO KEEP THAT IN MIND WHEN YOU MAKE YOUR  
[01:18:37] DECISION. THANK YOU.  
[01:18:39] THANK YOU.  
[01:18:41] ALL RIGHT, AND THAT IS ALL OF THE INDIVIDUALS THAT I HAVE SIGNED UP TO SPEAK TODAY.  
[01:18:48] SO COMMISSIONER STEINBRUECK. I WILL UNMUTE YOU AND WE CAN  
[01:18:51] RETURN TO THE ORDER OF THE AGENDA.  
[01:19:00] THANK YOU TO ALL OF THOSE WHO PARTICIPATED AND TO STAFF THAT HAVE JOINED THE CALL.  
[01:19:07] IF YOU ARE NOT A PRESENTER, I WOULD ENCOURAGE YOU TO FOLLOW ALONG ON THE LIVE STREAM INSTEAD  
[01:19:12] OF PARTICIPATING IN THE SKYPE MEETING AS IT CREATES BANDWIDTH ISSUES FOR ALL OF US  
[01:19:20] AND THOSE WHO PROVIDE A PUBLIC COMMENT, YOU ARE WELCOME TO STAY  
[01:19:22] ON THE LINE AND CONTINUE LISTENING  
[01:19:25] AS WELL, YOU CAN ALSO FOLLOW ALONG ON THE LIVESTREAM ON THE WEBSITE  
[01:19:29] LET ME FIND COMMISSIONER STEINBREUCK.  
[01:19:42] ALRIGHT COMMISSIONER STEINBREUCK. I BELIEVE YOU ARE UNMUTED NOW UNMUTE.  
[01:19:48] FINALLY I GOT MY VOICE BACK. YOU ARE THE POWER CENTER THERE,  
[01:19:51] LAUREN. THANK YOU SO MUCH FOR MANAGING THE RATHER  
[01:19:55] CHALLENGING A PROCESS OF TAKING PUBLIC COMMENT VIRTUALLY. I  
[01:19:58] KNOW IT'S NOT EASY FOR ANYONE  
[01:20:02] AND I'M SORRY FOR THOSE WHO MAYBE WEREN'T ABLE TO SPEAK WHO HAD WANTED TO BUT HAD TECHNICAL  
[01:20:08] CHALLENGES. I ALSO WANTED TO ASK DO WE HAVE A SUMMARY OF  
[01:20:11] WRITTEN COMMENTS THAT WE RECEIVED AND THE  
[01:20:14] TOPICS THAT WERE RAISED.  
[01:20:16] ALL COMMISSIONERS RECEIVED AN EMAIL.  
[01:20:17] SHOULD WE REPORT THAT OUT? PUBLICALLY?  
[01:20:21] YES. LET ME FIND THAT.  
[01:20:27] AND THEN WE DID HAVE SOME ADDITIONAL WRITTEN

[01:20:31] COMMENTS THAT CAME IN. I BELIEVE FROM A COUPLE OF OUR SPEAKERS DURING  
[01:20:36] THE COMMENT AS AN EXTENSION. SO WE WILL DISTRIBUTE THOSE AND MAKE SURE THEY ARE  
[01:20:41] ATTACHED AS WELL.  
[01:20:43] SO ROUGH SUMMARY. WE HAVE ONE WRITTEN COMMENT REQUESTING RENT  
[01:20:47] RELIEF AT FISHERMAN'S TERMINAL, ONE SUPPORTING THE ACE FUND  
[01:20:50] REVISION, THREE OPPOSING AIRPORT DEVELOPMENT AND THREE OPPOSING CRUISE EXPANSION.  
[01:20:57] OKAY, THANK YOU. AND THANK YOU TO THOSE  
[01:21:01] FOLKS WHO SEND US WRITTEN COMMENTS AND TOOK THE TIME.  
[01:21:04] WE DO APPRECIATE IT. AND WE ACKNOWLEDGE  
[01:21:07] HAVING RECEIVED YOUR WRITTEN COMMENTS. THANK YOU VERY MUCH. AND WITH THAT SAID,  
[01:21:13] LET'S CONTINUE WITH THE AGENDA WHICH TAKES US TO ITEM NUMBER 6, THE CONSENT AGENDA.  
[01:21:21] I BELIEVE WE HAVE NO AMENDMENTS TO THE CONSENT AGENDA.  
[01:21:26] THESE ARE CONSIDERED ROUTINE AND WILL BE ADOPTED BY ONE  
[01:21:29] MOTION. ITEMS ALREADY REMOVED FROM THE  
[01:21:32] CONSENT AGENDA WILL BE CONSIDERED SEPARATELY AND WE HAVEN'T HAD ANY SO FAR.  
[01:21:37] SO AT THIS TIME THE CHAIR WILL ENTERTAIN A MOTION TO APPROVE  
[01:21:40] THE CONSENT AGENDA COVERING ITEMS 6A THROUGH 6C.  
[01:21:42] JUST LET ME GET SOME COMMISSIONERS UNMUTED. MY VIEW  
[01:21:46] CHANGED AND I CAN'T SEEM TO GET IT BACK TO HOW IT WAS  
[01:21:49] SO I'VE GOTTA SPEND A LITTLE MORE TIME UNMUTING PEOPLE.  
[01:21:51] OKAY. TAKE YOUR TIME.  
[01:21:55] ALL RIGHT, I BELIEVE COMMISSIONER BOWMAN SHOULD BE UNMUTED.  
[01:21:59] RIGHT  
[01:22:02] AND THEN COMMISSIONER FELLEMAN.  
[01:22:06] IT'S BEEN MOVED BY COMMISSIONER BOWMAN. I BELIEVE. IT'S BEEN MOVED AND SECONDED.  
[01:22:15] AND NOW WE'LL TAKE THE ROLL CALL. YES OR NO, AYE OR NAY.  
[01:22:18] WHICHEVER YOUR PREFERENCE. OKAY. COMMISSIONER BOWMAN? AYE.  
[01:22:22] COMMISSIONER CALKINS?  
[01:22:27] COMMISSIONER CALKINS MIGHT NOT BE UNMUTED JUST YET. HE DOES  
[01:22:31] APPEAR TO STILL BE MUTED. HE'S WAVING.  
[01:22:35] COMMISSIONER CALKINS?  
[01:22:38] AYE.  
[01:22:39] COMMISSIONER CHO? AYE. COMMISSIONER FELLEMAN? AYE. COMMISSIONER STEINBREUCK? AYE.  
[01:22:46] THAT IS FIVE AYES. THE MOTION PASSES. THANK YOU. THE CONSENT AGENDA CONSENT CALENDAR  
[01:22:53] ACTION REQUEST  
[01:22:55] ACTION IS APPROVED. WE ARE NOW MOVING ON TO ITEM 7: SPECIAL ORDERS.  
[01:23:02] THE FISHING INDUSTRY COVID-19 RESPONSE BRIEFING.  
[01:23:09] COMMISSIONERS THE FIRST SPECIAL ORDER OF THE DAY IS A BRIEFING ON THE IMPACTS OF  
[01:23:16] COVID-19 ON THE FISHING INDUSTRY. THE PORT OF SEATTLE  
[01:23:19] ANCHORS TWO PRIMARY FLEETS BASED OUT OF  
[01:23:22] TERMINAL 91 AND FISHERMAN'S TERMINAL. THIS OPERATION  
[01:23:25] SUPPORTS OVER 11,000 JOBS AND OVER \$1 BILLION  
[01:23:28] IN BUSINESS OUTPUT. OUR PRESENTERS ARE STEPHANIE JONES STEBBINS,  
[01:23:33] KENNY LYLES, AND ANDY WINK. JUST FOR PUBLIC INFORMATION  
[01:23:38] STEPHANIE JONES STEBBINS IS OUR MARITIME DIRECTOR,  
[01:23:43] KENNY LYLES IS OUR MANAGER OF FISHERMAN'S TERMINAL, AND ANDY WINK I BELIEVE IS WITH  
[01:23:51] THE BRISTOL BAY FISHERMAN'S ASSOCIATION.  
[01:23:58] THAT'S CORRECT. THANK YOU. AND STEPHANIE?  
[01:24:02] I BELIEVE-- STEPHANIE, ARE YOU IN A CONFERENCE ROOM?  
[01:24:09] HAVING TROUBLE FINDING STEPHANIE JONES STEBBINS ON THE SIDE TO UNMUTE.  
[01:24:16] THERE WE GO.  
[01:24:20] STEPHANIE SHOULD BE UNMUTED NOW.  
[01:24:22] OKAY, GREAT. THANK YOU VERY MUCH.  
[01:24:26] WE'RE HERE TODAY TO TALK ABOUT THE  
[01:24:33] UPCOMING FISHING SEASON. WE KNOW THAT FISHING ESPECIALLY IN  
[01:24:36] THE NORTH PACIFIC FISHING FLEET IS AN ESSENTIAL  
[01:24:41] PART OF OUR ECONOMY. AND THIS ESSENTIAL WORK IS DANGEROUS AT THE BEST OF TIMES.  
[01:24:48] TODAY. WE'RE GOING TO TALK TO YOU ABOUT THE IMPACTS OF THE  
[01:24:51] COVID-19 PANDEMIC AND HOW THE FISHING INDUSTRY  
[01:24:55] IS IMPACTED AND WHAT THEY ARE DOING TO  
[01:25:00] RESPOND TO THAT. SO I'M GOING TO TURN THIS  
[01:25:04] OVER TO KENNY LYLES WHO IS OUR DIRECTOR OF MARITIME SECURITY  
[01:25:08] AND OPERATIONS. HE'S BEEN LEADING OUR

[01:25:11] FISHING OPERATIONS AT THE PORT FOR QUITE A NUMBER OF YEARS AND ANDY WINK WHO IS THE EXECUTIVE  
[01:25:18] DIRECTOR OF THE BRISTOL BAY. REGIONAL SEAFOOD DEVELOPMENT ASSOCIATION WHO REPRESENTS  
[01:25:24] INDEPENDENT FISHERS AND  
[01:25:26] FISHING AT BRISTOL BAY. SO WITH THAT COMMISSIONERS, THANK YOU FOR YOUR TIME AND I WILL TURN  
[01:25:31] THIS OVER TO KENNY LYLES.  
[01:25:36] KENNY. I BELIEVE YOU SHOULD BE UNMUTED.  
[01:25:44] LET ME SEND THE PROMPT ONE MORE TIME.  
[01:25:49] OKAY, NOW CAN YOU HEAR ME? YES, WE CAN.  
[01:25:53] EXCELLENT. GOOD AFTERNOON PRESIDENT STEINBRUECK,  
[01:25:57] COMMISSIONERS, AND EXECUTIVE DIRECTOR METRUCK. I'M HERE  
[01:26:00] TODAY TO BRIEF YOU ON THE COMMERCIAL  
[01:26:02] FISHING INDUSTRY'S EFFORTS TO COMPLY WITH FEDERAL AND STATE SOCIAL DISTANCING MANDATES AS A  
[01:26:09] RESULT OF THE COVID-19 PUBLIC HEALTH COMPLIANCE PROGRAMS IN PREPARATION OF THE UPCOMING  
[01:26:15] COMMERCIAL FISHERIES AND WASHINGTON STATE AND ALASKA.  
[01:26:18] JOINING ME IS ANDY WINK, EXECUTIVE  
[01:26:22] DIRECTOR OF THE BRISTOL BAY REGIONAL SEAFOOD DEVELOPMENT  
[01:26:25] ASSOCIATION. ANDY IS A WELL-KNOWN ALASKA  
[01:26:28] SEAFOOD ECONOMIST WHO HAS OVER A DECADE OF EXPERIENCE IN RESEARCH AND ANALYSIS OF THE  
[01:26:34] ALASKA SEAFOOD SUPPLY CHAIN. FORMERLY WITH  
[01:26:39] INDUSTRY CONSULTANCY FIRM TO MCDOWELL GROUP AND HE REPRESENTS OVER 1,500 INDEPENDENT FLOAT NET  
[01:26:47] FISHERS OF BRISTOL BAY. ANDY WILL SHARE A FRONTLINES  
[01:26:51] PERSPECTIVE OF THE IMPACT COVID-19 IS HAVING ON  
[01:26:56] HIS BRISTOL BAY FLEET AND HOW THEY ARE WORKING TO PARTICIPATE  
[01:26:59] IN THE MOST PRODUCTIVE WILD SALMON FISHERY  
[01:27:03] IN THE WORLD. LAUREN NEXT SLIDE PLEASE. WE KNOW VERY WELL THAT THE COMMERCIAL  
[01:27:17] FISHING INDUSTRY IS CRITICAL TO FEEDING THE UNITED STATES AND  
[01:27:21] THE WORLD AND IS ALSO CRITICAL TO OUR  
[01:27:24] ECONOMY IN THE PUGET SOUND REGION AND IN ALASKA. THE CLOSE  
[01:27:28] QUARTERS ON FISHING FISHING BOATS PRESENT SPECIAL  
[01:27:31] CHALLENGES FOR PRESENT, FOR PRESERVING, EXCUSE ME FOR PREVENTING THE SPREAD OF  
[01:27:37] COVID-19. WASHINGTON STATE AND THE STATE OF ALASKA ARE TAKING  
[01:27:41] STEPS TO PROTECT CREW MEMBERS WHO WORK  
[01:27:44] IN CLOSE QUARTERS AND IN COASTAL COMMUNITY POPULATIONS AND ALASKA.  
[01:27:51] NEXT SLIDE.  
[01:27:57] OKAY, WE'RE SEEING DIFFERENT RESPONSES FROM THE INDUSTRY  
[01:28:00] BASED ON THE SIZE OF BOATS INVOLVED IN  
[01:28:02] THE VARIOUS FISHERIES. THE LARGE BOAT FLEET AT TERMINAL 91 TENDS  
[01:28:06] TO BE OWNED BY CORPORATIONS AND THEIR COVID-19  
[01:28:09] RELATED ACTIONS REFLECT THAT. THE SMALL BOAT FLEET AT FISHERMAN'S TERMINAL WHICH  
[01:28:15] INCLUDES GILL NETTERS PURSE , SEINERS AND HALIBUT SCHOONERS TEND TO BE OWNED BY INDIVIDUALS  
[01:28:21] OR SMALL COMPANIES. NEXT SLIDE.  
[01:28:27] THIS PICTURE SIGNALS A RITE OF SPRING WHEN THE FISHERS RETURN TO FISHERMAN'S TERMINAL TO WORK  
[01:28:34] AND MEND ON THEIR NETS.  
[01:28:37] THIS IS  
[01:28:39] SOMETHING THAT I LOOK FORWARD TO EVERY SEASON ABOUT THIS TIME.  
[01:28:42] AND AS YOU CAN SEE IT'S A VERY ACTIVE  
[01:28:45] AND VIBRANT ACTIVITY THERE.  
[01:28:49] THE ECONOMIC DATA THAT YOU SEE UP HERE ON THIS SLIDE WAS SOURCED FROM A 2019 COMMUNITY  
[01:28:57] ATTRIBUTES THREE PORT ECONOMIC IMPACT STUDY THAT SHOWS WHY THE COMMERCIAL FISHING  
[01:29:06] INDUSTRY'S RESPONSE TO COVID-19 IS IMPORTANT TO THE PORT OF  
[01:29:09] SEATTLE, AND OUR REGION, AND OUR ENTIRE  
[01:29:12] COUNTRY. AS YOU CAN SEE FROM THE DATA MORE THAN 11,000 JOBS REPRESENTING AN EXCESS OF HALF A  
[01:29:20] BILLION DOLLARS IN PAYROLL ARE DEPENDENT ON VESSELS THAT MOOR AT PORT FACILITIES. THOSE  
[01:29:27] VESSELS REPRESENT \$1.4 BILLION IN BUSINESS OUTPUT. 44% OF ALL GROSS EARNINGS FROM NORTH  
[01:29:34] PACIFIC FISHERIES IS EARNED BY VESSELS MOORED AT PORT  
[01:29:38] FACILITIES. 72% OF THE BIOMASS HARVESTED BY THOSE  
[01:29:42] BOATS IS EXPORTED. SEAFOOD IS REGULARLY AMONG THE NORTHWEST  
[01:29:46] SEAPORT ALLIANCES' TOP FIVE EXPORTS  
[01:29:50] BY DOLLAR VALUE. THE PORT OF SEATTLE AND THE STATE OF  
[01:29:54] WASHINGTON RECOGNIZES FISHING AS AN  
[01:29:57] ESSENTIAL BUSINESS. NEXT SLIDE LAUREN.  
[01:30:04] TO UNDERSTAND THE ACTIONS THE INDUSTRY IS TAKING, WE WANT  
[01:30:09] TO FAMILIARIZE YOU WITH THE GUIDANCE ISSUED BY THE STATE OF

[01:30:12] ALASKA TO VESSELS AND THEIR CREWS.  
[01:30:16] THE GOVERNOR OF ALASKA'S HEALTH MANDATE 10, WHICH WAS UPDATED YESTERDAY WHICH IS MANDATE 17  
[01:30:24] SAYS ALL PEOPLE ARRIVING IN ALASKA, WHETHER RESIDENT,  
[01:30:27] WORKER, OR VISITOR ARE REQUIRED TO SELF QUARANTINE  
[01:30:31] FOR 14 DAYS AND MONITOR FOR ILLNESS.  
[01:30:35] THE GOVERNOR'S HEALTH MANDATE 12 DIRECTS ALL IN-STATE TRAVEL BETWEEN COMMUNITIES WHETHER  
[01:30:41] RESIDENT, WORKER, OR VISITOR IS PROHIBITED UNLESS TRAVEL IS TO  
[01:30:45] SUPPORT CRITICAL INFRASTRUCTURE OR  
[01:30:49] FOR CRITICAL PERSONAL NEEDS. COMMERCIAL FISHING IS ALSO DESIGNATED AS AN ESSENTIAL  
[01:30:55] ACTIVITY BY THE STATE OF ALASKA. NEXT SLIDE PLEASE.  
[01:31:10] OKAY  
[01:31:17] SORRY OUR SLIDES ARE A LITTLE OUT OF OUT OF ORDER HERE.  
[01:31:23] IF WE COULD  
[01:31:27] LET ME SEE. IF YOU GO BACK TO THE ACTIONS BY THE STATE OF ALASKA SLIDE  
[01:31:32] THERE WE GO. THANK YOU. THANK YOU.  
[01:31:35] IF VESSELS OR CREW MEMBERS TRAVEL BETWEEN ALASKAN  
[01:31:38] COMMUNITIES OR TRAVEL TO ENTER ALASKA AND BEGIN  
[01:31:41] WORK BEFORE A SELF QUARANTINE PERIOD IS COMPLETE THEY MUST SUBMIT A COMMUNITY WORKFORCE  
[01:31:47] PROTECTED PLAN TO THE DEPARTMENT OF HOMELAND  
[01:31:50] SECURITY'S UNIFIED COMMAND. THE PLAN MUST OUTLINE  
[01:31:53] PROTECTIVE MEASURES THE VESSEL WILL ENACT IN ORDER TO AVOID THE SPREAD OF COVID-19 AND NOT  
[01:32:00] ENDANGER THE LIVES IN THE COMMUNITIES IN WHICH THEY OPERATE. 32 COMMUNITIES HAVE  
[01:32:08] ENACTED THEIR OWN RULES.  
[01:32:10] FISHERS MUST CHECK IN WITH HARBORMASTER'S PRIOR TO ARRIVAL AT EACH PORT OF CALL TO ENSURE  
[01:32:15] COMPLIANCE. OKAY NEXT SLIDE.  
[01:32:23] IF YOU CAN GO BACK TO ACTIONS BY LARGE BOAT FLEET. YEAH, THERE WE GO. YEAH, YOU HAD THAT.  
[01:32:34] I'M SORRY. I HAVE ANOTHER SLIDE  
[01:32:37] WITH A GANGWAY.  
[01:32:42] YEAH, THAT'S IT. THANK YOU. SO THE SIGN ON THE GANGWAY OF  
[01:32:45] THIS BOAT SAYS ANYONE WISHING TO BOARD.  
[01:32:48] THIS VESSEL WILL BE SUBJECT TO SCREENING. THIS TYPE OF  
[01:32:51] MESSAGING WILL BE USED TO CONTROL ACCESS TO  
[01:32:54] LARGER CATCHER PROCESSOR TYPE VESSELS ON THE DOCK AS WELL AS  
[01:32:59] ON DOCK TESTING FOR CONTROL IN THE  
[01:33:03] AREAS AT TERMINAL 91. OKAY THE NEXT SLIDE.  
[01:33:11] OKAY THIS SLIDE SHOWS ONE OF THE SIGNS AT FISHERMAN'S TERMINAL OFFERING GUIDANCE ON  
[01:33:17] SOCIAL DISTANCING AND OTHER STEPS TO REMAIN HEALTHY. THE  
[01:33:21] SEASON FOR SALMON TYPICALLY RUNS FROM MID  
[01:33:25] APRIL THROUGH SEPTEMBER. BECAUSE SALMON AND HAKE SEASONS ARE  
[01:33:28] JUST STARTING IS DIFFICULT TO PREDICT  
[01:33:31] HOW ECONOMIC FACTORS WILL INFLUENCE THE PRICE OF WILD SEAFOOD  
[01:33:37] OKAY NEXT SLIDE.  
[01:33:41] THERE'S ANOTHER SIDE THAT HAS ANDY WINK.  
[01:33:48] OKAY, YOU CAN GO BACK TO THAT LAST SLIDE. YEAH, YOU CAN GO BACK. OKAY, I WOULD NOW LIKE TO  
[01:33:53] TURN IT OVER TO ANDY WINK  
[01:33:56] TO SHARE WITH YOU THE WORK THAT'S BEING DONE TO SUPPORT THE  
[01:34:00] UPCOMING BRISTOL BAY SALMON FISHERY.  
[01:34:04] THE BRISTOL BAY FISHERY IS TYPICAL OF OUR FLEET AT FISHERMAN'S TERMINAL WHO FISH  
[01:34:12] BRISTOL BAY, SOUTHEAST ALASKA, COPPER RIVER, THOSE PRISTINE,  
[01:34:17] WELL MANAGED FISHERIES UP IN ALASKA.  
[01:34:22] ANDY. PLEASE  
[01:34:23] ALL RIGHT AND ANDY I BELIEVE YOU RECEIVED AN UNMUTE PROMPT EARLIER. ARE YOU ABLE  
[01:34:29] TO UNMUTE YOURSELF?  
[01:34:35] LET ME TRY AND SEND THE PROMPT ONE MORE TIME.  
[01:34:43] ANDY ARE YOU WITH US?  
[01:34:48] OKAY I'M ON HERE.  
[01:34:51] WE ARE GETTING QUITE A BIT OF FEEDBACK.  
[01:34:58] STILL GETTING A LOT OF ECHOES.  
[01:35:01] OKAY THERE THAT'S BETTER. YES THANK YOU. SORRY ABOUT THAT. THANK YOU VERY MUCH KENNY.  
[01:35:09] AND THANK YOU COMMISSIONERS, AND EXECUTIVE DIRECTOR METRUCK  
[01:35:12] FOR HAVING ME HERE TO SPEAK WITH YOU TODAY.  
[01:35:17] WE HAVE A VERY LARGE FLEET. OUR FISHERY HAS ABOUT 8,000 FISHERMEN  
[01:35:23] THE FISHERY CREATES ROUGHLY 3200 JOBS IN WASHINGTON STATE AND AS KENNY SAID IT'S THE MOST

[01:35:32] VALUABLE WILD SALMON FISHERY IN THE WORLD, ALSO HAS THE LARGEST FLEET. WE HAVE A LOT OF PEOPLE  
[01:35:39] THAT ARE GOING TO BE COMING UP TO WESTERN ALASKA AND THEY'RE GOING TO BE COMING FROM  
[01:35:43] WASHINGTON STATE AND THEY'RE GOING TO BE GOING THROUGH THE SEA-TAC AIRPORT.  
[01:35:50] THERE'S BEEN A LOT OF CONCERN FROM LOCAL RESIDENTS AND BRISTOL BAY AROUND HOW  
[01:35:56] ARE WE GOING TO KEEP EVERYBODY SAFE WITH ALL THESE PEOPLE  
[01:35:59] COMING AND SO WE'VE HAD A LOT OF LONG  
[01:36:03] DAYS AS MANY OF YOU HAVE OUT THERE TRYING TO FIGURE OUT HOW  
[01:36:06] WE'RE GOING TO DO THIS AND OUR FOCUS IS  
[01:36:10] REALLY FROM DAY ONE THAT HOW ARE WE GOING TO HAVE A SAFE  
[01:36:13] SEASON AND MAKE IT SUCCESSFUL. SO I GUESS A  
[01:36:16] FEW THINGS I'LL SHARE WITH YOU JUST TO FOLLOW UP ON WHAT KENNY  
[01:36:20] SAID. THE STATE OF ALASKA HAS  
[01:36:23] ON THURSDAY COME OUT WITH HEALTH MANDATE 17, WHICH IS THE MANDATE THAT SETS  
[01:36:30] ALL THE REQUIREMENTS AND RECOMMENDATIONS FOR THE  
[01:36:34] COMMERCIAL FISHING INDUSTRY IN ALASKA.  
[01:36:38] THAT'S FOR THE THE INDEPENDENT FLEETS: YOUR SALMON FISHERIES,  
[01:36:40] YOUR HALIBUT BLACK COD FISHERIES, THINGS  
[01:36:43] LIKE THAT.  
[01:36:45] AND REALLY THE FISHERMEN IN THOSE FLEETS ARE GOING TO NEED  
[01:36:49] TO FOLLOW THE PROTECTIVE PLAN OR THEY'RE  
[01:36:52] GOING TO HAVE TO HAVE THEIR PROCESSOR SUBMIT  
[01:36:56] A PLAN THAT'S GOING TO COVER THEM IN LIEU OF THAT STATE PLAN. HOWEVER, AT LEAST  
[01:37:02] FOR OUR FISHERIES AND WHAT WE'VE HEARD FROM THE PROCESSORS IS  
[01:37:05] THEY'RE TELLING THEIR FLEETS LOOK THE STATE HAS  
[01:37:07] PUT OUT A PROTECTIVE PLAN, ITS APPENDIX 1 OF  
[01:37:13] MANDATE 17 AND TO GO AHEAD AND FOLLOW THAT.  
[01:37:18] THERE'S A REQUIREMENTS IN THERE SUCH AS LIKE CLOTH FACE MASKS WHEN THEY'RE TRAVELING,  
[01:37:25] THERE'S SOCIAL DISTANCING REQUIREMENTS WHICH ALASKA STILL HAS IN EFFECT AND LIKE KENNY  
[01:37:31] SAID, THE HEALTH MANDATE 10 WHEN PEOPLE TRAVEL INTO ALASKA THEY HAVE TO DO A MANDATORY 14-DAY  
[01:37:37] QUARANTINE. AND QUARANTINE AND TESTING ARE REALLY TWO ISSUES  
[01:37:41] THAT HAVE RECEIVED A LOT OF ATTENTION IN  
[01:37:44] BRISTOL BAY. THERE'S QUESTIONS AS TO WHETHER WE SHOULD HAVE PEOPLE QUARANTINING PRIOR TO  
[01:37:50] COMING OUT TO THE BAY AND THEN GETTING AHOLD OF TESTING HAS BEEN CHALLENGING JUST LIKE  
[01:37:56] EVERYWHERE ELSE. AS OF RIGHT NOW WE DON'T HAVE A REQUIREMENT FOR TESTING BUT IT YOU KNOW, THE  
[01:38:03] STANCE OF BB RSDA AND OF THE FISHING INDUSTRY HAS BEEN THAT ANYTHING THAT'S EFFECTIVE AND  
[01:38:10] WORKABLE TO KEEP PEOPLE SAFE, WE SHOULD BE LOOKING AT HOW TO BE ABLE TO  
[01:38:15] IMPLEMENT THAT. SO AS OF RIGHT NOW I DON'T THINK WE HAVE A FEASIBLE WAY TO GET  
[01:38:21] EFFECTIVE TESTING TO HAPPEN, BUT WE'LL HAVE TO SEE HOW THINGS DEVELOP AND WE COULD SEE REQUIREMENTS  
RELAX OR WE  
[01:38:32] REQUIREMENTS RELAX OR WE PUT IN PLACE AS WE GET CLOSER TO THE  
[01:38:35] SEASON. OUR SEASON TYPICALLY STARTS GOING IN LATE JUNE BUT WE REALLY START SEEING A  
[01:38:44] BIG INCREASE IN TRAVEL AROUND MID-MAY ALL THE WAY THROUGH LEADING RIGHT UP TO THE SEASON.  
[01:38:53] SO, I DON'T KNOW IF I CAN ANSWER EVERYBODY'S QUESTIONS PREEMPTIVELY, BUT IF ANYBODY HAS  
[01:38:58] QUESTIONS, I'D BE HAPPY TO I RESPOND TO THEM.  
[01:39:03] OKAY,  
[01:39:05] THANK YOU ANDY. WE'RE GOING TO COME BACK AND KIND OF WRAP THIS UP. I KNOW THAT YOU HAVE  
[01:39:11] A HARD STOP AT 2:30. I BELIEVE YOU'RE UP CALLING FROM  
[01:39:14] ANCHORAGE ALASKA. BUT LAUREN IF YOU COULD  
[01:39:18] PULL UP THE SLIDE THAT SAYS ACTION BY THE LARGE BOAT FLEET. IF YOU WILL.  
[01:39:34] WELL I CAN GO AHEAD AND BRING THIS TO CLOSURE. I WOULD LIKE TO SAY THAT FISHING COMPANIES,  
[01:39:43] ASSOCIATIONS AND SHORESIDE PROCESSORS ARE WORKING TOGETHER THROUGH THE-- I'M SORRY.  
[01:39:51] THERE'S ANOTHER SLIDE THAT SHOWS AN AERIAL PHOTO OF  
[01:39:55] TERMINAL 91. THERE YOU GO. THANK YOU, AND I DO  
[01:39:59] APOLOGIZE FOR THE SEQUENCING OF THESE.  
[01:40:03] WE'VE HAD MANY ITERATIONS IN A SHORT PERIOD OF TIME BUT WE'RE ALMOST DONE HERE.  
[01:40:09] SO AS I WAS SAYING, FISHING COMPANIES, ASSOCIATIONS, AND SHORESIDE PROCESSORS ARE WORKING  
[01:40:14] TOGETHER THROUGH THE AFISHC COMMITTEE WHICH STANDS FOR THE ALASKA FISHING INDUSTRY SAFETY  
[01:40:20] AND HEALTH COMMITTEE  
[01:40:22] JOINTLY WITH THE WASHINGTON STATE DEPARTMENT OF COMMERCE  
[01:40:26] TO ENSURE THE SAFETY OF THEIR WORKFORCE AT  
[01:40:29] SEA AND ASHORE. FOR CONTEXT, THE POLLAK A SEASON BEGINS IN  
[01:40:34] MID-JANUARY AND RUNS THROUGH MID-APRIL. THE POLLAK B SEASON  
[01:40:38] RUNS FROM JUNE THROUGH TO OCTOBER AND THERE'S A HAKE

[01:40:42] SEASON-- AND BOTH OF THOSE FISHERIES  
[01:40:46] ARE UP IN ALASKA.  
[01:40:48] HOWEVER OUR FLEET AT TERMINAL 91 IS PREPARING FOR DEPARTURE MID-MAY FOR A HAKE SEASON  
[01:40:58] OFF THE COAST OF WASHINGTON AND THAT RUNS THROUGH LATE JUNE AND THEY'LL COME BACK AND THEY'LL  
[01:41:04] RETURN TO THAT FISHERY IN SEPTEMBER THAT ARE RUNNING  
[01:41:07] THROUGH NOVEMBER. THE LARGER COMPANIES THAT  
[01:41:10] ARE HOMEPORTED AT TERMINAL 91  
[01:41:14] AND THAT ARE GOING TO BE PARTICIPATING IN THESE  
[01:41:16] RESPECTIVE FISHERIES ARE AS AN EXAMPLE THE  
[01:41:19] ARCTIC STORM AND EACH OF THESE COMPANIES DEPLOY 300-PLUS FOOT SIZE FISHING VESSELS THAT  
[01:41:29] CREW UP TO A HUNDRED PLUS CREW MEMBERS ON EACH OF THESE VESSELS. SO YOU HAVE YOUR ARCTIC  
[01:41:35] STORM FISHING COMPANY THAT HAS THREE OF THESE TYPES OF VESSELS, PHOENIX PROCESSOR HAS TWO,  
[01:41:43] GLACIER FISH COMPANY HAS THREE OF THESE VESSELS PLUS FOUR OF  
[01:41:47] THOSE TYPES OF VESSELS FROM WAIKIKI AMERICAN  
[01:41:52] SEAFOODS. OUR LARGEST HAS SIX OF THESE VESSELS AND THEN WE  
[01:41:55] HAVE THE GOLDEN ALASKA WITH ONE ANDALUCIAN  
[01:41:58] SPRAY  
[01:42:00] THAT HAS THE STARBOUND WITH ONE OF THESE VESSELS. OKAY LAUREN  
[01:42:03] NOW YOU CAN GO TO THAT LAST SLIDE WITH THE  
[01:42:07] MIDNIGHT SUN. AND THIS MIDNIGHT SUN IS A BRISTOL BAY GILLNETTER IT'S OWNED BY A  
[01:42:18] LONG TIME  
[01:42:20] ACTIVE MEMBER OF FISHERMAN'S TERMINAL AND FISHERMAN'S  
[01:42:23] TERMINAL ADVISORY COMMITTEE PROPER DAVID  
[01:42:26] HARTZLER. HE HAD THIS VESSEL CONSTRUCTED HERE IN THE STATE  
[01:42:30] OF WASHINGTON BUT THIS IS TYPICAL OF  
[01:42:34] THE TYPES OF BOATS THAT WILL PARTICIPATE IN THE BRISTOL BAY FISHERY THAT ARE OWNED AND  
[01:42:39] OPERATED BY INDEPENDENT FISHERS.  
[01:42:43] THESE TYPES OF  
[01:42:45] OF  
[01:42:47] THIS FLEET, IF YOU WILL, OF SALMON HARVESTERS ARE ELIGIBLE  
[01:42:50] FOR FEDERAL STIMULUS PROGRAMS OPERATED  
[01:42:54] BY THE UNITED STATES SMALL BUSINESS ASSOCIATION SUCH AS THE PAYCHECK PROTECTION  
[01:43:00] PROGRAM, THE DISASTER LOAN AND EMERGENCY ADVANCED PROGRAM, EXPRESS BRIDGE LOANS DEBT  
[01:43:08] RELIEF, AS WELL AS TWO PROGRAMS CREATED BY THE RECENT  
[01:43:12] CORONAVIRUS ECONOMIC STIMULUS PACKAGE KNOWN AS  
[01:43:15] THE CARES ACT AND THE PANDEMIC UNEMPLOYMENT ASSISTANCE FOR  
[01:43:18] SEAFOOD INDUSTRY WORKERS PROGRAM.  
[01:43:22] THIS PROGRAM REPRESENTS THREE HUNDRED MILLION DOLLARS IN FUNDS SPECIFICALLY SET ASIDE FOR  
[01:43:28] COMMERCIAL FISHERS. AND AGAIN BECAUSE THIS INDUSTRY OR THIS  
[01:43:32] FLEET HERE IN THE NORTH PACIFIC IS  
[01:43:35] JUST NOW STARTING, WE WON'T KNOW THE ECONOMIC IMPACTS OF THEIR HARVEST UNTIL THE END OF  
[01:43:42] THE SEASON AND THAT'S WHEN WE CAN ANTICIPATE THESE FISHERS REACHING INTO THESE AVAILABLE  
[01:43:50] FUNDS.  
[01:43:54] AND WITH THAT  
[01:43:56] I WOULD LIKE TO SAY THAT THE PORT OF SEATTLE IDENTIFYING  
[01:44:00] COMMERCIAL FISHING AS AN ESSENTIAL  
[01:44:04] INDUSTRY. WE ARE DOING WHAT WE CAN TO SUPPORT THESE EFFORTS.  
[01:44:09] ONE OF THE PRIMARY THINGS THAT WE ARE DOING IS WE'RE KEEPING OUR FACILITIES OPEN SO THAT THE  
[01:44:15] PARTICIPANTS THAT HOME PORT IN SEATTLE, PORTLAND FACILITIES CAN PREPARE  
[01:44:22] BE IT THEIR EQUIPMENT, BE IT THEIR NETTING, OR EVEN FOR TESTING,  
[01:44:28] WE ARE PROVIDING THE VENUES FOR THOSE ACTIVITIES, AND BECAUSE  
[01:44:31] ANDY HAS A HARD STOP AT 2:30. I'D LIKE  
[01:44:35] TO NOW OPEN IT UP TO THE COMMISSIONERS FOR QUESTIONS.  
[01:44:40] KENNY, THANKS. THIS IS COMMISSIONER PETER STEINBRUECK,  
[01:44:44] AND I WANT TO THANK YOU, STEPHANIE  
[01:44:48] JOHN STEBBINS, AND ANDY WINK, ESPECIALLY. I DON'T KNOW IF HE'S CALLING FROM BRISTOL  
[01:44:53] BAY, BUT HE'S OUR MAN ON THE WATER RIGHT NOW AS FAR AS THE DIRECT INFORMATIONAL SOURCE AND  
[01:45:01] PERSPECTIVE ON BEHALF OF THE THOUSANDS  
[01:45:05] OF SMALL BUSINESSES AND FISHING FISHERMEN WHO, AS WE'VE HEARD,  
[01:45:10] WILL BE LEAVING SHORTLY ARE PREPARING  
[01:45:15] AGAINST A LOT OF UNCERTAINTIES AND I HAVE A COUPLE OF  
[01:45:18] QUESTIONS FOR ANDY KNOWING THAT HE HAS TO LEAVE  
[01:45:21] AND THEN I'D LIKE TO OPEN IT UP TO MY COLLEAGUES ON THE

[01:45:23] COMMISSION IF THEY HAVE QUESTIONS  
[01:45:26] OR COMMENTS, BUT ANDY ARE YOU THERE?  
[01:45:30] I BELIEVE I WILL NEED TO SEND ANOTHER UNMUTE FOR HIM.  
[01:45:35] YES, I CAN HEAR YOU.  
[01:45:37] OKAY. AND AGAIN THANK YOU SO MUCH FOR BEING HERE AND SHARING YOUR PERSPECTIVE.  
[01:45:43] MY UNDERSTANDING IS THAT THE REQUIREMENT UNDER HEALTH  
[01:45:48] MANDATE 17 BY THE GOVERNOR OF ALASKA. IS  
[01:45:52] THAT THOSE DEPARTING FOR ALASKA AND THERE ARE HUNDREDS IF NOT THOUSANDS OF FISHERMEN WHO WILL  
[01:45:59] BE LEAVING SHORTLY TO ALASKA, THEY HAVE A SELF QUARANTINE FOR  
[01:46:04] 14 DAYS BEFORE ARRIVING AND THEN IN  
[01:46:09] ALASKA ANOTHER 14 DAYS IS REQUIRED. THAT SEEMS A LITTLE BIT CHALLENGING IF I MIGHT SAY,  
[01:46:16] BUT ON TOP OF THAT THERE'S A REQUIREMENT FOR THE CAPTAINS TO HAVE PROTECTIVE PLANS IN PLACE  
[01:46:22] AND TO REPORT ANY ISSUES.  
[01:46:25] I KNOW FROM FIRSTHAND EXPERIENCE GIVEN THAT I HAVE A SON WHO IS A GILLNETTER AND MY  
[01:46:32] BROTHER IS A CAPTAIN OF A SMALL BOAT, THE MAJESTIC, AND I KNOW FROM MY OWN EXPERIENCE  
[01:46:39] HAVING FISHED LAST SUMMER IN BRISTOL BAY WITH THEM THAT IT  
[01:46:42] IS IMPOSSIBLE TO SOCIALLY ISOLATE  
[01:46:46] FROM OTHER FISHERS.  
[01:46:49] AND UNDER THE CIRCUMSTANCES NOW, I THINK THE EXPECTATION IS  
[01:46:53] THAT THE FISHERS WILL BE EXPECTED  
[01:46:56] TO MORE OR LESS WORK QUARANTINED ON THEIR VESSELS AND WILL NOT  
[01:47:00] BE NOT BE ALLOWED TO TRAVEL FREELY  
[01:47:03] BETWEEN  
[01:47:05] MESS HALLS AND BUNKHOUSES AND AROUND THE CITY LIMITS. SO WHAT  
[01:47:09] IS THE ACTUAL BEST ADVICE IS WHERE  
[01:47:14] I'M GOING WITH THIS  
[01:47:16] TO PREPARE FOR TRAVEL AND TO SELF QUARANTINE AND GIVEN THIS  
[01:47:21] APPARENT REQUIREMENT FOR TWO LEVELS OF SELF  
[01:47:25] QUARANTINE? IT'S VERY CONFUSING. I WANT OUR FISHING COMMUNITY  
[01:47:29] MEMBERS TO KNOW WHAT THEY SHOULD BE DOING  
[01:47:32] IN ADVANCE OF ARRIVAL AND WHAT THEY SHOULD DO ONCE THEY GET THERE.  
[01:47:37] THANK YOU VERY MUCH. SO COMMISSIONER STEINBRUECK I  
[01:47:40] AGREE. IT IS VERY CONFUSING AND THE RULES  
[01:47:43] ARE CHANGING A LITTLE BIT AS EACH WEEK GOES BY AND ONE THING,  
[01:47:46] I'M GLAD I GOT A CHANCE TO SPEAK AGAIN BECAUSE  
[01:47:49] I WANTED TO GIVE EVERYONE A HEADS UP THAT THE UNITED FISHERMEN OF ALASKA IS HOSTING A  
[01:47:55] WEBINAR TOMORROW AT TEN O'CLOCK ALASKA TIME. THEY'RE GOING TO HAVE FOLKS FROM THE STATE THERE  
[01:48:02] AND THEY'RE GOING TO ANSWER QUESTIONS FROM FISHERMEN THAT  
[01:48:04] THEY HAVE ON ALL OF THESE DIFFERENT  
[01:48:07] RULES AND REGULATIONS.  
[01:48:10] IT'S MY UNDERSTANDING THAT THE 14-DAY REQUIREMENTS FOR  
[01:48:13] PEOPLE COMING INTO THE STATE, THEY  
[01:48:15] LIKE YOU TO QUARANTINE AHEAD OF TIME AS WELL, BUT IT'S REALLY WE'RE TALKING ABOUT ONCE YOU GO  
[01:48:20] INTO ALASKA AND WHAT DOES THAT LOOK LIKE. AND IN BRISTOL BAY,  
[01:48:22] YOU'RE RIGHT. IT'S NOT POSSIBLE TO  
[01:48:25] QUARANTINE ON YOUR VESSEL, ESPECIALLY WHEN YOU GET RIGHT  
[01:48:27] INTO BRISTOL BAY, THE BOATS ARE UP ON  
[01:48:30] BLOCKS. THEY'RE IN YARDS OUT OF HE WATER. AND SO THE WAY THAT THAT'S GOING TO WORK IS YOU'RE  
[01:48:35] REALLY LOOKING AT THE BOATYARD AS THE QUARANTINE DESTINATION AND WE'RE ENCOURAGING,  
[01:48:43] IT'S NOT REQUIRED, THAT YOU TELEPHONICALLY ORDER STUFF FROM, SAY, THE  
[01:48:47] GROCERY STORE OR FROM PART STORES AND GEAR SHOPS. THE BEST  
[01:48:51] PRACTICE WOULD BE TO CALL THOSE STORES, HAVE  
[01:48:55] THEM DELIVER YOUR GOODS TO YOU SO THAT YOU DON'T HAVE TO  
[01:48:59] GO OUT IN THE COMMUNITY AND MINGLE  
[01:49:02] AND YOU KNOW, POSSIBLY SPREAD THE VIRUS. SO, YOU KNOW,  
[01:49:08] A LOT OF THOSE THINGS ARE WHAT THE FISHERMEN ARE GOING TO HAVE  
[01:49:10] TO DO AND IF YOU THINK ABOUT A FISHING  
[01:49:12] BOAT, LIKE YOU SAID, YOU CAN'T ISOLATE THE CREW FROM EACH OTHER SO IT'S ALMOST YOUR HOME FOR THE  
[01:49:19] SUMMER. THE PEOPLE THAT YOU'RE IN YOUR HOUSE WITH YOU HAVE CONTACT WITH JUST LIKE WE ALL DO  
[01:49:24] AND THAT'S GOING TO BE TRUE OF THE FISHERMAN AS WELL. AND THEN THEIR TRUE QUARANTINE WILL  
[01:49:30] START ONCE THEY GET OUT ON THE WATER AND AWAY FROM THE BOAT  
[01:49:33] YARD BECAUSE WELL, THEY'RE IN THE BOAT  
[01:49:36] YARD AT LEAST IN BRISTOL BAY. YOU CAN HAVE A HUNDRED PLUS BOATS IN SOME YARDS AND THEY'RE

[01:49:43] SHARED LAUNDRY, THEY'RE SHARED BATHROOMS.  
[01:49:46] SO THERE'S GOING TO BE SOME PLACES WHERE YOU CAN HAVE SOME KIND OF  
[01:49:52] CONTACT AND POSSIBLY SPREAD THAT VIRUS BUT WE'VE BEEN VERY  
[01:49:55] IN TOUCH WITH THE STATE OF ALASKA  
[01:49:58] ABOUT THE NEED TO HAVE ENFORCEMENT  
[01:50:02] ON THESE MANDATES TO MAKE SURE THAT PEOPLE ARE FOLLOWING THE REQUIREMENTS.  
[01:50:09] SO, LIKE I SAID, I WANT TO PLUG THAT WEBINAR AND MAYBE YOU GUYS COULD PUT UP A LINK.  
[01:50:15] VERY GOOD. AND JUST ONE MORE QUICK QUESTION AND THEN I'LL TURN IT OVER.  
[01:50:21] IF ONE OF THE CREW MEMBERS SHOULD HAPPEN TO GET SICK ON THE VESSEL,  
[01:50:29] WE KNOW THAT THERE ARE VERY FEW HEALTH FACILITIES ANYWHERE  
[01:50:32] CLOSE BY. WHAT SHOULD THEY DO? WHAT ARE  
[01:50:36] THEY BEING TOLD TO DO IF THEY SHOULD HAPPEN TO GET SICK AT SEA?  
[01:50:42] SO WHAT WE'RE ENCOURAGING OUR FLEET TO DO AND WE DON'T HAVE  
[01:50:45] THE ABILITY TO REQUIRE THEM TO DO THIS,  
[01:50:48] OR THE AUTHORITY TO, THOUGH I WILL SAY THAT I THINK IF WE DID,  
[01:50:51] WE WOULD REQUIRE IT. WE WANT THEM TO  
[01:50:54] SIGN UP FOR MEDEVAC COVERAGE SO THAT, IN ADVANCE, IF YOU NEED TO MEDEVAC SOMEONE OUT, IF YOU HAVE  
[01:51:00] COVERAGE FOR THAT, AND WE'VE GOT A DISCOUNTED RATE I THINK IF  
[01:51:03] YOU'RE IN ALASKA RESIDENT, IT WOULD BE  
[01:51:06] SOMETHING LIKE \$100 FOR THE ENTIRE YEAR TO COVER YOU AND  
[01:51:09] YOUR HOUSEHOLD SO EACH CREW MEMBER UNLESS  
[01:51:12] THEY'RE RELATED WOULD HAVE TO HAVE COVERAGE BUT IT'S A SMALL COST TO PAY FOR HUGE MEDEVAC  
[01:51:20] BILLS THAT COULD HAPPEN THIS YEAR. AND THERE'S ONE OTHER PART ABOUT  
[01:51:26] THIS MEDEVAC INSURANCE MEMBERSHIP PROGRAM IS THAT  
[01:51:29] YOU CAN GET TELEMEDICINE. YOU CAN GET TELL THE  
[01:51:32] DOC SERVICE FOR THREE DOLLARS A MONTH SO BEFORE YOU GET TO A MEDEVAC SITUATION YOU'RE  
[01:51:37] PROBABLY GOING TO WANT TO TALK TO A DOCTOR WHICH CAN BE  
[01:51:39] DIFFICULT WHEN YOU'RE OUT ON A FISHING BOAT BUT  
[01:51:42] THIS SERVICE WOULD ALLOW YOU TO DO THAT AND WE'VE SPOKEN TO THE MEDEVAC COMPANIES. THEY HAVE  
[01:51:47] ACCESS TO LOTS OF PLANES SO WE'RE VERY CONFIDENT THAT  
[01:51:50] EVEN IF WE HAD AN OUTBREAK SITUATION,  
[01:51:54] WE KNOW THAT THE LOCAL MEDICAL FACILITIES CAN HANDLE THAT. WE REALIZE THAT WE CAN GET  
[01:52:01] THOSE PEOPLE OUT OF THE REGION AND GET THEM TO PLACES WHERE THEY CAN GET CARE.  
[01:52:06] GREAT. THOSE ARE TWO GREAT RECOMMENDATIONS. CAN WE OPEN IT  
[01:52:10] UP FOR COMMISSIONERS TO OFFER COMMENTS OR QUESTIONS BEFORE HE TAKES OFF?  
[01:52:13] YES, WE WILL FIRST GO TO COMMISSIONER BOWMAN WHO SHOULD NOW BE UNMUTED.  
[01:52:24] HI, NO QUESTIONS ANDY. THANKS FOR THE INFORMATION AND JUST  
[01:52:27] WISHING EVERYBODY THE BEST OF LUCK AND IF  
[01:52:30] THERE'S SOMETHING SPECIFIC THAT THE PORT OF SEATTLE CAN DO TO  
[01:52:32] HELP THE FISHERMEN, I HOPE THAT YOU'LL  
[01:52:35] REACH OUT TO KENNY OR THE COMMISSIONERS. THANK YOU. THANK YOU.  
[01:52:41] THANK YOU. NEXT, COMMISSIONER CALKINS.  
[01:52:45] HI, THANKS.  
[01:52:47] GREAT PRESENTATION. ENCOURAGING TO HEAR THE EXTRAORDINARY  
[01:52:51] EFFORTS BEING UNDERTAKEN TO ENSURE THIS PART  
[01:52:55] OF THE FOOD SUPPLY CHAIN IS SECURE. I KNOW THAT'S A VERY SIGNIFICANT CONCERN AND WE'VE  
[01:53:00] ALREADY SEEN OTHER AREAS IN OUR NATION'S FOOD SUPPLY THAT COME UNDER STRESS BECAUSE OF COVID. I  
[01:53:07] ALSO JUST AS AN ASIDE WANTED TO ASK KENNY IF HE GOT A REPORT ON THE VESSEL FIRE THAT HAPPENED.  
[01:53:14] I THINK IT WAS ON SUNDAY.  
[01:53:16] YES COMMISSIONER. IT BELONGED TO A LONGTIME RESIDENT FISHERMAN AT FISHERMAN'S TERMINAL.  
[01:53:24] A 58-FOOT SINGER CALLED THE COLUMBIA.  
[01:53:27] THE DAMAGE WAS LIMITED TO THE PILOTHOUSE. NO  
[01:53:33] DAMAGE TO THE JOINING VESSELS OR THE DOCK. IT'S VERY UNFORTUNATE CIRCUMSTANCE IN THAT  
[01:53:42] THIS FISHER WAS GETTING READY TO GO FISHING IN ALASKA. SO APPARENTLY THAT WON'T HAPPEN.  
[01:53:50] AGAIN, THAT'S TYPICAL. THESE ARE THE RISKS THAT ARE ALWAYS PREVALENT WHEN YOU'RE TALKING  
[01:53:56] ABOUT THE INDEPENDENT FISHERS WHO OWN-- THAT ONE BOAT IS THEIR BUSINESS.  
[01:54:01] AND EVERYONE OKAY, YES, THERE WERE NO INJURIES TO REPORT. THANK YOU.  
[01:54:12] ANYTHING FURTHER COMMISSIONER CALKINS? NO.  
[01:54:17] OKAY NEXT COMMISSIONER CHO?  
[01:54:22] THANKS FOR THE PRESENTATION I DON'T HAVE ANY FURTHER QUESTIONS, THANK YOU.  
[01:54:27] GREAT AND THEN COMMISSIONER FELLEMAN.  
[01:54:31] YES, ANDY, THANK YOU AGAIN. I WOULD LIKE TO GRAB A COUPLE  
[01:54:34] OF SECONDS FROM YOU. ULTIMATELY I THINK IT



[01:54:37] SEEMS TO ME THAT A LOT OF THE CHALLENGE BESIDES THE PERSONAL THINGS THAT THE FISHERMEN HAVE  
[01:54:43] TO INCUR IS THE DEGREE TO WHICH THE COMMUNITIES FEEL THAT THAT'S SUFFICIENT TO ADDRESS THEIR  
[01:54:49] CONCERNS AND I WAS JUST WONDERING, I'VE HEARD FROM SOME  
[01:54:52] NATIVE ALASKANS THAT THERE'S STILL  
[01:54:55] QUITE A BIT OF HEIGHTENED CONCERN ABOUT THE EXPOSURE  
[01:54:58] TO THE LOCAL COMMUNITY. I WAS WONDERING  
[01:55:02] IF YOU CAN PROVIDE ANY INSIGHT ON HOW THOSE CONCERNS ARE BEING QUELLED OR NOT.  
[01:55:08] YEAH, THANK YOU. MR. FELLEMAN. IT'S KIND OF THE STATE AND THE COMMUNITIES' JOB  
[01:55:16] TO FIGURE OUT WHAT STEPS ARE REASONABLE AND NEEDED IN THE INTEREST OF PUBLIC HEALTH AND I  
[01:55:24] THINK THERE'S BEEN SOME ANIMOSITY BETWEEN THE STATE  
[01:55:27] AND THE BRISTOL BAY REGION AND SOME OF THE  
[01:55:30] LOCAL COMMUNITIES. I KNOW THAT THEY'VE HAD A LOT OF CALLS AND A LOT OF DIALOGUE OVER THE PAST  
[01:55:36] COUPLE WEEKS AND WE DON'T FEEL LIKE IT'S REALLY OUR PLACE TO INSERT OURSELVES IN THAT BUT WE  
[01:55:42] JUST LISTEN AND TRY TO SUPPORT. I'VE BEEN IN CONTACT WITH ALL THREE BOROUGH MANAGERS  
[01:55:50] OVER THE LAST COUPLE DAYS JUST REACHING OUT TO SAY WHAT DO YOU NEED? YOU KNOW, DO YOU NEED PPE  
[01:55:55] SUPPLIES? SHOULD WE LOOK AT HOSPITAL SHIPS IS AN IDEA THAT WE'VE BEEN LOOKING  
[01:56:02] AT BECAUSE YOU KNOW, WHAT WE'VE HEARD FROM THESE COMMUNITIES IS WE NEED TO BE CAREFUL ABOUT  
[01:56:07] SPREADING THE VIRUS BUT NOT OVERLOADING THE MEDICAL FACILITIES. SO,  
[01:56:13] I THINK THE STATE HAS MADE IT CLEAR THAT THEY INTEND TO HAVE FISHING OPERATIONS THIS  
[01:56:19] YEAR AND THEY'VE LAID OUT A PLAN FOR SAFELY DOING THAT. THEIR MEDICAL PERSONNEL AT  
[01:56:25] THE STATE IS REALLY GUIDING WHAT THOSE REQUIREMENTS ARE  
[01:56:28] GOING TO BE AND WE FEEL LIKE IT'S OUR ROLE  
[01:56:31] IN THAT IS TO HELP MAKE SURE THE FLEET UNDERSTANDS HOW TO COMPLY BECAUSE MOST OF THE  
[01:56:37] EMAILS, CALLS, THAT I GET ARE AROUND, IF I HAD TO SUM THEM ALL UP, IT WOULD BE WE WANT  
[01:56:44] THE COMMUNITY TO BE SAFE, WE WANT EVERYONE TO BE SAFE, AND WE  
[01:56:47] WANT TO BE ABLE TO HAVE A SEASON. JUST TELL US WHAT  
[01:56:49] WE HAVE TO DO TO MAKE THAT HAPPEN AND SO COMMUNICATION IS REALLY IMPORTANT HERE BECAUSE I  
[01:56:54] THINK THAT 99% OF COMPLIANCE IT'S JUST COMMUNICATION.  
[01:57:00] WELL CLEARLY WITH THE STATE OF THE OIL COMPANIES AND THE CRUISE INDUSTRY, THE PRESSURE TO  
[01:57:06] HAVE SOME SORT OF ECONOMIC ACTIVITY IN ALASKA IS PROBABLY GREATER THAN EVER AND SO I'M  
[01:57:11] SURE THAT THERE'S TREMENDOUS PRESSURE BACK AND FORTH. THE  
[01:57:15] ONLY OTHER THING IS THE QUESTION ABOUT  
[01:57:18] THE X VESSEL VALUE YOU EXPECT TO GET FOR THESE FISH GIVEN THAT  
[01:57:21] THE RESTAURANTS ARE NOT PROVIDING IT  
[01:57:23] OR IT'S GOING TO BE A LOT OF FROZEN PRODUCT THIS YEAR.  
[01:57:26] ALMOST ALL OF OUR PRODUCT IS  
[01:57:29] FROZEN AND MAYBE AROUND 10% OF IT IS CANNED. IT USED TO BE MOSTLY CANNED DECADES AGO BUT  
[01:57:36] FROZEN IS REALLY WHAT WE IN THE BAY HAVE ALWAYS DONE PRIMARILY.  
[01:57:42] AND SO THE WAY THAT BRISTOL BAY FISHERIES WORKS IS WE HAVE A LOT  
[01:57:45] MORE EXPOSURE TO RETAIL AS OPPOSED TO  
[01:57:48] RESTAURANTS SO THE RESTAURANT CLOSURES, THEY DON'T DO ANYBODY ANY FAVORS IN TERMS OF  
[01:57:54] ECONOMIC BENEFITS BUT IT'S NOT AS BIG OF A DEAL FOR OUR FISHERY WE'RE TALKING ABOUT HALIBUT  
[01:58:00] AND  
[01:58:01] CRAB AND THINGS LIKE THAT. THAT'S GOING TO HAVE A LOT  
[01:58:04] BIGGER IMPACT. CERTAINLY OYSTERS AND SHELLFISH  
[01:58:07] AND THINGS LIKE THAT. SO WE'VE ACTUALLY SEEN SOME STORES THAT HAVE LIMITED SALES OF STOCK. I  
[01:58:12] KNOW COSTCO WAS DOING THAT FOR A WHILE WHEN THERE WAS THIS BIG SURGE IN BUYING SO WE DON'T FEEL  
[01:58:19] LIKE THERE'S GOING TO BE A TREMENDOUS ASSET TO DEMAND AND REALLY IT WOULD BE-- THIS  
[01:58:25] IS THIS IS THE TIME WHEN PEOPLE SHOULD BE EATING HEALTHY FOODS AND  
[01:58:30] ALASKA SALMON AND SOCKEYE IS REALLY HEALTHY AND GOOD FOR YOU. SO  
[01:58:36] YEAH, THAT'S KIND OF, IN TERMS OF MARKET SITUATION, I THINK WE'LL BE SELLING INTO  
[01:58:42] MARKET THAT WANTS WHAT THIS FISHERY HAS.  
[01:58:48] WELL, I'M GLAD. AT LEAST THAT'S SOME GOOD NEWS AND THAT'S MAYBE SOMETHING THE PORT CAN HELP WITH  
[01:58:51] I KNOW I DID A PSA ABOUT EAT FISH IT'S GOOD FOR YOU. WE CAN PERHAPS CONTINUE THOSE EFFORTS.  
[01:58:58] THAT WOULD BE GREAT, THANK YOU.  
[01:59:00] ANY FINAL COMMENTS OR QUESTIONS FROM COMMISSIONERS?  
[01:59:05] LET'S GO THROUGH EVERYBODY ONCE MORE  
[01:59:08] COMMISSIONER BOWMAN, ANYTHING FURTHER? NOPE THANK YOU.  
[01:59:13] THANK YOU. COMMISSIONER CALKINS?  
[01:59:20] NOT RIGHT NOW.  
[01:59:23] COMMISSIONER CHO?  
[01:59:27] I'M GOOD, THANK YOU  
[01:59:29] AND COMMISSIONER FELLMAN ONE LAST CHANCE. NO THANK YOU.

[01:59:45] I'LL CLOSE THEN. IT'S IMPORTANT TO NOTE THAT SEAFOOD  
[01:59:47] IS A PRETTY IMPORTANT NORTHWEST SEAPORT ALLIANCE  
[01:59:52] CARGO MATERIAL THAT GOES BETWEEN ALASKA AND SEATTLE AND  
[01:59:56] THROUGH SEATTLE AS A PORTAL TO GLOBAL  
[02:00:00] DISTRIBUTION, SO WE HAVE A LOT OF INTEREST HERE AND WE'RE  
[02:00:04] GRATEFUL FOR OUR HISTORIC AND CURRENT  
[02:00:07] RELATIONSHIP WITH THE STATE OF ALASKA AND ALL THE WONDERFUL PEOPLE WHO WORK THERE  
[02:00:14] IN THE VARIOUS INDUSTRIES. AND THAT SAID, I JUST WANT TO END HERE WITH THE PLUG FOR THE  
[02:00:21] UNITED STATES FISHERMAN OF ALASKA WEBINAR TOMORROW THAT  
[02:00:25] ANDY MENTIONED. I THINK THAT THERE IS A WEBSITE  
[02:00:28] PEOPLE CAN GO TO THAT ALSO OFFERS A LOT OF INFORMATION TO FISHERS. IT'S UFAFISH.ORG  
[02:00:37] FOR THE UNITED FISHERMEN OF ALASKA, AND THERE'S THE COVID-19 PAGE THERE  
[02:00:46] THAT WILL PROVIDE A LOT OF ADDITIONAL INFORMATION.  
[02:00:48] THANK YOU ALL FOR THIS. VERY INFORMATIVE  
[02:00:50] PRESENTATION. THANK YOU VERY MUCH COMMISSIONER. THANK YOU ANDY. THANK YOU COMMISSIONERS.  
[02:00:56] OKAY, WE'LL MOVE ON NOW TO THE NEXT ITEM ON OUR AGENDA, ITEM 7B, A VERY IMPORTANT  
[02:01:04] PRESENTATION HERE. SO ITEM 7B IS THE DRAFT EARLY ACTION  
[02:01:10] RECOVERY PLAN. COMMISSIONERS, AS COVID-19  
[02:01:15] MOVES US THROUGH AN UNPRECEDENTED SOCIAL AND ECONOMIC  
[02:01:21] CRISIS, WE RECOGNIZE THE UNIQUE POSITION THE PORT IS IN TO LEAD ECONOMIC RECOVERY EFFORTS ACROSS  
[02:01:26] THE REGION AND INDEED THE STATE. WE JUST HEARD A BRIEFING  
[02:01:29] ON THE IMPACTS THE VIRUS IS HAVING ON THE FISHING INDUSTRY  
[02:01:31] WHICH IS AN INDUSTRY THAT IS FOUNDATIONAL TO THE PORT AND IN  
[02:01:37] OUR COMMUNITY. WHAT YOU'LL HEAR NEXT IS A DRAFT FRAMEWORK OF OUR  
[02:01:41] INITIAL EARLY ACTION RECOVERY PLAN.  
[02:01:44] THIS FRAMEWORK IS BUILT ON YOUR APRIL 14 DIRECTION. THIS FRAMEWORK IS THE FIRST STEP  
[02:01:50] OF A MULTI-LEVEL PROCESS. TODAY WE'LL PRESENT THE ELEMENTS OF  
[02:01:53] OUR ECONOMIC RECOVERY PLAN. THE NEXT  
[02:01:56] STEP WOULD BE UNDERSTANDING THE PORT'S FINANCIAL CAPACITY TO R  
[02:01:59] ESOURCE THE PLAN. CFO DAN THOMAS AND HIS  
[02:02:02] TEAM ARE HARD AT WORK ON THIS ANALYSIS AND WE'LL ASK HIM TO  
[02:02:05] DISCUSS THE CONSIDERATIONS OF THIS ANALYSIS  
[02:02:08] WHEN HE PRESENTS LATER ON FOR ITEM 7E. AND THEN THE FINAL STEP IN THE PROCESS IS THE  
[02:02:14] DEVELOPMENT AND FINALIZATION OF AN ACTION PLAN, TIMELINE, AND  
[02:02:18] PHASING. THIS WILL INCLUDE PRIORITIZATION OF THE  
[02:02:21] MEASURES, OBJECTIVES, AND THEN MEASURES OF SUCCESS. AS WE MOVE  
[02:02:25] FORWARD INTO THE RECOVERY, WE WILL  
[02:02:28] REMAIN AGILE AND ASSESS OUR ACTIONS TO DETERMINE HOW WE CAN BEST UTILIZE THE PORT'S  
[02:02:33] RESOURCES AND LEVERAGE OUR ASSETS TO STRENGTHEN OUR ECONOMY  
[02:02:37] IN A MANNER THAT IS EQUITABLE, JUST,  
[02:02:40] ACCOUNTABLE, TRANSPARENT, AND SUSTAINABLE. AS PLANS DEVELOP, WE WILL KEEP THE COMMISSION  
[02:02:45] UPDATED ON OUR PROPOSED ACTIONS. SO AS PART OF THE PRESENTERS, I'LL START OFF THEN OTHER  
[02:02:50] PRESENTERS WILL INCLUDE OUR CHIEF OPERATING OFFICER DAVE SWANKY,  
[02:02:53] PIERCE EDWARDS, SENIOR DIRECTOR FOR RNAL RELATIONS,  
[02:02:56] STEPHANIE JONES STEBBINS, MANAGING DIRECTOR OF MARTIME, DAVID MCFADDEN, MANAGING  
[02:03:02] DIRECTOR OF ECONOMIC DEVELOPMENT, AND  
[02:03:05] BOOKDA GHEISAR, OUR SENIOR DIRECTOR OF OUR OFFICE OF EQUITY, DIVERSITY, INCLUSION.  
[02:03:08] SO WE'LL MOVE RIGHT INTO THE PRESENTATION.  
[02:03:22] I'M GETTING IT UP RIGHT NOW.  
[02:03:31] ALRIGHT SO THE PRESENTATION SHOULD NOW BE SHARED ON EVERYONE'S SCREEN.  
[02:03:39] SO JUST TO RECAP THIS IS FROM THE RECOVERY MOTION THAT YOU PASSED REQUIRING THIS REPORT  
[02:03:46] AND REALLY THIS IS JUST THE AREAS THAT THE RECOVERY  
[02:03:51] MOTION TOUCHED ON. PORT EMPLOYEES AND PARTNERS, OUR CAPITAL PROGRAM INVESTMENTS,  
[02:03:57] WHICH WE'RE GOING TO HEAR ABOUT LATER ON, PRIORITIZE ECONOMIC  
[02:03:59] DEVELOPMENT AND COMMUNITY INVESTMENT PROGRAMS,  
[02:04:01] WHICH IS NOW AND THEN MAXIMIZING PARTNERSHIPS TO LEVERAGE FUNDING GOING FORWARD.  
[02:04:08] NEXT SLIDE, PLEASE.  
[02:04:12] AND WE'VE ALREADY DISCUSSED SOME OF THE EARLY ACTIONS THAT WE'VE TAKEN ALREADY WHICH  
[02:04:17] LOOK BOTH AT THE HEALTH OF BOTH PORT EMPLOYEES AND OUR TRAVELERS AND IN THE PUBLIC AND  
[02:04:25] THEN OUR EARLY ACTIONS ALSO THE BELIEF THAT WE'VE TALKED ABOUT EARLIER TO SUPPORT  
[02:04:29] OUR TENANTS AND OUR CONCESSIONAIRES WE HEARD ABOUT EARLIER IN THE DISCUSSION.  
[02:04:34] NEXT SLIDE, PLEASE.  
[02:04:38] OF COURSE THE COMMISSION'S GUIDING PRINCIPLES FOR THE RECOVERY INCLUDED EQUITY,

[02:04:43] SUSTAINABILITY, AND COMMUNITY ENGAGEMENT WHICH IS PART OF OUR PROCESS GOING FORWARD. AND AS A  
[02:04:48] TRANSITION TO THAT I'D LIKE TO ASK OUR DIRECTOR OF THE OFFICE OF EQUITY DIVERSITY INCLUSION,  
[02:04:54] BOOKDA, TO GIVE A QUICK OVERVIEW OF THAT FRAMEWORK.  
[02:05:00] YES I BELIEVE THAT SHE IS IN A CONFERENCE ROOM AND I AM UNMUTING THAT NOW.  
[02:05:07] CAN YOU HEAR ME? YES WE CAN. THANK YOU. GOOD AFTERNOON COMMISSIONERS AND GOOD AFTERNOON  
[02:05:14] EXECUTIVE DIRECTOR METRUCK. THANK YOU FOR THIS OPPORTUNITY.  
[02:05:17] THE RECOVERY MOTION THAT PASSED AS  
[02:05:20] WAS JUST SHARED REQUIRED THAT EQUITY WOULD BE A CRITICAL CONSIDERATION FOR EFFORTS MOVING  
[02:05:27] FORWARD SO THE OFFICE OF EQUITY DIVERSITY AND INCLUSION HAS PRESENTED A FRAMEWORK FOR  
[02:05:34] CONSIDERATION AND EMBEDDING EQUITY PRINCIPLES INTO OUR PRACTICES.  
[02:05:40] THANK YOU LAUREN. THE EQUITY FRAMEWORK FOR A RECOVERY  
[02:05:45] PROPOSES A NUMBER OF PRINCIPLES, BUT I WANT  
[02:05:50] TO JUST SAY A LITTLE BIT ABOUT HOW WE ARRIVED AT THESE  
[02:05:54] PRINCIPLES. OUR OFFICE CONNECTED TO TEN OTHER  
[02:05:58] PORTS AROUND THE COUNTRY AND HELD MEETINGS TO DISCUSS THEIR  
[02:06:02] EFFORTS. WE'VE ALSO PARTICIPATED IN A  
[02:06:07] NUMBER OF CALLS WITH ALL OF THE MEMBERS OF GOVERNMENT: ALLIANCE  
[02:06:10] FOR RACIAL EQUITY WHICH IS ABOUT 70 JURISDICTIONS  
[02:06:13] AROUND THE COUNTRY THAT HAVE EQUITY EFFORTS. AS WE DISCUSSED COVID-19 RESPONSE FROM  
[02:06:20] ALL OF THESE OFFICES, WE'VE REALLY ARRIVED AT THESE  
[02:06:24] PRINCIPLES THAT INTEGRATING VALUES OF EQUITY AND  
[02:06:27] INCLUSION AT ALL LEVELS IS CRITICAL, PRIORITIZING THE MOST VULNERABLE AND IMPACTED,  
[02:06:34] MITIGATING ECONOMIC LOSS, ENSURING LANGUAGE AND CULTURAL  
[02:06:37] COMPETENCE, AND SUPPORTING COMMUNITY BASED ORGANIZATIONS  
[02:06:40] WHO IS PART OF THE COMMUNITY'S BIGGEST IMPACT.  
[02:06:47] NEXT SLIDE PLEASE.  
[02:06:51] GOOD AFTERNOON COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK. PIERCE EDWARDS, DIRECTOR OF  
[02:06:54] EXTERNAL RELATIONS. PORT STAFF CONTINUES TO ENGAGE WITH OUR  
[02:06:57] FEDERAL, STATE, AND LOCAL PARTNERS FOR RELIEF AND  
[02:07:00] RECOVERY. AT THE FEDERAL LEVEL, TOGETHER WITH OUR DC REPRESENTATIVE JEFF MARQUIS, WE  
[02:07:05] HAVE STAYED IN NEAR CONSTANT COMMUNICATION WITH THE  
[02:07:07] CONGRESSIONAL DELEGATION, THE SMALL BUSINESS  
[02:07:09] ADMINISTRATION, AND OTHER FEDERAL AGENCIES ABOUT LEGISLATIVE ACTIVITY OF COVID  
[02:07:14] RELIEF PACKAGES AND PREFERENCES FOR BILLS UNDER FUTURE CONSIDERATION  
[02:07:19] [INAUDIBLE] AND ACTIVITY WITH OUR ASSOCIATIONS. FOR EXAMPLE, WE'VE BEEN WORKING WITH  
[02:07:24] THE AMERICAN ASSOCIATION OF PORT AUTHORITIES TO PROMOTE THE  
[02:07:26] INTERESTS OF US PORTS. THEIR EFFORTS ARE  
[02:07:29] GETTING SOME TRACTION. WE'RE HELPING TO SHAPE WHAT THEY DO. SIMILARLY ON THE  
[02:07:35] AVIATION SIDE, LANCE LITTLE AND HIS TEAM AND OTHERS HAVE BEEN  
[02:07:38] WORKING IN CLOSE COORDINATION WITH THE ACI OR AIRPORTS COUNCIL INTERNATIONAL  
[02:07:43] ABOUT THE INTEREST OF AIRPORTS.  
[02:07:46] THE PORT IS ACTIVELY PURSUING REIMBURSEMENTS FROM FEMA AND CONTROL AUDIT RESEARCH TO WORK  
[02:07:50] STATES COORDINATING OFFICE FOR FEMA TO DETERMINE WHAT IS  
[02:07:53] ELIGIBLE FOR REIMBURSEMENT. TURNS OUT FEMA WILL REIMBURSE THE PORT FOR COVID-19 ON  
[02:07:55] SANITIZING RELATED EXPENSES, CLEANING COSTS AND PPE. CERTAIN  
[02:08:02] CONSTRUCTION RELATED COVID 19 SAFETY CHANGE ORDERS, AND COVID 19 RELATED OVER TIME. THAT  
[02:08:07] IS ESTIMATED TO COME TO A FEW MILLION DOLLARS IN POTENTIAL REIMBURSEMENT AS OF THIS WEEK.  
[02:08:13] STATE AND REGIONALLY, ON THE STATE SIDE WE CONTINUE TO COORDINATE WITH THE GOVERNOR'S  
[02:08:18] OFFICE ON THE RELIEF AND RECOVERY INCLUDING EFFORTS TO  
[02:08:21] MAKE SURE THAT THERE IS AN UNDERSTANDING OF CORE OPERATIONS  
[02:08:23] AND RELEVANCE TO STATE ECONOMIC RECOVERY AS THE  
[02:08:26] STATE CONSIDERS STEPS TO REOPEN THE ECONOMY.  
[02:08:29] REGIONALLY WE'RE ALSO WORKING WITH THE MAYOR'S TEAM AND  
[02:08:32] EXECUTIVE CONSTANTINE'S SENIOR STAFF  
[02:08:35] ON A HOST OF ISSUES INCLUDING RELIEF EFFORTS, RECOVERY, WEST SEATTLE BRIDGE, PORT OPERATIONS.  
[02:08:42] EDD AVIATION EXTERNAL RELATIONS STAFF ARE ALSO IN REGULAR COMMUNICATIONS WITH THE AIRPORT  
[02:08:46] AREA COMMITTEES ON PROJECTS,  
[02:08:49] CORE ECONOMIC DEVELOPMENT PARTNERSHIPS, AND PARTNERSHIPS THAT WE HAVE WITH BRUCE SUCH THE  
[02:08:55] SEATTLE SOUTH SIDE CHAMBER TO PROMOTE A SERIES OF WEEKLY LIVE  
[02:08:57] WEBINARS ON EVERYTHING FROM HOW TO APPLY FOR  
[02:09:00] SBA LOANS AND EMERGENCY LOAN PROGRAMS TO MARKETING DURING DIFFICULT ECONOMIC TIMES.  
[02:09:08] WE'VE ALSO BEEN DIRECTLY INTERACTING WITH PORT  
[02:09:12] STAKEHOLDERS RELATING TO CARE ACT LOAN PROGRAMS AND RESOURCES AND I'LL SHARE

[02:09:15] MORE ABOUT OUR ADVOCACY EFFORTS  
[02:09:21] LATER ON IN THIS PRESENTATION. NEXT SLIDE, PLEASE.  
[02:09:26] AS THE REGION MOVES THROUGH THIS CRISIS, THE PORT IS A MAJOR  
[02:09:28] ECONOMIC DRIVER AND HAS AN IMPORTANT ROLE  
[02:09:31] LEADING REGIONAL ECONOMIC RECOVERY AND JOB RECOVERY.  
[02:09:34] FOR EXAMPLE, THE PORT'S MISSION IS TO PROMOTE  
[02:09:37] ECONOMIC OPPORTUNITY AND QUALITY OF LIFE IN THE REGION BY  
[02:09:39] ADVANCING TRADE, TRAVEL, COMMERCE, AND JOB  
[02:09:42] CREATION IN AN EQUITABLE, ACCOUNTABLE, ENVIRONMENTALLY RESPONSIBLE MANNER. THROUGH ITS  
[02:09:47] OPERATIONS, THE PORT DRIVES THE ECONOMY OF THE REGION, OF THE STATE, ALL OF WASHINGTON.  
[02:09:56] PORT OPERATIONS DIRECTLY PROVIDE FAMILY WAGE, DURABLE JOBS FOR A HUNDRED THOUSAND WORKERS ACROSS  
[02:10:01] THE TRADE, TRAVEL, AND TOURISM SECTORS. SPECIFICALLY ACROSS OUR OPERATIONS, SEATAC IS ONE OF THE  
[02:10:08] LARGEST JOB SITES IN KING COUNTY WITH MORE THAN 300 BUSINESSES EMPLOYING MORE THAN 19 THOUSAND  
[02:10:13] WORKERS ON LOCATION. ACROSS THE REGION, DIRECTLY SUPPORTING  
[02:10:16] EIGHTY SEVEN THOUSAND JOBS. MARITIME CARGO  
[02:10:19] SHIPMENTS IN PARTNERSHIP WITH THE NORTHWEST SEAPORT ALLIANCE  
[02:10:22] SUPPORTS 20,100 JOBS. COMMERCIAL FISHING,  
[02:10:25] RECREATIONAL BOATING, AND PORT REAL ESTATE SUPPORTING NEARLY  
[02:10:29] 10,000 JOBS AND FOUR CRUISE OPERATIONS  
[02:10:32] PROVIDE A PLATFORM FOR APPROXIMATELY 5,500 LOCAL SHOPS.  
[02:10:38] NEXT SLIDE.  
[02:10:48] SO WITH THIS THIS I'LL TURN IT OVER TO DAVE SWANKY, CHIEF OPERATING OFFICER, TO TALK ABOUT  
[02:10:52] OUR CAPITAL PROJECT INVESTMENTS.  
[02:10:56] ALL RIGHT LET ME GET DAVE UNMUTED.  
[02:11:02] GOOD AFTERNOON COMMISSIONERS, EXECUTIVE DIRECTOR METRUCK,  
[02:11:05] THESE NEXT FEW SLIDES DEMONSTRATE THE STRENGTH  
[02:11:09] AND BREADTH OF YOUR CAPITAL PROGRAM AS ONE OF YOUR TOOLS TO BENEFIT ECONOMIC RECOVERY. I'VE  
[02:11:15] BEEN ABLE TO WORK WITH COMMUNITY ATTRIBUTES AND JOSEPH GELLING ON OUR STAFF IN  
[02:11:21] PREPARING THESE SLIDES.  
[02:11:23] YOU CAN SEE THAT THE PORT OF SEATTLE IS MAKING SIGNIFICANT FACILITY INVESTMENTS. BY SEEING  
[02:11:28] THESE PHOTOS TO REMIND YOU OF THE MAJOR PROJECTS. WE'RE DOING  
[02:11:31] SO OVER THE NEXT FIVE YEARS BUT THE REGION  
[02:11:35] NEEDS NEAR TERM ECONOMIC STIMULUS TO HELP ITS ECONOMIC RECOVERY. SO THE PORT IS ABLE TO  
[02:11:42] HELP THIS YEAR AND NEXT BY CONTINUING MANY OF ITS PROJECTS.  
[02:11:45] THOSE PROJECTS WILL PROVIDE DIRECT  
[02:11:49] JOBS AS NOTED ON THE PRIOR SLIDE. AND JOBS RELATE TO  
[02:11:52] CONSTRUCTION WORKERS, CONTRACTORS,  
[02:11:56] SUPPLIERS, CONSULTANTS, AND THE WAGES FROM THOSE JOBS WILL  
[02:11:59] RIPPLE THROUGH THE ECONOMY AND PROVIDE  
[02:12:02] STIMULUS TO OUR REGION-WIDE ECONOMY. NEXT SLIDE.  
[02:12:14] WE'VE GOT OVER A BILLION DOLLARS SCHEDULED FOR WORK THAT CAN  
[02:12:17] PROVIDE STIMULUS IN THE NEAR-TERM.  
[02:12:21] THIS WORK KEEPS CONSTRUCTION WORKERS, CONTRACTORS, AND MANY OTHERS BUSY BUT IT ALSO HAS  
[02:12:27] OTHER BENEFITS.  
[02:12:29] HAVING THESE PROJECTS COMING OUT OF THE PROJECT PIPELINE,  
[02:12:32] SOME NEARING THE END OF DESIGN READY FOR BIDDING,  
[02:12:35] PROVIDES SHOVEL-READY GRANT OPPORTUNITY PROJECTS IN CASE THE PORT CAN MEET ANY UPCOMING  
[02:12:43] FEDERAL CONSTRUCTION STIMULUS PACKAGES THAT MIGHT BE OFFERED. THESE PROJECTS ALSO KEEP SMALL  
[02:12:49] BUSINESSES INCLUDING MINORITY AND WOMEN-OWNED BUSINESSES  
[02:12:52] WORKING. WE'LL HAVE A FEW FACTS ABOUT THAT  
[02:12:54] IN THE NEXT SLIDE. ALSO THESE PROJECTS ADVANCE ENVIRONMENTAL GOALS SUCH AS FISH HABITAT,  
[02:13:01] ENVIRONMENTAL PERMIT REQUIREMENTS. AND BUILDING GREEN  
[02:13:05] STRUCTURES. CONSTRUCTION ALSO DRIVES WORKFORCE  
[02:13:09] OPPORTUNITIES SUCH AS THE PORT AND LABORERS PARTNERING  
[02:13:13] TOGETHER TO GENERATE APPRENTICESHIP  
[02:13:16] OPPORTUNITIES FOR NEW YOUNG TRADESPERSONS WHO CAN HIRE INTO  
[02:13:21] GOOD-PAYING JOBS. NEXT SLIDE PLEASE.  
[02:13:29] JOBS MULTIPLIER: WE HAVE ABOUT 1300 PORT CONSTRUCTION DIRECT  
[02:13:34] JOBS PER MONTH WORKING DURING THE FIRST QUARTER  
[02:13:39] OF THIS YEAR AND THOSE ARE BOTH FULL-TIME AND PART-TIME AND THEY GENERATE THROUGH A 2.5  
[02:13:48] MULTIPLIER,  
[02:13:50] 3350 TOTAL JOBS.  
[02:13:56] IN ADDITION, THE PORT DIRECT EXPENDITURES PER MONTH IN, TERMS

[02:13:59] OF NUMBER OF HOURS WORKED, A HUNDRED  
[02:14:03] AND TWENTY THOUSAND HOURS WORKED PER MONTH IS EQUIVALENT  
[02:14:08] TO SEVEN HUNDRED FULL-TIME EQUIVALENT JOBS AND THE  
[02:14:12] MULTIPLIER THERE RELATES TO 1260 FULL-TIME JOBS IN OUR ECONOMY. AND AS YOU CAN SEE NEAR  
[02:14:21] THE BOTTOM OF THE SLIDE, OVER SEVEN MILLION DOLLARS IS PAID  
[02:14:25] IN WAGES AND BENEFITS EVERY MONTH. THESE  
[02:14:29] WORKERS RECEIVING WAGES AND BENEFITS, IN TURN, SPEND THEIR MONEY AND THAT HELPS STIMULATE  
[02:14:36] THE ECONOMY. NEXT SLIDE PLEASE.  
[02:14:42] IN ADDITION TO WORKER WAGES, RIGHT NOW WE SPEND ABOUT TWENTY FIVE MILLION DOLLARS IN PORT  
[02:14:50] DIRECT EXPENDITURES FOR CONSTRUCTION AND THERE'S A 2.0  
[02:14:54] MULTIPLIER. THAT HELPS GENERATE 50 MILLION DOLLARS A MONTH  
[02:14:58] IN BUSINESS ACTIVITY BOTH DIRECT AND SECONDARY.  
[02:15:03] AND THERE'S A NUMBER OF BUSINESSES THAT BENEFIT.  
[02:15:06] YOU CAN SEE THAT THE IAF PROGRAM IN NORTH SATELLITE ARE  
[02:15:10] JUST TWO OF THE PROJECTS IDENTIFIED HERE. THEY  
[02:15:13] ARE THE BIGGEST. THEY HAVE THE BIGGEST IMPACT. WHAT YOU SEE  
[02:15:17] THERE IS THAT FOR THE IAF, THERE'S 340  
[02:15:21] DIFFERENT VENDORS, SUPPLIERS, CONSULTANTS, FABRICATION SHOPS, AND SUBCONTRACTORS  
[02:15:27] AND MANY OF THOSE ARE MINORITY BUSINESS ENTERPRISES AND WOMEN-OWNED BUSINESS ENTERPRISES  
[02:15:33] AND IF YOU COMBINE THE TWO PROJECTS TOGETHER, THERE'S A  
[02:15:37] TOTAL OF 78 OF THESE SMALL MWBE FIRMS  
[02:15:41] THAT HAVE RECEIVED OVER A HUNDRED AND TWELVE MILLION DOLLARS IN PAYMENTS SO FAR.  
[02:15:47] SO YOUR CAPITAL PROGRAM PROVIDES WAGES THAT HELP  
[02:15:51] MULTIPLY THROUGH THE ECONOMY AND IT GENERATES  
[02:15:55] BUSINESS ACTIVITY AND THOSE BUSINESSES ALSO HAVE A  
[02:15:59] MULTIPLIER. AND THE MORE WE CAN HELP STIMULATE  
[02:16:02] IN THE NEXT YEAR OR TWO, THE MORE WE'LL HELP YOUR RECOVERY. NEXT SLIDE PLEASE.  
[02:16:10] NOT ONLY DO WE HELP IN TERMS OF  
[02:16:13] WAGES AND BUSINESS ACTIVITY, BUT I WANTED YOU TO REALIZE THAT THE NUMBER AND THE TYPES OF MANY  
[02:16:21] WORKERS THAT ACTUALLY WORK TO BUILD YOUR PORT PROJECTS. I'LL JUST NAME A FEW CARPENTERS,  
[02:16:30] UNDERWATER DIVERS AND TENDERS, ELECTRICIANS, HEATING FROST  
[02:16:34] INSULATORS, MILLWRIGHTS, SPRINKLER FITTERS,  
[02:16:37] TRUCK DRIVERS, TEAMSTERS.  
[02:16:41] IN ADDITION TO THESE MANY TYPES OF CRAFTS, I'D LIKE YOU TO KNOW THAT WHAT I MENTIONED EARLIER  
[02:16:47] ABOUT APPRENTICESHIP IS THAT WE HAVE A 15 % GOAL FOR NEW APPRENTICES JOINING IN SO THAT  
[02:16:55] THEY CAN ENJOY THE POSITIVE WAGES AND BENEFITS OF THESE JOBS. THE 15 % GOAL HAS BEEN  
[02:17:03] SURPASSED BOTH ON THE MARITIME AND AVIATION SIDE.  
[02:17:06] SO IN SUMMARY, I WILL SAY THAT A CAPITAL PROGRAM IS A GOOD TOOL TO HELP A STIMULUS AND IT HELPS  
[02:17:14] IN MULTIPLE WAYS. THANK YOU. I'LL MOVE IT ON NOW TO DAVE MCFADDEN.  
[02:17:20] YES AND I WILL GET THE CONFERENCE ROOM UNMUTED.  
[02:17:25] DAVE YOU'RE STILL IN THE CONFERENCE ROOM? YES I AM. GREAT  
[02:17:28] GOOD AFTERNOON EXECUTIVE DIRECTOR METRUCK AND  
[02:17:31] COMMISSIONERS. THIS IS DAVE MCFADDEN MANAGING DIRECTOR  
[02:17:35] FOR ECONOMIC DEVELOPMENT DIVISION.  
[02:17:39] AND ONE PIECE OF OUR ECONOMIC RECOVERY FRAMEWORK INVOLVES A  
[02:17:42] CAPITAL RECOVERY OPPORTUNITY FUND.  
[02:17:46] HERE WE'RE PROPOSING USING SOME OF OUR CAPITAL CAPACITY TO  
[02:17:49] SUPPORT NEW PROJECTS THAT CAN CREATE JOBS  
[02:17:51] AND ADVANCE RECOVERY. THIS IS NOT REALLY PART OF REGULAR  
[02:17:55] CAPITAL PROJECTS. WE'RE ACTUALLY LOOKING FOR NEW  
[02:17:58] SHOVEL-READY PROJECTS. PROJECTS THAT COULD ATTRACT OR LEVERAGE STIMULUS FUNDING AND REALLY OUR  
[02:18:05] PLAN IS AS WE UPDATE OUR REAL ESTATE STRATEGIC PLAN, WE'LL EVALUATE POTENTIAL PROJECTS AND  
[02:18:11] ESTABLISH INVESTMENT PRIORITIES FOR THE OPPORTUNITY FUND. NEXT SLIDE.  
[02:18:19] NEXT SIDE, LAUREN, PLEASE.  
[02:18:22] ANOTHER PART OF THE FRAMEWORK IS TOURISM. AS YOU CAN SEE, IT'S A KEY INDUSTRY HERE IN  
[02:18:28] SEATTLE BUT ALSO STATEWIDE. EMPLOYMENT OVER A HUNDRED AND EIGHTY THOUSAND. BUT AS YOU KNOW  
[02:18:33] THIS IS AN INDUSTRY THAT'S BEEN HEAVILY IMPACTED BY THE  
[02:18:36] PANDEMIC AND WORK CIRCLING IN THE MIDDLE OF IT  
[02:18:39] THROUGH OPERATIONS, SEA TAC INTERNATIONAL AIRPORT, CRUISE, AND OUR MARITIME GATEWAYS. WE  
[02:18:45] FACILITATE THIS INDUSTRY AND THE TRAVEL AND TOURISM  
[02:18:52] ACTIVITY. AND SO ONE OF THE CLEAREST PLACES WHERE THE PORT  
[02:18:56] CAN LEAD RECOVERY AREAS IS IN THE ARENA OF  
[02:18:59] TOURISM. MY STAFF HAS ALREADY WORKED TO REALIGN OUR GRANT PROGRAMS, OUR SPOTLIGHT

[02:19:06] ADVERTISING SO THAT ANY LARGER EFFORT TO PROMOTE TRAVEL AND TOURISM, WE'RE GOING  
[02:19:13] TO BE SUPPORTIVE OF THAT.  
[02:19:17] NEXT SLIDE.  
[02:19:23] THAT GOES TO STEPHANIE.  
[02:19:28] ALL RIGHT LET ME GET STEPHANIE UNMUTED.  
[02:19:33] STEPHANIE ARE YOU ABLE TO? YES I AM, THANK YOU. THANK YOU DAVE. THANK YOU  
[02:19:39] COMMISSIONERS AND EXECUTIVE DIRECTOR METRUCK. I'M GOING TO TALK  
[02:19:43] ABOUT ANOTHER MARITIME BUSINESS THAT'S AN IMPORTANT CONTRIBUTO  
[02:19:46] R TO THE ECONOMY. WE KNOW THAT CRUISE IS A VERY  
[02:19:49] VALUABLE CONTRIBUTOR TO THE REGIONAL AND STATE TOURISM ECONOMY.  
[02:19:54] ACROSS THE REGION 5,500 JOBS. THERE'S MANY ECONOMIC IMPACT NUMBERS THAT WE USE BUT I  
[02:20:01] THINK THE MOST COMPELLING IS THE NUMBER OF JOBS AND THIS IS EVERYTHING FROM LONGSHOREMAN WHO  
[02:20:07] WORK THE SHIP'S WHEN THEY'RE IN HARBOR TO THE SMALL BUSINESSES WHERE PASSENGER SPEND THEIR  
[02:20:14] MONEY OR SMALL BUSINESSES THAT ARE PROVIDING PROVISIONS FOR THE THE VESSELS. SO WE KNOW THAT  
[02:20:21] THIS BUSINESS HAS BEEN ONE OF THE MOST HARD-HIT GLOBALLY,  
[02:20:25] THAT OPERATIONS ARE CURRENTLY STOPPED GLOBALLY.  
[02:20:29] THIS AFFECTS NOT ONLY THE CRUISE LINES BUT OF COURSE ALL OF THE SMALL  
[02:20:35] TOURISM-RELATED BUSINESSES THAT SERVE THE CRUISE PASSENGERS.  
[02:20:41] SO THIS GLOBAL HALT OF OPERATIONS INCLUDES, IN OUR  
[02:20:46] COUNTRY, THE CDC NO SALE ORDER. ALSO I SHOULD NOTE  
[02:20:51] THOUGH THAT WORLDWIDE OPERATIONS ARE CURRENTLY HALTED BY THE MAJOR LINES  
[02:20:56] THAT SERVE THE PORT OF SEATTLE. THEY'RE NOT OPERATING ANYWHERE IN THE GLOBE.  
[02:21:02] SO THE INDUSTRY IS CURRENTLY DEVELOPING HEALTH AND SAFETY GUIDELINES THAT WILL BE IN PLACE  
[02:21:08] WHEN CRUISING STARTS UP AGAIN. THE CDC IS CURRENTLY REVIEWING THOSE. WE KNOW THAT  
[02:21:15] CONFIDENCE IN THE PROTECTIVENESS OF THOSE MEASURES IS CRITICAL CONFIDENCE FIRST  
[02:21:24] AND FOREMOST BY THE  
[02:21:26] BY PUBLIC HEALTH AGENCIES SUCH AS CDC BUT ALSO OUR LOCAL AND STATE HEALTH AGENCIES BUT ALSO  
[02:21:33] OF COURSE THE TRAVELING PUBLIC WILL HAVE TO HAVE CONFIDENCE IN  
[02:21:37] THOSE. BUT WHEN IT IS SAFE TO START UP,  
[02:21:41] WE ARE VERY CONFIDENT THAT THIS WILL BE AN IMPORTANT PART OF  
[02:21:44] THE ECONOMIC RECOVERY OF OUR REGION.  
[02:21:47] RELATED TO THE TOURISM THAT DAVE MCFADDEN JUST SPOKE ABOUT, THE PORT STAFF WILL BE  
[02:21:55] WORKING WITH BOTH THE CRUISE INDUSTRY AND OTHER TRAVEL  
[02:21:57] PARTNERS TO RESTART THIS BUSINESS AGAIN  
[02:22:00] WHEN IT IS SAFE TO DO SO. WE KNOW THAT THIS INDUSTRY HAS  
[02:22:04] PROVEN TO BE ADAPTIVE AND RESILIENT AND  
[02:22:09] WE LOOK FORWARD TO WORKING COLLABORATIVELY WITH THEM AS WE GO FORWARD. THANK YOU.  
[02:22:22] ALL RIGHT. I BELIEVE IT WILL GO BACK OVER TO DAVE MCFADDEN.  
[02:22:27] YOU'RE RIGHT. YEAH. THANK YOU. THIS IS THIS PIERCE FOR THE  
[02:22:31] OFFICE OF WORKFORCE DEVELOPMENT AND OFFICE OF EQUITY, DIVERSITY, AND  
[02:22:35] INCLUSION. OF COURSE WORKFORCE IS A CRITICAL PART OF RECOVERY EFFORTS. WE KNOW  
[02:22:44] THAT JOBS WILL BE REALLY IMPORTANT TO OUR COMMUNITIES.  
[02:22:47] WE HAVE A NUMBER OF CURRENT CONTRACTS IN PLACE.  
[02:22:50] IN THE LAST MONTHS THE WORKFORCE DEVELOPMENT TEAM HAVE MADE PHONE CALLS AND CONDUCTED  
[02:22:58] SURVEYS TO LOOK AT WHAT OUR PARTNERS ARE THINKING ABOUT,  
[02:23:01] WHAT RECOVERY EFFORTS THEY ARE PLANNING  
[02:23:04] FOR THE FUTURE, AND WE WILL BE CONTINUING EFFORTS TO UP SKILL SO FOR EXAMPLE, AVIATION CAREER  
[02:23:15] PATHWAYS INITIATIVE IS AN INITIATIVE THAT WE HAVE IN  
[02:23:18] PLACE IN PARTNERSHIP WITH PORT JOBS AND  
[02:23:21] SEATTLE COLLEGES WHERE WE ARE  
[02:23:24] SUPPORTING PEOPLE THROUGH A TWO-YEAR CERTIFICATE PROGRAM FOR AVIATION MAINTENANCE.  
[02:23:29] TECHNICIAN PROGRAMS WILL BE LOOKING AT WAYS TO ACTUALLY  
[02:23:33] SCALE THAT PROGRAM AND ALSO LOOKING FOR  
[02:23:37] NEW PATHWAYS. WE WILL BE CONTINUING OUR WORK WITH PORT  
[02:23:41] JOBS AND CAREER ADVANCEMENT CENTER TO BACKFILL JOBS  
[02:23:45] AT THE AIRPORT AND IN SOUTH KING COUNTY.  
[02:23:49] WE WILL BE SUPPORTING DUWAMMISH RIVER GREEN JOBS INITIATIVE WITH THIS WHICH IS JUST STARTING OUT.  
[02:23:55] RFP HAS BEEN RELEASED TO LOOK AT GREEN JOBS IN THE DUWAMMISH BUT  
[02:23:58] ALSO WE KNOW THAT IN OUR COMMUNITIES,  
[02:24:02] GREEN JOBS WILL BE VERY CRITICAL AND WE WANT TO LOOK AT WAYS THAT WE MIGHT BE ABLE TO REPLICATE IT  
[02:24:08] AND OF COURSE THIS SUMMER OUR HUMAN RESOURCES OFFICE WILL CONTINUE OUR INTERNSHIP PROGRAM.  
[02:24:16] WE WILL HAVE 25 INTERNS WHO WILL BE WORKING REMOTELY AND  
[02:24:20] CONNECTING, COORDINATED THROUGH HR, ACROSS

[02:24:25] THE PORT AND WILL BE PLACED HERE THROUGH OUR COMMUNITY PARTNERS.  
[02:24:32] THANK YOU NEXT SLIDE.  
[02:24:36] SMALL BUSINESS AS YOU KNOW THE COVID PANDEMIC IS DECIMATED MANY SMALL BUSINESSES ACROSS KING  
[02:24:43] COUNTY SO PROVIDING A MEASURE OF SUPPORT AND HELP TO THESE BUSINESSES WHETHER THEY ARE PORT  
[02:24:50] TENANTS OR PARTNERS IS SUPER IMPORTANT. WE ENJOY A LOT OF CRITICAL PARTNERSHIPS IN THIS  
[02:24:57] ARENA. HIGHLINE COLLEGE HAS A SMALL BUSINESS DEVELOPMENT  
[02:25:00] CENTER, OUR PARTNERS AT TABOR 100 AND OTHERS REALLY  
[02:25:04] PROVIDE THE FABRIC TO HELP SMALL BUSINESSES IN THE REGION  
[02:25:08] BUT AS THE NEEDS AND CHALLENGES BECOME  
[02:25:12] MORE PRONOUNCED THAN EVER BEFORE I THINK WE CAN PLAY A SUPPORTIVE ROLE TO MAKE SURE THAT THESE KEY  
[02:25:18] PARTNERS HAVE THE RESOURCES THEY NEED TO HELP IMPACTED BUSINESSES AND SLIDE.  
[02:25:26] ANOTHER PART OF THE FRAMEWORK THAT WE LOOKED AT IS LEVERAGING OUR GRANTS AND PARTNERSHIPS. OUR  
[02:25:32] ECONOMIC DEVELOPMENT GRANTS WITH CITIES AND SUPPORT RECOVERY. WE'VE ALREADY BEEN WORKING WITH  
[02:25:40] OUR CITIES TO GET THEM FOCUSED ON IMPLEMENTING PROJECTS THAT  
[02:25:43] CREATE ECONOMIC ACTIVITY ESPECIALLY  
[02:25:47] THINGS THAT SUPPORT SMALL BUSINESSES OR GENERATE TOURISM. ADDITIONALLY WE HAVE A STRONG  
[02:25:53] PARTNERSHIP WITH GREATER SEATTLE PARTNERS. THEY'VE RECENTLY  
[02:25:55] REALIGNED AND REFOCUSED SO THEY'RE ALSO LEADING  
[02:25:58] REGIONAL RECOVERY EFFORTS. AND FINALLY WE'VE GOT GREAT REGIONAL PARTNERS LIKE THE  
[02:26:05] CHAMBER OF COMMERCE, THE PUGET SOUND REGIONAL COUNCIL. AND THE SOUND SIDE ALLIANCE THAT WE CAN  
[02:26:11] WORK WITH ON THIS RECOVERY ACTION PLAN.  
[02:26:16] NEXT SLIDE.  
[02:26:18] IN SUPPORT OF THE BROAD ECONOMIC RELIEF AND RECOVERY  
[02:26:20] EFFORTS, STAFF RECOMMEND TEMPORARY EXPANSION  
[02:26:23] OF THE APPROVED USES OF SOUTH KING COUNTY FUND TO INCLUDE  
[02:26:26] ECONOMIC DEVELOPMENT. THIS IDEA WAS  
[02:26:30] SUPPORTED BY LOCAL COMMUNITIES BEFORE THE COVID-19 OUTBREAK AND IS MORE BROADLY  
[02:26:34] SUPPORTED TODAY GIVEN THE ECONOMIC DOWNTURN IN COMMUNITIES  
[02:26:38] ACROSS THE COUNTY AND IN SOUTH KING  
[02:26:42] COUNTY COMMUNITIES. OF COURSE A GOAL OF THIS WILL BE TO HAVE A MECHANISM TO MAKE EQUITABLE  
[02:26:49] INVESTMENTS IN DIVERSE COMMUNITIES IN SOUTH KING  
[02:26:52] COUNTY WHICH ARE MOST VULNERABLE TO ECONOMIC AND  
[02:26:54] HEALTH IMPACTS OF COVID-19. YOU OF COURSE WILL BE CONSIDERING AN AMENDMENT TO THE  
[02:26:59] MOTION TODAY LATER DAY, ITEM 7D. ADDITIONALLY AS A TEMPORARY SOLUTION FOR ENVIRONMENTAL  
[02:27:06] PROJECTS, STAFF SUGGEST UTILIZING \$250,000 FROM THE  
[02:27:10] SOUTH KING COUNTY FUND TO SUPPORT EXPANSION OF  
[02:27:14] ACE PROJECTS  
[02:27:16] INTO FEDERAL WAY NORM DEEP PARK IN TUKWILA. THIS WILL  
[02:27:19] DEMONSTRATE THE PORT'S COMMITMENT  
[02:27:22] TO ENVIRONMENTAL INVESTMENTS IN SOUTH KING COUNTY DURING THESE TIMES OF UNCERTAINTY.  
[02:27:27] I WOULD LIKE TO NOTE THAT THE REMAINING BALANCE OF \$240,000 THAT IS IN THE EXISTING ACE FUND  
[02:27:33] WILL MADE EMPLACEMENT DURING SEATAC IN DES MOINES.  
[02:27:36] THE BACKGROUND OF THIS RECOMMENDATION IS THAT FOCUSING THE SOUTH KING COUNTY FUND  
[02:27:42] RFP FOR THIS YEAR MAY HAVE MORE FOCUS ON ECONOMIC DEVELOPMENT  
[02:27:45] AND WANTED TO BE ABLE TO REINFORCE THE  
[02:27:48] ECONOMIC ENVIRONMENTAL WORK THAT WE DO VIA THE ACE PROJECTS WHICH HAS A BUILT-IN APPLICATION  
[02:27:54] PROCESS SO WE CAN TAP INTO ALMOST IMMEDIATELY. NEXT SLIDE.  
[02:28:02] AS I REFERENCED EARLIER WE HAVE BEEN COORDINATING WITH OUR  
[02:28:04] COUNTERPARTS IN AVIATION, MARITIME,  
[02:28:06] FINANCE, ECONOMIC DEVELOPMENT, AND THE NWSA ABOUT POTENTIAL  
[02:28:10] IMPACTS TO ORGANIZATION STAKEHOLDERS AND TO  
[02:28:13] DEVELOP OUR ADVOCACY PRIORITIES AND TRACK IMPACTS OF CARE ACTS PROGRAMS AS THEY ARE  
[02:28:19] IMPLEMENTED AND AS RECOVERY PACKAGES ARE DEVELOPED. THROUGHOUT THIS WEEK WE ARE  
[02:28:24] INCORPORATING BEST PRACTICES GAINED FROM OUR EXISTING RELATIONSHIPS AND PROGRAMS AS WE  
[02:28:28] TRANSITION FROM RELIEF TO RECOVERY. THE DUWAMISH VALLEY  
[02:28:31] PROGRAM IS ONE OF THOSE PROGRAMS WHICH WAS DESIGNED  
[02:28:34] WITH THE UNDERSTANDING THAT THE MOST EFFECTIVE METHODS FOR SOLVING INEQUITIES COME FROM THE  
[02:28:39] COMMUNITIES THEMSELVES AND THAT PROGRAM IS DEDICATED TO SHARED DECISION-MAKING,  
[02:28:46] AND WORKING CLOSELY WITH AND SUPPORTING COMMUNITY LEADERS AND COLLABORATING ON ACTIVITIES  
[02:28:50] TO ADVANCE MUTUALLY BENEFICIAL OUTCOMES AND FURTHERS THE  
[02:28:53] PRINCIPLES OF EQUITY AND INCLUSION.  
[02:28:56] MORE BROADLY ACROSS THE COUNTY WE HAVE IMPLEMENTED A NUMBER OF OUTREACH EFFORTS INCLUDING  
[02:29:00] WEEKLY COMMUNICATIONS, SURVEYS, WEBINARS, AND ARE PLANNING TO

[02:29:03] CONTINUE THESE IN ADDITION TO A SERIES OF  
[02:29:05] ROUNDTABLE PRESENTATIONS WITH OUR PARTNERS. SOME OF THESE EXAMPLES INCLUDING  
[02:29:13] PUSHING OUT WEBINARS FOR NWSA TO THE DRYAGGE TRUCK DRIVER COMMUNITY, TO OUR ADR  
[02:29:20] TENANTS AND COMMUNITY, AND OTHER AIRPORT TENANTS. WE'VE ALSO  
[02:29:23] FOCUSED ON WORKFORCE DEVELOPMENT THROUGH  
[02:29:25] PARTNERSHIPS LIKE THE FAIR WORK CENTER AND PORT JOBS  
[02:29:28] FACILITATING WEBINARS, TRAININGS, INFORMATION  
[02:29:31] OPPORTUNITIES TO TAKE ADVANTAGE OF RESOURCES ON CARES ACT, OUTREACH INCLUDING DISTRIBUTION  
[02:29:36] TO OVER 25,000 STAKEHOLDERS AND CORPORATE PARTNERS TODAY.  
[02:29:39] OUTSIDE OF THOSE COMMUNITIES, IN SEATTLE WE'VE BEEN  
[02:29:43] PROVIDING UPDATES TO THE DOWNTOWN SEATTLE ASSOCIATION  
[02:29:45] RETAIL CORE COMMITTEE, THE ALLIANCE FOR PIONEER SQUARE,  
[02:29:47] AND VISIT SEATTLE TOURISM OFFICE AND UPDATES TO PORT NEIGHBOR ADVISORY  
[02:29:54] COMMITTEE WITHIN THAT INCLUDING A BRIEFING ON THE CRUISE  
[02:30:00] INDUSTRY, AND PORT EFFORTS TO SUPPORT TENANTS AND CAPITAL PROJECTS AT TERMINAL 91.  
[02:30:07] NEXT SLIDE.  
[02:30:21] THANKS PIERCE. AND SO THE NEXT STEP COMMISSIONERS IS WHAT I OUTLINED BEFORE WHICH IS NOW WE  
[02:30:27] HAVE TO CONTINUE OUR FINANCIAL CAPACITY ANALYSIS TO DETERMINE  
[02:30:30] THE RESOURCES THAT WILL BE AVAILABLE TO SUPPORT  
[02:30:32] THIS PLAN AND THAT'S IMPORTANT OVERALL FOR OUR FINANCIAL ANALYSIS. FOR THIS AND FOR OUR  
[02:30:38] OTHER EFFORTS. AND THEN TO TURN OUR RECOVERY FRAMEWORK INTO AN  
[02:30:40] ACTION PLAN GETTING FEEDBACK FROM YOU.  
[02:30:43] WE'VE HAD ONE-ON-ONE CONVERSATIONS WITH YOU TO GET YOUR ADDITIONAL FEEDBACK SO WE  
[02:30:48] ARE ALREADY THINKING ABOUT INCORPORATING THAT. WE'LL  
[02:30:50] CONTINUE TO ENGAGE WITH STAKEHOLDERS ON  
[02:30:52] THIS AS WE BUILD THIS FRAMEWORK INTO AN ACTION PLAN WHICH WILL HAVE OBJECTIVES  
[02:30:59] AND OUTCOMES AND WITHIN THAT. ALL THESE PROGRAMS ARE NOT EQUAL. OBVIOUSLY THERE'S ONES  
[02:31:05] WHERE WE ARE OBVIOUSLY THE LEADER AND THAT'S WHY WE SPEND A LOT OF TIME TALKING ABOUT  
[02:31:10] CAPITAL. WE ARE LEADER IN CAPITAL AND THAT'S GOING TO BE A BIG PART OF THE RECOVERIES,  
[02:31:15] CONTINUING WORK IN OUR CAPITAL PROGRAMS WHICH WE'LL CONTINUE TALKING ABOUT THAT IN A  
[02:31:21] PRESENTATION LATER ON. BUT ALSO FOR US AS WE LOOK AT THIS IS TO  
[02:31:24] THEN SAY WHAT IS THE TIMING? WHAT IS THE  
[02:31:27] RIGHT TIME TO HAVE THAT? THAT WILL BE PART OF THE ACTION PLAN/ WHAT IS THE TIME TO APPLY THOSE  
[02:31:32] RESOURCES IN THOSE PROGRAMS TO DO THAT. WE'LL ALSO CONTINUE AS PIERCE WAS OUTLINING WITH TO  
[02:31:38] ADVOCATE FOR FEDERAL AND STATE RESOURCES IN SUPPORT OF OUR EFFORTS TO DO THAT AND WILL  
[02:31:43] CONTINUE TO  
[02:31:46] SHARE THE RESOURCES THAT WE HAVE AS PART OF THAT RECOVERY. NOT ONLY WHAT WE DO BUT  
[02:31:51] ALSO AS FAR AS MAKING SURE OTHER RESOURCES ARE AVAILABLE  
[02:31:54] TO ALL THE IMPACTED STAKEHOLDERS INCLUDING  
[02:31:57] THE TENANTS AND THE SMALL BUSINESS PARTNERS. NEXT SLIDE. AND HERE'S JUST THE  
[02:32:03] FINAL SLIDE. IT IS JUST THAT THE TIMETABLE THAT WE'RE LOOKING AT LINING IN THAT ON THE  
[02:32:09] MONTHS. WE EXPECT TO CONTINUE, GET BACK TO YOU THIS MONTH WITH A DISCUSSION ABOUT THE FINANCIAL  
[02:32:14] CAPACITY OVERALL IN OUR FUNDS THAT LOOKING FOR NOT JUST FOR THIS BUT FOR OTHER  
[02:32:19] PROGRAMS GOING FORWARD AND THEN CONTINUE TO DEVELOP THAT ACTION PLAN AND GET BACK IN CONTACT  
[02:32:26] WITH YOU TO COME BACK AND THEN BE IN PLACE BY THE END OF JUNE  
[02:32:29] IN ORDER FOR PLAN IMPLEMENTATION BUT  
[02:32:32] I WILL SAY ON SOME OF THESE AS WE FINALIZE THE PLANS MOVING  
[02:32:34] FORWARD IS THAT A LOT OF THESE ARE  
[02:32:36] EXISTING PROGRAMS BUT PART OF THIS PROCESS IS LOOKING AT OUR  
[02:32:39] EXISTING PROGRAMS TO SAY OUR HOW MUCH  
[02:32:42] ADDITIONAL RESOURCES WOULD BE APPROPRIATE BECAUSE OF THE  
[02:32:45] IMPACT OF THE COVID VIRUS TO PUT MORE  
[02:32:48] RESOURCES TOWARDS THAT. SO IT'S VALIDATING OUR EXISTING  
[02:32:51] PROGRAMS AND LOOKING FOR OPPORTUNITIES SUCH  
[02:32:53] AS THE OPPORTUNITY FUND IN CAPITAL TO SEE WHAT ELSE IS OUT  
[02:32:57] THERE IN ORDER FOR US TO PLAY A KEY ROLE  
[02:33:00] WITHIN THE RECOVERY OF THE ECONOMY. SO I'M GOING TO STOP  
[02:33:03] THERE. WILL BE GLAD TO ANSWER ANY QUESTIONS ABOUT  
[02:33:06] THIS STRUCTURE OR FEEDBACK.  
[02:33:10] ALL RIGHT I BELIEVE COMMISSIONER STEINBRUECK YOU SHOULD BE UNMUTED LET ME KNOW IF YOU'RE  
[02:33:14] HAVING ISSUES.  
[02:33:20] WE'LL DO HIS PROMPT AGAIN.  
[02:33:28] NOW IT'S WORKING. PERFECT.



[02:33:31] THANK YOU WELL THAT WAS QUITE A  
[02:33:35] CHOCK FULL PRESENTATION ON THE GREAT WORK THAT IS UNDERWAY TO  
[02:33:43] ADVANCE  
[02:33:44] STIMULUS AND RECOVERY EVEN THOUGH WE STILL HAVE TO GET  
[02:33:48] THROUGH THE DIFFICULTIES OF TODAY BUT IT'S CLEAR  
[02:33:52] THAT THE PORT'S ACTIVITIES AND PROJECTS AND PROGRAMS ARE EXTREMELY IMPORTANT NOT JUST  
[02:34:01] LOCALLY BUT STATEWIDE TO SUPPORT  
[02:34:06] JOBS, NUMBER ONE, ECONOMIC OPPORTUNITY, AND ECONOMIC DEVELOPMENT AND I THINK  
[02:34:14] AT THIS TIME AS WE MOVE FORWARD  
[02:34:18] WITH THE NUMBER OF PEOPLE AND GROWING NUMBERS OF PEOPLE  
[02:34:21] UNEMPLOYED THIS IS GOING TO BECOME  
[02:34:24] INCREASINGLY IMPORTANT AND SO I'M TREMENDOUSLY GRATEFUL FOR THESE EFFORTS TO PUT TOGETHER  
[02:34:31] AN EARLY ECONOMIC RECOVERY PLAN. THERE WILL BE MORE TO COME I'M SURE  
[02:34:36] AND WE WILL CONTINUE TO LOOK IN EVERY POSSIBLE WAY THAT WE CAN  
[02:34:40] FOR WHERE WE CAN EXPAND THESE EFFORTS.  
[02:34:44] AT THE SAME TIME WE ALSO HAVE ORGANIZATIONALLY OUR OWN FINANCIAL CHALLENGES  
[02:34:52] WITH REGARD TO SIGNIFICANTLY REDUCED REVENUES AND ALL THAT SO I DON'T HAVE ANY SPECIFIC  
[02:35:00] QUESTIONS AT THIS POINT BUT I WOULD LIKE TO  
[02:35:05] JUST-- ACTUALLY I DID HAVE ONE THAT I WOULD REFER TO STEPHANIE JOHN STEBBINS  
[02:35:13] REGARDING CRUISE. I HEARD ONE OF OUR PUBLIC COMMENTERS STATE THAT CRUISE  
[02:35:20] JOBS WERE LOW WAGE JOBS THAT'S NOT MY UNDERSTANDING. IS THAT  
[02:35:24] SOMETHING THAT YOU HAVE SPECIFIC INFORMATION  
[02:35:27] THAT YOU COULD SHARE?  
[02:35:30] THANKS COMMISSIONER SO WE KNOW THAT FOR INSTANCE LONGSHOREMEN ARE PART OF THOSE JOBS AND AS I  
[02:35:37] REFERRED TO SMALL BUSINESSES LIKE WINERIES WHERE FOLKS BUY  
[02:35:41] STUFF SO I CAN CERTAINLY GET YOU AVERAGE INCOME  
[02:35:44] TO FOLLOW UP ON THAT BUT NO THAT IS NOT OUR UNDERSTANDING. YEAH I DIDN'T THINK SO.  
[02:35:51] AMONG THOSE 5,500 JOBS THAT ARE ASSOCIATED WITH THE CRUISE  
[02:35:54] SEASON THE OTHER AREA THAT I WOULD JUST  
[02:35:58] PUT ON THE TABLE ALSO IS THE HOSPITALITY INDUSTRY HAS BEEN SEVERELY IMPACTED JUST IN  
[02:36:06] DOWNTOWN ALONE THE HOTELS, SOME 30 HOTELS THE OCCUPANCY RATE IS LESS THAN 6%  
[02:36:13] RIGHT NOW AND THERE IS A LOT OF MINIMUM WAGE OR LOW WAGE WORKERS ASSOCIATED WITH THE  
[02:36:20] HOTEL INDUSTRY AS WELL SO I WOULD JUST POINT OUT THAT  
[02:36:24] SHOULD BE WITH REGARD TO TOURISM AND  
[02:36:27] ECONOMIC DEVELOPMENT WE SHOULD KEEP IN MIND THOSE IMPACTED AREAS AS WELL AND I'D  
[02:36:34] LIKE TO OPEN THIS UP TO COMMISSIONER QUESTIONS AND COMMENTS AT THIS POINT. CLERK WILL  
[02:36:39] YOU PLEASE CALL THE ROLL? YES WE WILL START WITH COMMISSIONER BOWMAN.  
[02:36:46] GREAT FIRST OF ALL COMPLIMENTS TO STEVE AND THE STAFF FOR ALL  
[02:36:49] OF THE WORK. YOU PUT THIS TOGETHER IN A  
[02:36:51] REALLY SHORT TIME FRAME AND IT'S A LOT OF VERY THOUGHTFUL  
[02:36:55] STRATEGIES THINKING BIG ABOUT HOW THE PORT  
[02:36:59] CAN USE ITS POWERS OF ECONOMIC DEVELOPMENT TO HELP THE REGION RECOVER.  
[02:37:03] SO I JUST WANT TO THANK YOU FOR ALL OF THIS WORK THAT YOU'VE DONE. A COUPLE OF THINGS I GUESS  
[02:37:09] YOU STARTED TO TOUCH ON IT RIGHT AT THE VERY END. I'D BE  
[02:37:12] EAGER TO KNOW IF NOT NOW EVEN IN THE NEXT COUPLE OF  
[02:37:15] WEEKS AS THE ACTUAL PLAN COMES TOGETHER WHERE YOU INTEND TO PRIORITIZE OUR EFFORTS KNOWING  
[02:37:22] THAT AS YOU SAID WE HAVE RESTRAINED FINANCIAL RESOURCES AT THIS TIME GIVEN THE ENORMOUS  
[02:37:29] DECREASE IN AIR TRAVEL AT THE AIRPORT, THE ELIMINATION OF  
[02:37:34] CRUISE FOR AN UNDEFINED AMOUNT OF TIME,  
[02:37:38] AND THEN CERTAINLY ALMOST OVER 20% DROP IN-- SOMEBODY'S PAPERS ARE MOVING.  
[02:37:45] IF YOU CAN MUTE YOUR PHONE. AND THEN A 20% DROP AT THE SEAPORT SO I GUESS AS ME FOR ME AS A  
[02:37:53] COMMISSIONER I'D REALLY LIKE TO SEE THE EXECUTIVE TEAM  
[02:37:56] PRIORITIZE THOSE AREAS WHERE YOU BELIEVE WE  
[02:38:00] CAN HAVE A VERY LARGE IMPACT I WOULD CALL IT A BOOSTER SHOT AND REALLY HELP A PARTICULAR  
[02:38:07] PART OF THE INDUSTRY GET GOING AGAIN AND THEN THOSE AREAS WHERE  
[02:38:10] YOU SEE AS PLAYING MORE OF A SUPPORTIVE ROLE  
[02:38:13] TO COMMUNITY PARTNERS THAT ARE ALREADY DOING THAT WORK. IN MY OPINION TOURISM WHAT IS ONE OF  
[02:38:22] THE AREAS THAT COULD BOTH USE A BOOSTER SHOT AS COMMISSIONER  
[02:38:25] STEINBRUECK JUST STARTED TO REFER TO  
[02:38:28] BUT ALSO IS PART AND PARCEL TO WHAT THE PORT OF SEATTLE DOES AS THE GATEWAY WITH THE AIRPORT  
[02:38:35] AND THE SEAPORT SO  
[02:38:37] I'LL JUST KIND OF LEAVE IT AT THAT. I AM EAGER OVER THE NEXT COUPLE OF WEEKS TO SEE HOW YOU  
[02:38:43] DECIDE TO PRIORITIZE THIS AND THANK YOU FOR GIVING US THE OPPORTUNITY TO PROVIDE FEEDBACK.

[02:38:49] THANKS COMMISSIONER BOWMAN. IF I COULD JUST GIVE YOU SOME  
[02:38:52] FEEDBACK ON THAT. I CONCUR THAT WE WILL GET  
[02:38:55] BACK TO YOU WITH WITH A FORMAL PRIORITIZATION OF THOSE BUT I THINK IS WHEN I WHEN I LOOK AT  
[02:39:02] THESE MY NUMBER ONE PRIORITY IS TO CARRY OUT OUR OPERATIONS OF  
[02:39:04] OUR GATEWAYS AND THEN MOVING NEXT IS KEEPING  
[02:39:07] ALIGNMENT WITH THIS IS THEN CAPITAL WHICH IS A LARGE PART AND THEN TOURISM IS A CLOSE  
[02:39:12] FOLLOW-UP TO THAT AND THEN LOOKING AT WILL GIVE YOU MORE  
[02:39:15] ANALYSIS OF THE OTHER ELEMENTS UNDERNEATH THAT. BUT I THINK  
[02:39:19] THOSE ARE THREE GROUPS AND I ONLY MENTIONED THE GATEWAYS BECAUSE OPERATIONS IS A CRITICAL  
[02:39:25] THING FOR US TO MULTIPLY FOR EFFORTS ACROSS THE ACROSS THE REGION AND ACROSS THE STATE AND  
[02:39:31] CARRY OUT THOSE EVEN THOUGH IT'S NOT A DIRECT DOLLARS TO THOSE OPERATING THOSE GATEWAYS GETS  
[02:39:36] THOSE OTHER BUSINESSES GOING SO BUT WITH THAT I MEAN IT'S BOTH THE CABINET OF TOURISM  
[02:39:41] ARE ON MY LIST AND WE'LL GET BACK TO YOU WITH THAT AND ESPECIALLY WHEN WE COME UP WITH  
[02:39:44] A PLAN IS IT THAT WILL REFLECT OUR PRIORITIES AND OUR RESOURCES GIVE THOSE PRIORITIES AS WELL.  
[02:39:50] SO THANKS FOR THE FEEDBACK.  
[02:39:55] ALL RIGHT NEXT WE WILL GO TO COMMISSIONER CALKINS.  
[02:40:01] COMMISSIONER CALKINS  
[02:40:04] THANKS LAUREN.  
[02:40:06] JUST TWO COMMENTS. ONE AS THIS CONVERSATION HAS PROCEEDED OVER THE LAST MONTH OR SO I'VE BEEN  
[02:40:14] REALLY APPRECIATIVE OF THE  
[02:40:17] ABILITY OF THE STAFF TO TAKE THE INPUT THAT WE PROVIDED AS A COMMISSION AND REALLY  
[02:40:22] INCORPORATE THAT IN CONCRETE WAYS INTO THE PLAN THAT YOU'VE  
[02:40:26] BEEN PUTTING FORWARD AND THAT'S ON EVERYTHING  
[02:40:29] FROM  
[02:40:32] THE ADDRESSING THOSE COMMUNITIES THAT MAY NOT  
[02:40:34] NECESSARILY HAVE A VOICE AT THE TABLE AND SO MANY OF  
[02:40:36] THESE CONVERSATIONS TO REALLY LOOKING AT WAYS THAT WE CAN STRETCH OUT OUR RELIEF OVER A  
[02:40:42] PROLONGED PERIOD OF TIME.  
[02:40:45] AND AT THE SAME TIME I'M ALSO THANKFUL THAT WE ARE  
[02:40:51] SPENDING SO MUCH TIME MAKING SURE THAT OUR FINANCES WILL BE  
[02:40:55] SOLID THROUGH THIS BECAUSE I THINK AS  
[02:40:58] STEVE JUST MENTIONED IF WE DON'T KEEP OUR OWN HOUSE IN ORDER WE'RE NOT GOING TO BE MUCH OF  
[02:41:03] USE TO ANYONE ELSE EITHER. SO I THINK THAT IS A REALLY IMPORTANT PRIORITIZATION. WITH  
[02:41:09] THAT I'LL CLOSE OUT.  
[02:41:11] THANK YOU. AND NEXT WE WILL GO TO COMMISSIONER CHO.  
[02:41:16] YOU SHOULD BE UNMUTED NOW  
[02:41:19] THANK YOU LAUREN. YOU KNOW I WANT TO APPLAUD YOU ALL FOR  
[02:41:22] PUTTING TOGETHER THIS FRAMEWORK SO QUICKLY  
[02:41:27] BUT I ALSO WANTED TO POINT OUT AND MAKE SURE THAT WE'RE  
[02:41:30] COGNIZANT THAT YOU KNOW THE RECOVERY EFFORTS WILL BE  
[02:41:33] A REGIONAL ONE AND THAT I JUST WANT TO MAKE SURE THAT WHAT WE DO IS NOT ISOLATED BUT WITHIN  
[02:41:40] THE CONTEXT OF AND WORKING WITH ALL THE OTHER REGIONAL PARTNERS WHETHER IT'S GSP THE GREATER  
[02:41:46] SEATTLE PARTNERS OR SOUND CITY I THINK WE ARE ONE  
[02:41:52] GEAR IN THIS MACHINE AND I JUST WANT TO MAKE SURE THAT WHATEVER  
[02:41:55] WE DO WE ARE BEING WE'RE DOING IT IN  
[02:41:58] CONJUNCTION WITH AND IN COOPERATION WITH OUR PARTNERS IN THE REGION.  
[02:42:03] THANKS COMMISSIONER. GREAT FEEDBACK.  
[02:42:06] AND THEN COMMISSIONER FELLEMAN.  
[02:42:11] THANK YOU.  
[02:42:13] I REALLY APPRECIATE THE PRESENTATION AND WE'VE BEEN GETTING VERY FAMILIAR WITH THIS  
[02:42:18] I GUESS I'LL START OFF A LITTLE BACKWARDS IN SUPPORT OF WHAT COMMISSIONER CHO JUST SAID. I  
[02:42:23] REALLY THINK THE IMPACT OF OUR INVESTMENTS WILL CERTAINLY BE MAGNIFIED TO THE DEGREE THAT WE  
[02:42:30] ARE LEVERAGING OUR PARTNERSHIPS WITH OTHER FOLKS AND THE  
[02:42:35] AND THE SIGNIFICANCE THAT KING COUNTY AND THE STATE AND SOUTH SEATTLE THE ALLIANCE AND STUFF  
[02:42:43] HAVE IDENTIFIED ALONG WITH VISIT SEATTLE AND WASHINGTON  
[02:42:46] TOURISM ASSOCIATION. THE IMPORTANCE OF  
[02:42:49] TOURISM AS PART OF THIS RECOVERY MACHINE HAS BEEN  
[02:42:52] RECOGNIZED BROADLY THROUGHOUT THE REGION AND  
[02:42:55] THE STATE AND I SEE YOU KNOW I THINK IT'S MARCH OF MAY 5TH  
[02:42:59] KING COUNTY IS GOING TO ANNOUNCE EIGHT  
[02:43:03] MILLION DOLLARS TOWARDS TOWARDS THIS TO BE SHARED WITH VISIT SEATTLE AND THE SOUTH SIDE  
[02:43:08] ALLIANCE AND THERE IS A EFFORT TO GET THE STATE LEGISLATION TO FUNDING FOR A STATEWIDE EFFORT  
[02:43:17] AND WE'VE BEEN SQUEEZED TO TRADITIONALLY SPEND TONS OF

[02:43:19] MONEY ON CRUISE PROMOTION WHICH IS IN  
[02:43:22] ADDITION TO ALL THE MONEY THE CRUISE LINE SPENDS ON THEIR OWN  
[02:43:24] PROMOTION AND ONE I WOULD HOPE THAT  
[02:43:26] SOME OF THE MONEY COULD BE RE REDIRECTED AT THIS TIME TOWARDS HELPING DO THIS NOW  
[02:43:34] SPECIFICALLY THOUGH WE HAVE TO HAVE TOURISM THAT'S APPROPRIATE  
[02:43:37] FOR THIS TIME TO ALL THESE TRAVEL PLANS  
[02:43:40] THAT HAVE BEEN CANCELED SO THERE'S A WHOLE EFFORT CALLED A REDISCOVER WASHINGTON EXPECTING  
[02:43:46] SORT OF INTRA STATE TOURISM MORE THAN INTERSTATE AND WHILE  
[02:43:49] WE TRADITIONALLY HAVE SUPPORTED THOSE  
[02:43:52] THINGS THAT ARE SPECIFICALLY FOR THE AIRPORT AND TO PROMOTE CRUISE TO ALASKA I REALLY SEE  
[02:43:58] OUR OPPORTUNITY TO PROMOTE THE NATURAL WEALTH OF WASHINGTON  
[02:44:01] AND FOR ALL ITS BROAD ECONOMIC DEVELOPMENT  
[02:44:04] OPPORTUNITIES SPECIFICALLY FOR RURAL WASHINGTON IS AS WELL/  
[02:44:11] SO BUT THE FACT OF THE MATTE R IS OUTDOOR RECREATIONAL  
[02:44:14] EFFORTS ARE PARTICULARLY APPROPRIATE DURING  
[02:44:16] THE TIME OF COVID CONCERNS AND NEED FOR SPACING IN CONTRAST TO YOU KNOW GATHERINGS LIKE KITE  
[02:44:25] FESTIVALS AND THINGS LIKE THIS SO I'M  
[02:44:29] HOPING THAT WE WILL BE ABLE TO JOIN WITH THAT PARTNERSHIP WHICH BRINGS ME UP TO THE  
[02:44:36] NEXT QUESTION IN TERMS OF THE OPPORTUNITY FUND I'M LIKE DID REDIRECTING SOME OF THE  
[02:44:42] MONEY ALLOCATED TO CRUISE PROMOTION BUT I'M NOT SURE  
[02:44:44] WHERE THE FUND WAS THINKING ABOUT BEING  
[02:44:47] DRAWN FROM. I KNOW WE HAVE CERTAIN PROJECTS THAT ARE DELAYED  
[02:44:51] OR WHATEVER BUT YOU KNOW IN ORDER TO  
[02:44:54] KNOW WHAT WE MIGHT DO WITH THE MONEY HOW MUCH MONEY WE ARE TALKING ABOUT HOW MUCH OF AN  
[02:44:59] OPPORTUNITY IS THERE WILL BE  
[02:45:02] IMPORTANT TO KNOW. AND THEN OBVIOUSLY ONE OF THE SOURCES OF  
[02:45:06] REVENUE THE COMMISSION SET ASIDE A  
[02:45:09] COUPLE YEARS NOW IS THE SOUTH KING COUNTY FUND  
[02:45:13] WHICH I UNDERSTAND WE'LL BE DISCUSSING LATER BUT UM  
[02:45:18] SO I'M SUPPORTIVE OF THE IDEA OF EXPANDING IT INTO THE CONCEPT  
[02:45:21] OF ECONOMIC DEVELOPMENT OPPORTUNITIES  
[02:45:25] BEYOND JUST THE ENVIRONMENTAL FOCUS THAT WE INITIALLY HAD BUT WANT TO MAKE SURE PEOPLE  
[02:45:29] UNDERSTAND THAT YOU KNOW  
[02:45:32] THAT THE DEVELOPMENT OF ENVIRONMENTAL EXPERTISE AS  
[02:45:37] WORKFORCE DEVELOPMENT BEING RESTORATION AND CLEAN UP THESE ARE THINGS THAT ARE.  
[02:45:42] THEY'RE NOT JUST ENVIRONMENTAL PER SE AND BUT I AM  
[02:45:45] UNCOMFORTABLE WITH ANY SORT OF PRESCRIBED PERCENTAGES  
[02:45:49] BUT YOU KNOW THE IDEA OF EXPANDING THE FUND TO OTHER  
[02:45:52] CITIES IN THE SOUTH KING COUNTY AREA THAT'S FINE  
[02:45:55] BUT I THINK THESE THESE ALLOCATIONS SHOULD BE BASED ON MERIT NOT ON SOME PRE PRESCRIBED  
[02:46:00] PERCENTAGES BUT I'LL LEAVE IT AT THAT FOR NOW.  
[02:46:05] THANKS COMMISSIONER.  
[02:46:08] ALL RIGHT AND THEN I BELIEVE COMMISSIONER STEINBREUCK.  
[02:46:11] AGAIN WELL LET'S SEE IF THERE'S ANY MORE ARE  
[02:46:14] THERE ANY MORE COMMISSIONER COMMENTS OR QUESTIONS BEFORE WE CLOSE. ALL RIGHT WE WILL  
[02:46:20] GO THROUGH THE ROUND ONE MORE TIME. COMMISSIONER BOWMAN?  
[02:46:24] NOPE NO FURTHER COMMENTS. THANK YOU VERY MUCH.  
[02:46:29] COMMISSIONER CALKINS?  
[02:46:32] NONE FOR ME.  
[02:46:36] COMMISSIONER CHO?  
[02:46:38] I'M GOOD THANK YOU.  
[02:46:41] AND COMMISSIONER FELLAMEN?  
[02:46:43] I JUST REALIZED IT WAS ONE MORE POT TO BANG ON TOURISM. GIVEN  
[02:46:47] THAT WE'RE OFF TO A LATE START ONE OF THE BENEFITS IS THAT PROMOTIONAL WILL, BY DEFINITION  
[02:47:16] EMPHASIZES THE SHOULDER SEASON. THIS WILL NOT ONLY BENEFIT THE ECONOMICS OF THE COMMUNITIES  
[02:47:22] THAT NEED IT IMMEDIATELY BUT WILL HAVE BENEFITS INTO THE  
[02:47:26] FUTURE AND AGAIN I THINK THIS IS A REAL  
[02:47:30] OPPORTUNITY FOR THE PORT TO BE PART OF THAT WILL THEN INCREASE AIR TRAVEL AND THINGS LIKE THAT  
[02:47:36] IN THE FUTURE.  
[02:47:38] GREAT COMMISSIONER, YOU GOT THE LAST WORD ON THAT. WE'LL MOVE ON TO THE NEXT TOPIC NOW.  
[02:47:44] WE'VE STILL GOT SEVERAL ITEMS TO GET THROUGH HOPEFULLY WE CAN DO THAT BEFORE MIDNIGHT TONIGHT  
[02:47:52] IF POSSIBLE BUT LET'S MOVE ON TO THE NEXT ITEM 7C. ALL RIGHT. 7C IS MOTION 2020-09 TO AUTHORIZE  
[02:48:03] SHORT-TERM CHANGES TO THE 2022- 2024 CAPITAL IMPROVEMENT PLAN IN

[02:48:07] RESPONSE TO THE COVID-19 PANDEMIC TO PROVIDE  
[02:48:12] DIRECTION FOR INTERIM ACTIONS RELATED TO ONGOING CONSTRUCTION AND DEFERRED CAPITAL  
[02:48:17] PROJECTS AND READINESS TO AID RECOVERY AND TO DELEGATE  
[02:48:21] AUTHORITY TO THE EXECUTIVE DIRECTOR TO  
[02:48:24] EXECUTE CHANGE ORDERS FOR COSTS THAT EXCEED 300,000 DOLLARS RELATED TO CONSTRUCTION AND  
[02:48:31] ENHANCED WORKER SAFETY FOR CONSTRUCTION SITES DUE TO THE COVID-19 PANDEMIC.  
[02:48:38] COMMISSIONERS FOLLOWING THE PRESENTATION YOU RECEIVED AT THE STUDY SESSION TWO WEEKS AGO THIS  
[02:48:43] MOTION PROVIDES AN OPPORTUNITY TO TAKE FORMAL ACTION ON OUR REVISED FIVE-YEAR CAPITAL  
[02:48:48] IMPROVEMENT PLAN. THE PORT'S \$3.4 BILLION CAPITAL IMPROVEMENT PROGRAM REPRESENTS A TREMENDOUS  
[02:48:55] INVESTMENT IN THE COMMUNITY THAT YOU HEARD DAVE TALKING  
[02:48:57] ABOUT. FOR THE COMING YEAR THE UPDATED PLAN  
[02:49:00] COMMITS THE PORT TO CONTINUE WITH 19 PROJECTS THAT YOU'VE HEARD ABOUT IN THE STUDY SESSION  
[02:49:04] CURRENTLY UNDER CONSTRUCTION WITH APPROXIMATELY \$1 BILLION TO THE LOCAL ECONOMY. THE PORT ALSO  
[02:49:11] PROPOSES ACCELERATING OR MAINTAINING CERTAIN PROJECTS THAT PROVIDE ALMOST IMMEDIATE  
[02:49:16] OPPORTUNITY FOR ECONOMIC ACTIVITY. A HANDFUL OF LOWER  
[02:49:18] PRIORITY PROJECTS WILL BE DEFERRED SO WE  
[02:49:21] CAN FOCUS ON THE MOST CRITICAL EFFORTS. IN ADDITION I DO WANT  
[02:49:23] TO POINT OUT THAT I'M RECOMMENDING A  
[02:49:26] TEMPORARY DELAY IN THE PLANNING WORK FOR THE NEW CRUISE SHIP TERMINAL AT 46 GIVEN THE  
[02:49:31] UNCERTAINTIES AROUND ALASKA CRUISE BUSINESS. IT'S BEST TO  
[02:49:33] LOOK AGAIN AT THIS PROJECT IN THE FALL. AS WE CONSIDER  
[02:49:36] THE FULL BUDGET WE HAVE A BETTER IDEA SENSE OF THE INDUSTRY'S DIRECTION WE LOOK  
[02:49:41] FORWARD TO THE RETURN OF CRUISE WHEN CONDITIONS BECOME MORE CLEAR. AND WITH THAT THE  
[02:49:47] PRESENTERS ARE ERIC SHENFIELD, THE ACTING COMMISSION CHIEF OF  
[02:49:51] STAFF AND AARON PRITCHARD, POLICY MANAGER FOR THE COMMISSION.  
[02:49:54] CLERK PLEASE UNMUTE OUR PRESENTERS. PRESENTERS, PLEASE UNMUTE YOURSELVES.  
[02:50:03] YEP PERFECT. THANK YOU SO MUCH COMMISSIONER STEINBRUECK, COMMISSIONERS,  
[02:50:08] EXECUTIVE DIRECTOR METRUCK. MY NAME IS ERIC SHENFIELD, ACTING COMMISSION CHIEF OF STAFF  
[02:50:13] AS COMMISSIONERS AND AS EXECUTIVE DIRECTOR METRUCK SAID, KEY TO THE RECOVERY OF  
[02:50:20] THE REGION'S ECONOMY IS OUR CONTINUED INVESTMENT IN INFRASTRUCTURE. ON APRIL 14TH AT  
[02:50:26] A STUDY SESSION YOU HEARD EXECUTIVE DIRECTOR METRUCK'S PROPOSAL ABOUT WHICH  
[02:50:32] PROJECTS CAN BE ACCELERATED AND WHICH PROJECTS NEED TO BE  
[02:50:35] DEFERRED. BUT THE OVERALL MESSAGE OF THAT  
[02:50:37] STUDY SESSION WAS THAT A SIGNIFICANT PORTION OF THE  
[02:50:41] PORT'S FIVE-YEAR CAPITAL IMPROVEMENT PLAN CAN BE  
[02:50:45] CONTINUED OVER THE NEXT FEW YEARS. THE PROPOSAL THAT  
[02:50:49] EXECUTIVE DIRECTOR METRUCK PUT TOGETHER ON APRIL 14TH  
[02:50:52] NEEDS COMMISSION ACTION AND SO TODAY'S MOTION ALLOWS YOU TO APPROVE THOSE RECOMMENDATIONS  
[02:50:59] AND GIVE THE EXECUTIVE DIRECTOR AUTHORITY TO MAKE THOSE CHANGES. THERE ARE SIX SPECIFIC THINGS  
[02:51:04] IDENTIFIED IN THIS MOTION AND BEFORE WE TALK ABOUT WHAT THOSE SPECIFIC THINGS ARE LET ME JUST  
[02:51:10] SAY THAT MOVING FORWARD WITH THE CAPITAL IMPROVEMENT PLAN IS AN ESSENTIAL PART OF ECONOMIC  
[02:51:16] STIMULUS BUT IT CANNOT CONTINUE UNLESS THAT INFRASTRUCTURE  
[02:51:19] INVESTMENT AND THOSE CONSTRUCTION  
[02:51:22] PROJECTS CAN BE DONE SAFELY AND SO YOU WILL SEE THROUGHOUT THIS MOTION THAT ALL OF THESE  
[02:51:28] INVESTMENTS AND ALL OF THE AUTHORIZATION YOU'RE GIVING TO EXECUTIVE METRUCK TO MOVE  
[02:51:33] FORWARD ON THESE PROJECTS IS CONTINGENT ON THE ABILITY TO  
[02:51:36] MAKE THESE PROJECTS CONTINUE SAFELY AND FOR THE PORT TO MAKE  
[02:51:39] INVESTMENTS TO ENSURE THAT SAFETY SPECIFICALLY FOR THE WORKERS ON THOSE PROJECTS. AS I  
[02:51:45] MENTIONED IN THE MOTION THERE ARE 6 ITEMS: NUMBER 1 IS THAT YOU ARE AUTHORIZING THE  
[02:51:51] DIRECTOR TO MOVE FORWARD ON THE PROPOSED CHANGES TO THE 2020 THROUGH 2024 FIVE-YEAR CAPITAL  
[02:51:57] IMPROVEMENT PROGRAM IMPROVEMENT PLAN THAT WAS PRESENTED. THE PLAN IS REALLY ABOUT CHANGES TO  
[02:52:06] THE PROJECTS THAT ARE SCHEDULED TO MOVE FORWARD THIS YEAR AND INTO NEXT YEAR. YOU WILL HAVE AN  
[02:52:12] SO CERTAINLY WHILE YOU'RE AUTHORIZING THE EXECUTIVE DIRECTOR NOW ANY CHANGES  
[02:52:22] CAN BE MADE AS PART OF THE REGULAR PROCESS LATER THIS YEAR AND INTO 2021.  
[02:52:27] MOST OF THOSE PROJECTS ARE CONTINUING AS I SAID SOME ARE  
[02:52:30] EVEN BEING GENERATED. THERE ARE PROJECTS  
[02:52:33] THAT ARE BEING DEFERRED AND SO NUMBER TWO IN THIS MOTION SAYS THAT FOR THOSE PROJECTS THAT ARE  
[02:52:38] BEING DEFERRED WHETHER THEY'RE BEING DEFERRED TO SAVE MONEY THEY'RE BEING DEFERRED BECAUSE  
[02:52:43] THEY CANNOT PROCEED SAFELY OR THEY'RE BEING DEFERRED BECAUSE WE ARE EVALUATING WHETHER THERE  
[02:52:48] THE NEED FOR  
[02:52:49] THEM TO MOVE FORWARD, THAT  
[02:52:50] DECISION TO DEFER SHOULD BE REVIEWED  
[02:52:53] CONTINUOUSLY IT SHOULD NOT BE REVIEWED JUST AT THE END OF THE YEAR BUT ON A REGULAR BASIS TO

[02:52:59] MAKE SURE THOSE PROJECTS CONTINUE TO NEED TO BE DEFERRED AND IF THEY CAN CONTINUE SAFELY  
[02:53:04] ABND APPROPRIATELY. AGAIN THAT CONTRIBUTES TO THE OVERALL IMPROVEMENT OF THE ECONOMY.  
[02:53:10] NUMBER 3 SPECIFICALLY HAS TO DO WITH THE SOUND INSULATION  
[02:53:12] PROGRAM AND ONE OF THE PROJECTS THAT'S BEING  
[02:53:15] DEFERRED OR RATHER ONE OF THE GROUPS OF PROJECTS BEING  
[02:53:18] DEFERRED RIGHT NOW IS THE SOUND INSULATION  
[02:53:20] PROGRAM. THERE'S A NUMBER OF REASONS FOR THAT BUT ONE OF THE MAIN REASONS THAT THAT PROGRAM  
[02:53:25] IS BEING DEFERRED RIGHT NOW FOR SINGLE-FAMILY HOME SOUND  
[02:53:28] INSULATION IS BECAUSE WE CANNOT BE ASSURED  
[02:53:31] OF THE SAFETY OF BOTH THE WORKERS GOING TO THE INDIVIDUAL HOMES AS WELL AS THE  
[02:53:36] PEOPLE WHO LIVE IN THOSE HOMES RIGHT NOW AND SO UNTIL WE CAN ENSURE THAT IT MAKES SENSE BOTH  
[02:53:41] FROM A BUDGETARY PERSPECTIVE AND FROM A SAFETY PERSPECTIVE  
[02:53:44] TO MOVE FORWARD WITH THAT, NOISE INSULATION PROGRAM  
[02:53:46] THOSE PROJECTS ARE BEING DEFERRED. AGAIN NUMBER TWO IN  
[02:53:49] THIS MOTION SAYS THOSE PROJECTS SHOULD  
[02:53:52] BE REVIEWED AND IF THEY CAN CONTINUE AT SOME POINT OVER THE  
[02:53:55] NEXT FEW MONTHS THEY SHOULD BE BUT  
[02:53:57] IN THE MEANTIME NUMBER 3 GIVES THE EXECUTIVE DIRECTOR DIRECTION TO MAKE SURE SURE THAT EVEN  
[02:54:03] DURING THE TIME WHERE SINGLE-FAMILY HOME INSULATION  
[02:54:06] FOR RIGHT NOW IS BEING DEFERRED, ACTION IS CONTINUING TO HAPPEN  
[02:54:10] ON THE BROADER DECADE-LONG PLAN TO ACCELERATE  
[02:54:13] NOISE INSULATION ONCE THIS PANDEMIC ENDS.  
[02:54:17] ONCE THE PUBLIC HEALTH CRISIS ENDS WE WANT TO BE IN A POSITION  
[02:54:19] TO NOT ONLY RESTART THE SOUND INSULATION  
[02:54:22] PROGRAM BUT DO IT FASTER AND BETTER AND MORE EFFECTIVELY AND MORE EFFICIENTLY THAN BEFORE SO  
[02:54:28] THAT WE CAN MAXIMIZE OUR IMPACT ON SOUND INSULATION YOU HOMES  
[02:54:32] AND BUILDINGS AROUND SEATAC AIRPORT.  
[02:54:36] NUMBER 4 AS EXECUTIVE DIRECTOR METRUCK MENTIONED IS A TEMPORARY DELAY OF THE CRUISE TERMINAL  
[02:54:41] PROJECTS. YOU'LL SEE IN THE ATTACHMENT THAT WHILE THE  
[02:54:44] OVERALL PROJECT IS BEING DELAYED, THERE ARE STILL  
[02:54:46] A NUMBER OF ACTIONS RELATED TO THIS PROJECT THAT CAN CONTINUE SO THE EXECUTIVE DIRECTOR WILL  
[02:54:52] CONTINUE TO MAKE SOME PROGRESS TO EVALUATE THE CRUISE TERMINAL PROJECT TO KEEP THE CRUISE  
[02:54:59] TERMINAL PROJECT VIABLE FOR WHEN AND IF IT DOES CONTINUE  
[02:55:02] AND CERTAINLY MAKE SURE THAT AGAIN  
[02:55:05] GOING BACK TO NUMBER 2 IT IS A PROCESS OF CONTINUOUS  
[02:55:08] EVALUATION BY THE END OF THIS YEAR MAKING SURE  
[02:55:11] THAT WE UNDERSTAND BETTER A STAFF RECOMMENDATION ON WHETHER OR NOT THIS PROJECT SHOULD  
[02:55:18] RESUME, HOW FUTURE DEMAND MIGHT IMPACT THAT DECISION  
[02:55:23] IN THE INTERIM. NUMBER 5 OF THIS MOTION DIRECTS THE EXECUTIVE DIRECTOR TO WORK WITH THE  
[02:55:27] NORTHWEST SEAPORT ALLIANCE TO USE ALL OF TERMINAL 46, BOTH  
[02:55:30] WHAT IS CONTROLLED BY THE PORT OF  
[02:55:33] SEATTLE AS WELL AS THE PORTION THAT'S CONTROLLED BY THE  
[02:55:35] NORTHWEST SEAPORT ALLIANCE TO SEE IF THERE  
[02:55:38] ARE INTERIM USES FOR THE ENTIRE TERMINAL OR PARTS OF THE  
[02:55:41] TERMINAL THAT CAN GENERATE REVENUE DURING  
[02:55:44] THIS TIME THAT WOULD MAKE SENSE TO BE USED FOR OTHER PURPOSES  
[02:55:47] THAT ARE APPROPRIATE FOR TERMINAL 46.  
[02:55:50] THE ONLY EXCEPTION TO THAT IS NO USES EVEN TEMPORARY USAGE  
[02:55:54] SHOULD BE APPROVED FOR TERMINAL 46 THAT  
[02:55:58] WOULD PRECLUDE THE OPTION FOR EVENTUALLY RETURNING TO  
[02:56:00] BUILDING THE NEW CRUISE TERMINAL. AND  
[02:56:03] FINALLY NUMBER SIX WHICH I MENTIONED EARLIER THE  
[02:56:05] IMPORTANCE OF SAFETY. NONE OF THESE PROJECTS  
[02:56:08] CAN CONTINUE MUCH LESS ACCELERATE UNLESS THEY CAN  
[02:56:11] BE DONE SAFELY. WE HEARD EARLIER A NUMBER OF STEPS AT  
[02:56:14] THE PORT ALREADY TAKEN TO ENSURE SAFETY. THE GOVERNOR HAS ALSO TAKEN A NUMBER OF STEPS TO  
[02:56:19] ENSURE AND MANDATE SAFETY MEASURES. SOME OF THOSE SAFETY MEASURES WILL INVOLVE INCREASED  
[02:56:24] COST AND SO THE PORT COMMISSION IS DELEGATING AUTHORITY TO THE EXECUTIVE DIRECTOR TO EXECUTE  
[02:56:30] CHANGE ORDERS RELATED TO WORKER SAFETY ON THESE PORT  
[02:56:33] CONSTRUCTION SITES. THOSE CHANGE ORDERS WOULD BE  
[02:56:36] COSTS THAT ARE INCREASED BECAUSE OF THE NEED TO INVEST IN WORKER  
[02:56:39] SAFETY AND THE EXECUTIVE DIRECTOR  
[02:56:42] WILL BE ABLE TO MAKE THOSE INVESTMENTS WITHOUT COMMISSION ACTION AND THAT DELEGATION OF

[02:56:47] AUTHORITY LASTS NO LONGER THAN 60 DAYS FOLLOWING THE EXPIRATION  
[02:56:50] OF THE STAY-AT-HOME ORDER, SOCIAL  
[02:56:53] DISTANCING, AND OTHER RELATED ORDERS WHEN THE COVID PANDEMIC  
[02:56:56] NO LONGER REQUIRES SUCH INVESTMENTS.  
[02:56:59] THAT'S THE MOTION THAT IS BEFORE YOU AND I WILL STOP THERE. THANK YOU VERY MUCH FOR YOUR TIME.  
[02:57:04] OKAY  
[02:57:06] LET'S JUST OPEN IT UP FOR COMMISSIONER COMMENTS AND QUESTIONS AT THIS TIME.  
[02:57:12] WE'LL START AGAIN WITH COMMISSIONER BOWMAN.  
[02:57:19] HI I JUST WANTED TO THANK YOU SO MUCH. THIS HAS BEEN A REALLY THOUGHTFUL LOOK AT THE  
[02:57:25] CIP. I DID WANT TO ADD I THINK THAT THIS IS A GREAT PLAN  
[02:57:29] MOVING FORWARD. RIGHT NOW STEVE I DO HOPE  
[02:57:32] THAT YOU KNOW AS THINGS CHANGE OVER THE NEXT COUPLE OF MONTHS THAT WE TAKE ANOTHER LOOK.  
[02:57:38] THIS IS NOT A ONE-TIME  
[02:57:39] DECISION SO I THINK IT'S  
[02:57:41] APPROPRIATE FOR WHERE WE ARE RIGHT  
[02:57:44] NOW AND IT WILL PROVIDE  
[02:57:47] HUNDREDS OF JOB AND EMPLOYMENT OPPORTUNITIES FOR PEOPLE IN OUR REGION WHICH IS IN MY MIND  
[02:57:52] MOST CRITICAL RIGHT NOW. BUT I DO THINK IT'S IMPORTANT FOR US TO AS WE GET LATER INTO THE YEAR  
[02:57:59] MAYBE INTO THE JUNE TIME FRAME TO TAKE ANOTHER LOOK AT THE CIP  
[02:58:02] PARTICULARLY AT THE AIRPORT AS WE  
[02:58:05] HAVE A BETTER SENSE OF WHAT THE MODELING FOR ENPLANEMENTS LOOKS LIKE AND WHERE WE MIGHT BE  
[02:58:12] MOVING FORWARD WITH PROJECTS. SO REALLY WANT TO COMPLIMENT YOU  
[02:58:15] AND THE TEAM FOR THIS FIRST EFFORT.  
[02:58:18] I THINK HOPEFULLY PEOPLE WILL SEE IT AS THE BOOST TO THE  
[02:58:21] ECONOMY THAT IS MUCH NEEDED RIGHT NOW AND  
[02:58:24] APPRECIATE EVERYBODY LEANING INTO REPRIORITIZING THESE PROJECTS.  
[02:58:28] THANKS COMMISSIONER. JUST TO SAY YES, WE NEED  
[02:58:31] TO GET BACK TO YOU BECAUSE I THINK YOU WILL WANT TO KNOW  
[02:58:36] HOW'S IT GOING RIGHT ON THE PROJECTS BECAUSE WE'RE STILL  
[02:58:39] JUST UNDERSTANDING THE OVERLAY OF THE  
[02:58:42] ADDITIONAL SAFETY MEASURES THAT WE'RE PUTTING A PLACE FOR COVID SO COMPLETELY APPROPRIATE FOR US  
[02:58:47] TO GIVE HER FEEDBACK ON HOW WE'RE DOING.  
[02:58:52] GREAT NEXT WE WILL GO TO COMMISSIONER CALKINS.  
[02:59:01] NO FURTHER COMMENT ON THAT.  
[02:59:04] OKAY AND THEN COMMISSIONER CHO.  
[02:59:08] NO FURTHER COMMENTS THANKS.  
[02:59:11] COMMISSIONER FELLEMAN.  
[02:59:13] I JUST LOOK FORWARD TO HEARING ABOUT WHAT KIND OF DRY POWDER MIGHT BE LEFT OVER FROM THESE  
[02:59:19] NEAR-TERM DEFERRALS AFTER THE ADDITIONAL COST THAT WE MIGHT  
[02:59:22] INCUR FROM THESE ADDITIONAL SAFETY  
[02:59:25] PROVISIONS WERE PUTTING IN THE CONSTRUCTION PROJECTS AS FAR AS GETTING TO THE OPPORTUNITY FUND  
[02:59:30] QUESTION AGAIN.  
[02:59:33] THANKS COMMISSIONER.  
[02:59:37] ALRIGHT AND THEN COMMISSIONER STEINBREUCK. BACK TO YOU.  
[02:59:40] WELL SURE I THINK WE'LL JUST MOVE ON NOW  
[02:59:42] TO A MOTION TO ADOPT SO I WOULD LIKE TO INVITE A MOTION.  
[02:59:50] SO MOVED.  
[02:59:52] IS THERE A SECOND?  
[02:59:54] SECOND. OKAY IT'S BEEN MOVED AND SECONDED. CLERK PLEASE CALL THE  
[02:59:58] ROLL. ALRIGHT COMMISSIONER BOWMAN? AYE.  
[03:00:04] COMMISSIONER CALKINS? AYE. COMMISSIONER CHO? AYE.  
[03:00:10] COMMISSIONER FELLEMAN?  
[03:00:13] I'VE GOT TO UNMUTE HIM  
[03:00:16] HE WOULDN'T EVEN LET ME SECOND IT SO [LAUGHTER]. AYE.  
[03:00:20] AND COMMISSIONER STEINBRUECK. AYE.  
[03:00:26] FOUR EYES AND ONE YAY.  
[03:00:30] OKAY THE MOTION PASSES. THANK YOU THE NEXT ITEM IS ITEM 7D.  
[03:00:40] ITEM 7D IS MOTION 2020-10 A MOTION OF THE PORT OF SEATTLE  
[03:00:44] COMMISSION TO ADD ECONOMIC DEVELOPMENT TO THE  
[03:00:49] PERMISSIBLE USES FOR THE SOUTH KING COUNTY FUND IN SUPPORT OF LOCAL RECOVERY FROM THE COVID-19  
[03:00:55] PANDEMIC.  
[03:00:57] COMMISSIONERS AS MENTIONED DURING OUR PRESENTATION, THE EARLY ACTION RECOVERY PLAN ONE  
[03:01:02] AREA FOR FOCUS FOR US IS IDENTIFYING OPPORTUNITIES TO

[03:01:05] LEVERAGE EXISTING FUNDS TO SUPPORT  
[03:01:08] LOCAL RECOVERY. THE SOUTH KING COUNTY FUND WHICH WE'VE  
[03:01:10] DISCUSSED A LITTLE BIT ALREADY IS ONE OF  
[03:01:12] THESE OPPORTUNITIES. I WANT TO BE CLEAR THAT THIS MOTION SIMPLY ADDS ECONOMIC DEVELOPMENT AS A  
[03:01:17] PERMISSIBLE USE MAKES NO OTHER CHANGES. PRESENTER AARON PRITCHARD, COMMISSION POLICY  
[03:01:23] MANAGER.  
[03:01:25] GOOD AFTERNOON COMMISSIONERS AND EXECUTIVE DIRECTOR.  
[03:01:29] THE SOUTH KING COUNTY FUND WAS CREATED IN NOVEMBER OF 2018 TO PROVIDE RESOURCES TO SUPPORT  
[03:01:34] SEATAC INTERNATIONAL AIRPORT AREA COMMUNITIES. THE USES IN  
[03:01:37] THAT ORIGINAL MOTION IS SAID TO INCLUDE  
[03:01:41] SUPPORTING ADDRESSING AIRPORT NOISE AND OTHER PROJECTS THAT SUPPORT  
[03:01:45] ENVIRONMENTAL HEALTH AND ENHANCED SUSTAINABILITY. IN JUNE  
[03:01:48] OF 2019 THE COMMISSION PASSED A SET OF  
[03:01:51] PRINCIPLES TO HELP GUIDE THE IMPLEMENTATION OF THIS FUND. THE TEAM HEADED UP BY EXTERNAL  
[03:01:57] RELATIONS AND OUR OFFICE OF EQUITY AND DIVERSITY INCLUSION  
[03:02:00] HAS SPENT THE LAST YEAR ENGAGING THE COMMUNITY  
[03:02:03] TO DETERMINE THE BEST PATH FORWARD FOR THIS FUND AND  
[03:02:05] WORKING WITH LEGAL TO DEFINE THE BOUNDARIES OF  
[03:02:08] THIS FUND.  
[03:02:09] THE PRIMARY OUTCOME OF THIS MOTION WILL BE TO ALLOW ECONOMIC DEVELOPMENT AS A USE OF THE  
[03:02:15] SOUTH KING COUNTY FUND DURING THE PERIOD OF RECOVERY FROM THE COVID 19 PANDEMIC.  
[03:02:21] THE PANDEMIC RECOVERY TIMEFRAME IS NOT DEFINED IN THIS MOTION, AS WE ALL KNOW THAT'S GOING TO  
[03:02:26] BE VERY DIFFICULT TO DEFINE.  
[03:02:29] THE SOUTH KING COUNTY FUND WAS ORIGINALLY ENVISIONED AS A 5-YEAR FUND OF UP TO \$10 MILLION  
[03:02:34] SORRY, \$5 MILLION AND CLEARLY THE RECOVERY COULD LAST FOR THE DURATION OF  
[03:02:40] THIS FUND.  
[03:02:42] IF THERE'S A DETERMINATION THAT THE REGION HAS RECOVERED FROM THIS PANDEMIC, WE CAN REVISIT  
[03:02:48] THE ADDITION OF ECONOMIC DEVELOPMENT TO THE USE OF SOUTH KING COUNTY FUND AT THAT TIME.  
[03:02:54] I WILL KNOW THAT BEFORE THE PANDEMIC HAD STRUCK THE WORLD, STAFF HAD DELIVERED A  
[03:02:59] RECOMMENDATION THAT WE ADD ECONOMIC DEVELOPMENT TO THE PERMISSIBLE USES OF THE FUND  
[03:03:04] BECAUSE OF THE VERY CONSTRAINING LIMITATIONS ON THE USE OF THE FUND WHEN SOLELY FOCUSED ON  
[03:03:09] ENVIRONMENTAL ISSUES.  
[03:03:11] THE STATEMENT IN SUPPORT OF THE MOTION LAYS OUT WHAT ECONOMIC DEVELOPMENT MEANS FOR THE PORT.  
[03:03:16] THESE STATEMENTS FORM THE BASIS OF OUR PORT AUTHORITY TO PURSUE ECONOMIC DEVELOPMENT. YOU'LL  
[03:03:22] SEE WE MORE AS WE MORE FULLY DEVELOP A WORKFORCE DEVELOPMENT POLICY WHICH IS CURRENTLY UNDER  
[03:03:28] DEVELOPMENT AND I BELIEVE THAT YOU'LL SEE A BETTER EXPLANATION OF WHAT SORT OF  
[03:03:34] WORKFORCE ANGLES ON THAT ARE.  
[03:03:37] I BELIEVE THE COMMISSION WILL SEE THE LATEST DRAFT OF THIS DEVELOPMENT POLICY WITHIN A FEW  
[03:03:42] WEEKS AND IT'S CURRENTLY SCHEDULED TO BE BRIEFED TO THE  
[03:03:45] COMMISSION ON MAY 26 DEPENDING ON HOW THE REVIEW OF  
[03:03:48] THE POLICY GOES WITH THE EQUITY AND WORK FORCE COMMITTEE.  
[03:03:52] I WILL TURN IT BACK TO THE COMMISSION AT THIS POINT. THANK YOU  
[03:03:56] OKAY WELL THERE'S A LOT OF HISTORY TO THIS AND  
[03:04:00] I WOULD JUST SAY BEFORE OPENING UP HERE THAT I WOULD HOPE WITH THIS EFFORT WHICH I VERY MUCH  
[03:04:06] SUPPORT REVISING  
[03:04:10] THE ALLOWABLE USES FOR THIS IMPORTANT COMMUNITY FUND,  
[03:04:15] THAT WE NOT LOSE FOCUS WITH REGARD TO AIRPORT  
[03:04:20] AFFECTED COMMUNITIES THAT THERE IS A RELATIONSHIP THERE. THAT WAS THE ORIGINAL INTENT OF  
[03:04:27] THE ESTABLISHMENT OF THIS FUND. IT'S BEEN DIFFICULT  
[03:04:31] TO SAY THE LEAST TO GET THE DOLLARS OUT THE DOOR AS QUICKLY AS WE'D WANTED TO AND  
[03:04:36] THE SUPPORT THAT AS POSSIBLE HERE BUT ECONOMIC DEVELOPMENT I THINK IN THE AGE OF  
[03:04:45] COVID-19 CAN CERTAINLY BE  
[03:04:48] SEEN AS AN ISSUE TIED TO THE  
[03:04:51] ECONOMIC DOWNTURN SO MUCH OF WHICH  
[03:04:56] IS AFFECTING THE AIRPORT AS WELL AS AIRPORT COMMUNITIES  
[03:05:00] AND THE EMPLOYEES WHO WORK THERE AND THE  
[03:05:03] SMALL BUSINESSES BOTH AT THE AIRPORT AND IN SURROUNDING COMMUNITIES WHETHER IT BE IN  
[03:05:10] RETAIL, RESTAURANTS, BARS, ETC THAT HAVE BENEFITED FROM THE ROBUST ECONOMIC GROWTH AT THE  
[03:05:20] AIRPORT AND IN TERMS OF  
[03:05:24] THE NUMBER OF PEOPLE THAT HAVE BEEN PASSING THROUGH AND SO I THINK THERE IS STILL CLEARLY  
[03:05:30] A NEXUS HERE WHEN IT COMES TO ECONOMIC DEVELOPMENT BUT I HOPE WITH REGARD TO THE AIRPORT  
[03:05:37] ITSELF AND THE AIRPORT CITIES THAT ARE DIRECTLY IMPACTED IN VARIOUS WAYS.  
[03:05:46] SO WITH THAT I LIKE TO ASK THAT WE OPEN THIS UP FOR COMMISSION MEMBER COMMENTS.

[03:05:53] THANKS YES. WE WILL BEGIN AGAIN WITH COMMISSIONER BOWMAN.  
[03:06:02] COMMISSIONER BOWMAN. GREAT. I'VE ONLY JUST A BRIEF COMMENT AND I SUPPORT THE EXPANSION. I THINK  
[03:06:09] THAT'S A FINE IDEA. AGAIN I JUST THINK THAT AS WE'RE THINKING ABOUT OUR FUNDING PRIORITIES  
[03:06:16] MOVING FORWARD, THIS, IN THE BIG PICTURE IS NOT A LOT OF  
[03:06:20] MONEY AND SO I JUST HOPE THAT WE CAN PRIORITIZE WHERE  
[03:06:24] WE'RE GOING TO BE LEANING IN TO MAKE THOSE INVESTMENTS SO THAT WE CAN HAVE A BIG IMPACT BUT  
[03:06:28] CERTAINLY FOR THE TIME BEING I THINK IT'S AN APPROPRIATE EXPANSION. I'D BE REMISS IF I  
[03:06:35] DIDN'T STAND ON MY SOAPBOX WHICH I DO EVERY TIME WE TALK ABOUT  
[03:06:38] IMPACTED COMMUNITIES AND WE FOCUS ONLY ON  
[03:06:42] THE SIX CITIES SOUTH OF THE AIRPORT AND NOT THE OTHER COMMUNITIES THAT ARE NOT  
[03:06:46] REPRESENTED WHICH IS BEACON HILL, SOUTH PARK, GEORGETOWN, THE DUWAMISH VALLEY. SO I REALLY  
[03:06:52] HOPE THAT THE STAFF WILL TAKE A LOOK AT THOSE NEIGHBORHOODS AS WELL THAT HAVE BEEN IMPACTED BY  
[03:06:59] THE AIRPORT FOR MANY YEARS AND DON'T HAVE AN OFFICIAL WAY TO APPLY TO THE PORT  
[03:07:05] FOR INVESTMENTS. BUT BEYOND THAT SOUNDS LIKE A GREAT IDEA THANKS.  
[03:07:11] GREAT. NEXT WE WILL GO TO COMMISSIONER CALKINS.  
[03:07:20] THANKS FOR GREAT WORK ON THIS. I ESPECIALLY I JUST WANT TO CALL OUT SOME WORK THAT  
[03:07:28] THE OFFICE OF EQUITY DIVERSITY INCLUSION HAS BEEN DOING TO  
[03:07:30] INFORM THE EFFORTS AND I THINK WILL BE  
[03:07:33] REALLY USEFUL IN TRYING TO UNDERSTAND HOW WE CAN MAKE  
[03:07:36] THESE DOLLARS GO AS FAR AS POSSIBLE AS  
[03:07:39] COMMISSIONER BOWMAN WAS ALLUDING TO BOTH IN TERMS OF  
[03:07:43] PUTTING TOGETHER AN EQUITY TOOLKIT THAT WE AT THE PORT CAN  
[03:07:46] USE BUT ALSO THAT IS AVAILABLE FOR  
[03:07:49] OUR COMMUNITY STAKEHOLDERS TO CONSIDER AS WELL. AS WE THINK  
[03:07:52] ABOUT HOW DO WE MAKE SURE THAT THOSE WHO  
[03:07:54] ARE MOST IMPACTED BY THIS AND SO FREQUENTLY THAT'S THOSE  
[03:07:58] COMMUNITIES FURTHEST FROM ECONOMIC JUSTICE  
[03:08:01] AND OFTEN OVERLAYS REALLY CLOSELY WITH  
[03:08:05] THE MOST DIVERSE COMMUNITIES IN OUR REGION AND SO I'M GRATEFUL FOR ALL THAT WORK IN WHICH  
[03:08:12] WE'RE DEVELOPING REAL EXPERTISE AND HOW WE MAKE SURE THAT OUR RESOURCES AS A PUBLIC AGENCY ARE  
[03:08:17] ABLE TO REACH THOSE COMMUNITIES AND IT IS NEVER MORE IMPORTANT THAN IN A CRISIS SO THANKS FOR  
[03:08:23] THAT WORK.  
[03:08:28] ALL RIGHT AND NEXT WE WE'LL GO TO COMMISSIONER CHO.  
[03:08:32] YEAH I JUST WANTED TO ECHO THE SENTIMENT. I THINK THAT THE WORK THAT WE'RE DOING RIGHT NOW  
[03:08:37] NOT REALLY REPURPOSING BUT ADDING MORE PURPOSE TO PROGRAMS THAT ALREADY EXIST IS  
[03:08:45] A GOOD EXAMPLE  
[03:08:47] OF HOW AGILE WE CAN BE AS AN ORGANIZATION. BUT ALSO JUST THE GREAT WORK THAT THE  
[03:08:54] OFFICE OF EQUITY DIVERSITY INCLUSION IS DOING. I'M REALLY EXCITED TO SEE THE HEAT MAP THAT  
[03:08:59] WE ARE WORKING ON AND SEE HOW THAT'S GOING TO BE IMPLEMENTED. I'M REALLY EXCITED TO SEE WHERE  
[03:09:05] THIS GOES.  
[03:09:09] ALL RIGHT. AND NEXT WE WILL GO TO COMMISSIONER FELLEMAN.  
[03:09:17] THANK YOU. I ALSO SUPPORT THIS EFFORT TO EXPAND THE USE OF THE FUND I I JUST NOTED IN THE  
[03:09:24] STATEMENT OF SUPPORT OF THE MOTION THAT YOU SPEAK TO THE  
[03:09:28] 750,000 THAT WE PROPOSE TO USE IN 2019 BUT DON'T  
[03:09:32] STATE THAT WE USED MUCH OF THAT MONEY AND SO IT WAS JUST YOU KNOW IT WAS I THINK THAT IS  
[03:09:39] IMPORTANT TO POINT OUT THAT AND THEN TO DEFINE WHAT THOSE PROJECTS WERE BUT  
[03:09:45] ON ANOTHER FRONT WE'D LOVE TO KNOW WHERE WE ARE WITH THE  
[03:09:49] ACOUSTIC MONITORING THAT WAS TO BE SPENT ON THIS EFFORT.  
[03:09:52] I DON'T RECALL WHETHER IT WAS IN THE MEMO THAT I READ  
[03:09:57] THAT TALKED ABOUT ALLOCATING 250,000 OF THE FUND TOWARDS EXPANDING THE ACE PROGRAM  
[03:10:05] TOWARDS THESE OTHER COMMITTEES. I THOUGHT THAT WAS TO BE COMING  
[03:10:07] OUT OF THIS FUND OR DID I MISUNDERSTAND THAT?  
[03:10:11] LET ME MAKE SURE AARON IS UNMUTED. AARON?  
[03:10:17] THAT'S GREAT QUESTION. I THINK THE RELATIONSHIP THE EXPANSION OF THE WHAT WE'LL  
[03:10:22] CALL MAYBE SORT OF AN ACE TWO BECAUSE THE ORIGINAL ACE  
[03:10:25] PROGRAM STAYS INTACT AND CONTINUES TO FUNCTION  
[03:10:28] AS IT HAS. I THINK PIERCE MENTIONED AS \$240,000 LEFT A HUNDRED THOUSAND WHICH I BELIEVE  
[03:10:34] IS TO BE ALLOCATED THIS YEAR.  
[03:10:36] THAT PROGRAM WILL CONTINUE PER USUAL. THIS ACE TWO, THIS NEW ROUND WILL HAVE A LARGER FOCUS  
[03:10:43] WITH THE ADDED THREE NEW CITIES TO THAT PROGRAM AND THAT WILL BE HOUSED UNDER THE  
[03:10:48] SOUTH KING COUNTY FUND.  
[03:10:53] SO THAT'S A SUB ALLOCATION OF \$250,000? THAT IS CORRECT. THAT IS A FINE WAY TO CHARACTERIZE IT  
[03:11:00] ALL RIGHT. BUT THAT'S NOT PART OF THIS MOTION. THAT IS NOT PART



[03:11:03] OF THIS MOTION. THE EXECUTIVE DIRECTOR HAS THAT  
[03:11:06] SORT OF ABILITY TO EXPAND THE FUND. IT'S BEEN A SUCCESSFUL FUND AND THEY CAN SAY WE'RE  
[03:11:11] GOING TO USE PART OF THIS AS A SECOND PART OF ACE UNDER SOUTH KING COUNTY.  
[03:11:19] IT JUST SEEMS TO ME IT'S BASICALLY AN EXPENDITURE OF THE SOUTH KING COUNTY FUND BY  
[03:11:23] ALLOCATION THEN IT SHOULD NOT BE JUST A UNILATERAL DECISION. SEEMS LIKE THIS IS A COMMISSION  
[03:11:30] CREATED FUND AND LIKE I SAID I JUST THINK IT SHOULD BE BASED ON MERIT AND SOME THINGS  
[03:11:37] THAT ARE CALLED ENVIRONMENTAL COULD VERY WELL BE WORKFORCE DEVELOPMENT RELATED AND CREATING  
[03:11:43] GREEN JOBS OR ONE OF THE THINGS THE JOBS OF THE FUTURE WE KEEP ON TALKING ABOUT SO I'M JUST  
[03:11:48] WONDERING IS THIS IMPLICIT BECAUSE IT'S ONLY 250 THAT THIS  
[03:11:51] IS JUST A ALLOCATION THAT THE EXECUTIVE  
[03:11:54] COULD JUST MAKE WITHIN THE GENERATED FUND?  
[03:11:59] I THINK THAT'S RIGHT. THAT IS CORRECT. I'D SAY THIS IS AN IMPLICIT EXPANSION OF THE FUND  
[03:12:03] OF 200. CREATION OF A NEW  
[03:12:06] FUND, ACE 2, THAT HAS MORE CITIES AVAILABLE/  
[03:12:12] OKAY SO I'M JUST SAYING WHERE IS THAT ACTION BEING DEFINED.  
[03:12:17] YEAH THAT ACTION THAT MAINLY IS JUST PART OF THE PROPOSAL AND THE RECOVERY PLAN  
[03:12:24] BUT WE HAVEN'T PROPOSED AN ACTION. IT WAS NOT-- IT WASN'T NECESSARY THAT WE HAVE  
[03:12:28] AN ACTION TO DO THAT AND SO WE DEFINITELY COULD. THERE'S ALSO IT MIGHT BE AN INTERESTING  
[03:12:34] TIME TO HEAR ABOUT I DON'T KNOW WHAT THE TIMING IS ON THE  
[03:12:37] ORIGINAL ACE TO HEAR WHAT THEIR PROGRAMS  
[03:12:40] ARE. MAYBE WE COULD COMBINE AN ACTION BUT THAT TO ME SEEMS  
[03:12:43] LIKE WE SHOULD BE TALKING ABOUT  
[03:12:46] THE THREE TO ONE MATCH ISSUE THAT ARE WE GOING TO TRY TO DO IN THE NEAR  
[03:12:51] TERM TO FIX THAT BEFORE WE FILL IT WITH MORE MONEY. I JUST THINK  
[03:12:55] THAT ALLOCATION OR EARMARKING MONEY  
[03:12:58] WITHIN THIS FUND FOR ACE WHILE CONCEPTUALLY EXPANDING THE USE OF IT SOMETHING I FULLY SUPPORT  
[03:13:04] I JUST THINK IT'S A SEPARATE DISCUSSION THAT I WOULDN'T WANT  
[03:13:06] TO SEEM THAT I'M CONDONING IN THE COURSE OF SUPPORTING THIS EFFORT.  
[03:13:08] LET ME GET BACK TO YOU ON THAT AND I'LL DISCUSS THAT WE'LL HAVE  
[03:13:13] SOME FOLLOW-UP FOR YOU.  
[03:13:16] OTHERWISE IT'S A GREAT MOVE.  
[03:13:19] THANKS.  
[03:13:21] OKAY.  
[03:13:23] I THINK WE'RE DOWN THE LINE HERE IN THE INTEREST OF GETTING THESE FUNDS OUT THE DOOR SOON.  
[03:13:31] LET'S END THE COMMENTS HERE AND MOVE ON TO A MOTION. SO I'D LIKE TO CALL FOR A MOTION TO ADOPT  
[03:13:39] THE AMENDMENT TO THIS FUND  
[03:13:42] PROVISION.  
[03:13:44] SO YOU'LL BE ADOPTING A MOTION. A MOTION YES. THAT'S CORRECT.  
[03:13:49] SO MOVED. IT'S BEEN MOVED. IS THERE A SECOND?  
[03:13:54] SECOND.  
[03:13:55] IT'S BEEN MOVED AND SECONDED. WILL THE CLERK CALL THE ROLL.  
[03:14:00] YES OR NO WHEN YOUR NAME IS CALLED. COMMISSIONER BOWMAN? YES COMMISSIONER CALKINS? YES.  
[03:14:09] COMMISSIONER CHO? AYE.  
[03:14:13] COMMISSIONER FELLEMAN? YES AND COMMISSIONER STEINBRUECK? YES. FIVE YAYS, THE MOTION PASSES.  
[03:14:23] THANK YOU WE'RE ON TO ITEM 7E.  
[03:14:30] 7E IS TO ONE, REQUEST UNANIMOUS CONSENT TO ADOPT RESOLUTION  
[03:14:35] 3774 AT THE SAME MEETING AT WHICH IT IS  
[03:14:40] INTRODUCED; TWO, INTRODUCTION AND ADOPTION OF RESOLUTION 3774  
[03:14:45] A RESOLUTION OF THE PORT OF SEATTLE COMMISSION  
[03:14:49] AUTHORIZING THE PORT TO OBTAIN ONE OR MORE CREDIT FACILITIES AND INCUR AN  
[03:14:56] INDEBTEDNESS UNDER RCW 5336030  
[03:15:00] UP TO A MAXIMUM DOLLAR AMOUNT OF 150 MILLION DOLLARS. THE PORT'S OBLIGATION UNDER THE  
[03:15:10] CREDIT FACILITIES WILL BE A GENERAL OBLIGATION OF THE PORT AND WILL BE EVIDENCED BY CREDIT  
[03:15:15] AGREEMENTS BETWEEN THE PORT AND FINANCIAL INSTITUTION LENDERS.  
[03:15:21] COMMISSIONERS WE ALLUDED TO  
[03:15:22] THIS ACTION BACK IN MARCH WHEN  
[03:15:23] WE GAVE AN UPDATE ON THE IMPACT OF  
[03:15:26] COVID-19 AND WHAT IT WAS HAVING ON THE COURTS FINANCIAL  
[03:15:29] POSITION. PURSUING THIS BANK CREDIT FACILITY  
[03:15:32] WILL ENSURE THAT THE PORT HAS ADEQUATE LIQUIDITY TO ADDRESS DECLINING REVENUES TO PAY ALL OF  
[03:15:37] OUR EXPENSES. WE THINK IT IS BEST TO DO THIS NOW. CURRENT  
[03:15:41] CASH PROJECTIONS INDICATE THAT WE MAY NOT NEED TO TAP  
[03:15:44] INTO THIS LINE OF CREDIT BUT WE WERE REQUESTING THIS ACCESS AS A PRE-EMPTIVE MEASURE IN CASE

[03:15:50] THINGS DO NOT EXACTLY WORK OUT AS WE ANTICIPATE. PRESENTERS ARE  
[03:15:54] OUR CFO DAN THOMAS, ELIZABETH MORRISON,  
[03:15:58] DIRECTOR OF CORPORATE FINANCE AND AVAILABLE TO  
[03:16:02] ANSWER QUESTIONS IF APPROPRIATE IS RICHARD SCHOBER  
[03:16:04] MANAGING DIRECTOR OF PIPER SANDLER,  
[03:16:07] THE PORT'S FINANCIAL ADVISOR AND I WILL ASK DAN TO TALK FOR A COUPLE MINUTES JUST ABOUT THE  
[03:16:12] CONSIDERATIONS OF OUR FINANCIAL ANALYSIS GOING FORWARD AND THIS IS PART OF THAT SO WITH THAT  
[03:16:18] I WILL TURN IT OVER TO DAN THOMAS.  
[03:16:21] THANK YOU STEVE AND GOOD AFTERNOON COMMISSIONERS. I DID WANT TO  
[03:16:24] JUST START OUT BY PROVIDING A LITTLE BACKGROUND AND CONTEXT ON THE FINANCIAL IMPACTS WE'RE  
[03:16:30] EXPERIENCING AND THE RESPONSES WE'VE BEEN TAKING FOR  
[03:16:32] PARTICULARLY FOR THE BENEFIT OF THE GENERAL  
[03:16:34] PUBLIC. AS YOU KNOW LIKE MOST PORTS AND AIRPORTS WE'RE  
[03:16:37] EXPERIENCING AN UNPRECEDENTED IN A DROP-OFF IN  
[03:16:40] BUSINESS ACTIVITY. STEVE MENTIONED EARLIER ALTHOUGH  
[03:16:43] WE DON'T HAVE THE FINAL APRIL NUMBERS IN, WE'RE  
[03:16:46] PROJECTED TO BE DOWN 95 PERCENT FOR THE MONTH OF APRIL COMPARED TO APRIL OF LAST YEAR. AT THIS  
[03:16:53] POINT OUR PROJECTIONS ARE FOR A DECREASE OF OVER 50% IN ENPLANEMENTS COMPARED TO 2019.  
[03:17:02] WE CONTINUE TO UPDATE OUR FORECASTS ABOUT EVERY TWO WEEKS  
[03:17:05] AS WE GET NEW INFORMATION AND OUR  
[03:17:08] EXPERIENCE HAS BEEN EVERY TIME WE UPDATE THEM THEY'VE GOTTEN A LITTLE BIT WORSE AS WE'VE GOTTEN  
[03:17:13] BETTER INFORMATION.  
[03:17:16] AS YOU KNOW IN THE MARITIME SIDE AS STEPHANIE JONES STEBBINS  
[03:17:19] MENTIONED EARLIER, CRUISE OPERATIONS  
[03:17:22] ARE ON INDEFINITE HOLD RIGHT NOW UNDER NO SALE ORDER ISSUED  
[03:17:25] BY THE CDC WHICH LEAVES THE IMPORTANT  
[03:17:29] ALASKAN CRUISE MARKET CRUISE SEASON AT SIGNIFICANT RISK AND  
[03:17:33] YOU'VE PROBABLY ALSO SEEN THE LATEST  
[03:17:36] NUMBERS THAT ARE THE NORTHWEST SEAPORT ALLIANCE FOR THE MONTH  
[03:17:39] OF MARCH. CONTAINER VOLUMES WERE DOWN  
[03:17:42] NEARLY 22 PERCENT COMPARED TO MARCH OF 2019 AND WE'RE  
[03:17:46] EXPECTING PROJECTED CONTINUED DECLINES THIS  
[03:17:50] YEAR DUE TO THE DECELERATING US ECONOMY AND WEAKENING CONSUMER DEMAND IN THIS COUNTRY.  
[03:17:57] SO BOTTOM LINE IS AS YOU KNOW WE'RE EXPECTING SIGNIFICANT  
[03:18:00] REDUCTIONS IN PORT REVENUES AT THE  
[03:18:03] AIRPORT. OUR CURRENT PROJECTIONS FOR NON AERONAUTICAL REVENUE IS  
[03:18:07] TO BE ABOUT WITH MORE THAN 50% BELOW  
[03:18:11] BUDGET THIS YEAR AND THEN ON THE CRUISE SIDE GIVEN THE  
[03:18:15] UNCERTAINTY AS TO WHEN THE SEASON MAY START UP.  
[03:18:18] AGAIN AND THEN WHAT KIND OF VOLUMES WE HAVE A SIGNIFICANT PORTION OF OUR 26 MILLION DOLLAR  
[03:18:24] CRUISE REVENUES ARE AT RISK WHICH REFLECTS ABOUT 40% OF THE MARITIME DIVISIONS REVENUES.  
[03:18:31] AS YOU KNOW WE HAVE TAKEN A NUMBER OF STEPS TO DATE TO TRY  
[03:18:34] TO OFFSET SOME OF THIS REVENUE LOSS AND THAT  
[03:18:37] INCLUDES A HIRING FREEZE. WE'VE INTRODUCED REDUCTIONS IN DISCRETIONARY EXPENSES AND  
[03:18:43] DEFERRAL OF SOME CURRENT YEAR CAPITAL SPENDING WHICH YOU JUST APPROVED WHICH WILL HELP  
[03:18:50] MITIGATE SOME OF THE REVENUE DECLINES.  
[03:18:52] AND THESE AMOUNTS TO APPROXIMATELY \$70 MILLION IN  
[03:18:55] COMBINED OPERATING AND CAPITAL SAVINGS THIS YEAR  
[03:18:58] WHICH GOES A LONG WAY TO HELP OFFSET SOME OF THE REVENUE DECLINES. YOU'RE ALSO AWARE THAT  
[03:19:05] WE EXPECT TO RECEIVE ABOUT \$192 MILLION IN CASH FUNDING FOR THE AIRPORT.  
[03:19:10] AND THAT WILL GO A LONG WAY TO HELP OFFSET THE LOSS OF REVENUES ALTHOUGH NOT COMPLETELY AND  
[03:19:17] THIS ITEM THAT IS BEFORE YOU WILL BE SEEKING A HUNDRED AND  
[03:19:20] FIFTY MILLION DOLLARS IN A BORROWING  
[03:19:23] FACILITY TO PROVIDE ADDITIONAL BACKUP LIQUIDITY AS STEVE REFERENCED NOT THAT WE NEED THE  
[03:19:28] MONEY RIGHT NOW BUT IT IS AN EXTRA TOOL IN OUR ARSENAL PARTICULARLY TO ADDRESS THE FACT  
[03:19:35] THAT OUR 250 MILLION DOLLAR COMMERCIAL PAPER PROGRAM IS CURRENTLY LIMITED DUE TO THE  
[03:19:40] STRESSES IN THE PUBLIC CREDIT MARKETS. SO OVERALL WE'RE  
[03:19:43] CONFIDENT THAT WE HAVE SUFFICIENT LIQUIDITY  
[03:19:46] TO WEATHER THE CRISIS FOR THE FORESEEABLE FUTURE BUT I NEED TO EMPHASIZE THAT THERE'S STILL  
[03:19:51] CONSIDERABLE UNCERTAINTY REGARDING BOTH THE SEVERITY  
[03:19:56] AND DURATION OF THE COVID RELATED DOWNTURN. WE DO  
[03:20:00] EXPECT COVID RELATED IMPACTS ON PORT BUSINESS VOLUMES TO  
[03:20:03] CONTINUE FOR SOME TIME AND THAT'S

[03:20:06] GOING TO CONTINUE TO PROVIDE STRESS ON PORT OPERATING CASH FLOWS. AND AS YOU KNOW THE  
[03:20:12] CONSENSUS IS THAT WE ARE ENTERING A SEVERE ECONOMIC  
[03:20:16] DOWNTURN POSSIBLY WORSE THAN THE GREAT  
[03:20:19] RECESSION WHICH WILL ALSO AFFECT PORT BUSINESS ACTIVITY AND ALSO INTRODUCE ADDITIONAL  
[03:20:25] RISKS ASSOCIATED WITH POTENTIAL CUSTOMER INSOLVENCIES AND WE'RE  
[03:20:28] REALLY JUST STARTING TO TRY TO ANALYZE  
[03:20:32] THE IMPACTS THAT THAT MAY BRING BECAUSE IT GETS A LITTLE MORE COMPLICATED AND WE'RE GOING TO  
[03:20:36] NEED SOME LEGAL ASSISTANCE TO TRY TO EVALUATE THE RISKS ASSOCIATED WITH THOSE KINDS  
[03:20:42] OF IMPACTS. SO BOTTOM LINE IT'S VERY DIFFICULT TO PREDICT THE LONGER-TERM IMPACT ON THE PORT'S  
[03:20:49] FINANCIAL POSITION. AS YOU HEARD EARLIER MANY PEOPLE EXPECT THE AIRLINE INDUSTRY WILL TAKE  
[03:20:55] SEVERAL YEARS TO RECOVER BACK TO 2019 PASSENGER LEVELS SO WE DO CONTINUE TO EXPECT  
[03:21:02] WEAK BUSINESS VOLUMES AND GIVEN THE SIGNIFICANT UNCERTAINTY WE FACE RIGHT NOW IT REALLY IS  
[03:21:09] DIFFICULT TO EXTEND OUR FINANCIAL FORECAST BEYOND THE CURRENT YEAR SO AS WE BEGIN TO  
[03:21:14] LOOK AT THAT WE'LL TRY TO GET A BETTER SENSE OF WHAT THE ABILITY TO FUND OUR CIP WILL BE OVER  
[03:21:22] TIME BUT THERE IS A LOT OF UNCERTAINTY. I WOULD SAY THAT  
[03:21:25] ABSENT ADDITIONAL FEDERAL STIMULUS,  
[03:21:28] I EXPECT WE WILL BE LOOKING AT REDUCED FUNDING CAPACITY OVER THE NEXT 5 YEARS AS SOME OF THE  
[03:21:36] WEAKNESSES IN BUSINESS AND THE ECONOMY CONTINUES FOR THE FORESEEABLE FUTURE. THAT'S JUST  
[03:21:43] A BIT OF BACKGROUND AND THEN I'LL TURN IT OVER TO ELIZABETH TO TALK ABOUT THE  
[03:21:47] LENDING FACILITY.  
[03:21:56] GOOD AFTERNOON, I AM HERE TO REQUEST THE INTRODUCTION AND APPROVAL OF  
[03:22:05] RESOLUTION 3774. THIS RESOLUTION WOULD AUTHORIZE THE PORT TO OBTAIN A CREDIT FACILITY  
[03:22:14] OR MULTIPLE FACILITIES UP TO A TOTAL OF A \$150 MILLION AND THE FACILITY WOULD BE  
[03:22:22] IN THE FORM OF A SHORT TERM LOAN OR A LINE OF CREDIT. IN NORMAL TIMES THE PORT HAS LIQUIDITY  
[03:22:31] PROVIDED THROUGH ITS POLICIES FOR FUND BALANCES AND OUR ACCESS TO BOTH SHORT AND LONG-TERM  
[03:22:41] CAPITAL BUT WE ARE IN UNUSUAL TIMES NOW WITH DECLINING REVENUE AND UNCERTAINTY ABOUT THE  
[03:22:51] DEPTH AND DURATION OF THE FINANCIAL AND ECONOMIC IMPACTS THAT WE ARE FACING AND WE ALSO  
[03:22:59] HAVE CONSTRAINTS IN THE CREDIT MARKETS AND SO WE HAVE  
[03:23:03] APPROACHED SEVERAL BANKS AND GOT PROPOSALS FROM THREE  
[03:23:07] OF THEM. WE BELIEVE THAT JP MORGAN PROVIDED THE BEST COMBINATION OF TERMS, COST, AND  
[03:23:17] EXECUTION TO PROVIDE A CREDIT FACILITY FAIRLY QUICKLY. THIS IS A GENERAL OBLIGATION OF THE PORT  
[03:23:26] SIMILAR TO THE PORT'S GEO BONDS BUT IT WOULD BE SHORT-TERM IN NATURE. JPMORGAN PROPOSED THE  
[03:23:36] FULL \$150 MILLION FOR 3 YEARS AND THEY PROPOSED IT AS A REVOLVING LINE OF CREDIT SO THIS  
[03:23:42] WOULD GIVE US A GREAT DEAL OF FLEXIBILITY TO DRAW ON FUNDS IF WE NEED TO FOR EXAMPLE IF THERE  
[03:23:49] ARE ANY DELAYS IN GETTING REIMBURSED THROUGH THE CARES  
[03:23:53] ACT, WE COULD DRAW ON SOME FUNDS TEMPORARILY AND THEN WHEN WE RECEIVE THE CARES ACT  
[03:23:56] FUNDS WE COULD USE THAT TO PAY DOWN THE REVOLVING LINE OF CREDIT.  
[03:24:02] WE ESTIMATE THAT THE INITIAL INTEREST ON ANY DRAWN PORTIONS WOULD BE ABOUT THREE PERCENT AND  
[03:24:11] THIS WOULD BE BECAUSE IT'S A GENERAL OBLIGATION. IT WOULD BE PAYABLE FROM ANY PORT FUNDS THAT  
[03:24:18] ARE AVAILABLE INCLUDING THE PORT'S TAX LEVY AND I'D LIKE TO CLARIFY THAT WHILE IT IS BACKED  
[03:24:26] BY THE TAX LEVY AND PAYABLE BY THE TAX LEVY THE EXPECTATION IS THAT THE USES WOULD DRIVE THE  
[03:24:35] REPAYMENT SO IF IT'S USED TO PROVIDE TEMPORARY LIQUIDITY TO THE AIRPORT THEN THE AIRPORT  
[03:24:44] WOULD EVENTUALLY REPAY THOSE FUNDS. THE RESOLUTION IS SIMILAR TO OTHER GEO BOND RESOLUTIONS IT  
[03:24:53] DOES HAVE A DELEGATION TO EITHER THE PORT'S EXECUTIVE DIRECTOR OR CHIEF FINANCIAL OFFICER TO  
[03:25:00] NEGOTIATE THE FINAL TERMS OF THE CREDIT AGREEMENT WITHIN CERTAIN PARAMETERS. THE PARAMETERS WE'RE  
[03:25:08] RECOMMENDING IS A MAXIMUM SIZE OF 150 MILLION AND A MAXIMUM INTEREST RATE AND IN THIS  
[03:25:15] CASE WE'VE PROVIDED TWO OPTIONS ONE IS A VARIABLE RATE WHICH IS WHAT JPMORGAN PROPOSED AND IT  
[03:25:24] WOULD BE BASED ON A COMMON INDEX SUCH AS LIBOR, THE LONDON  
[03:25:28] INTERBANK OFFER RATE PLUS A SPREAD AND THE MAXIMUM  
[03:25:33] SPREAD WOULD BE 2.5%. ALTERNATIVELY IF IT'S IN THE FORM OF A SHORT-TERM LOAN  
[03:25:40] ACCESS TO ADDITIONAL CREDIT WHEN CREDIT IS OTHERWISE CONSTRAINED IS A VERY  
[03:25:56] PRUDENT MOVE IN OUR ESTIMATION AND IS COULD FUNCTION LIKE AN INSURANCE POLICY WHERE WE  
[03:26:03] HOPEFULLY NEVER HAVE TO USE IT BUT AS DAN NOTED THE SCENARIOS THAT WE'RE SEEING  
[03:26:10] THERE'S A RANGE OF SCENARIOS A RANGE OF OUTCOMES AND IF WE DO NEED SOME EXTRA FUNDS  
[03:26:17] ON A TEMPORARY BASIS THIS WOULD GIVE US A FAIRLY EASY ACCESS TO THOSE. SO WITH THAT I'M  
[03:26:24] TO ANSWER ANY QUESTIONS WE ALSO HAVE DICK SCHOBER FROM PIPER SANDRA THE  
[03:26:31] PORT'S FINANCIAL ADVISOR ON THE LINE IF YOU HAVE QUESTIONS PARTICULARLY ABOUT THE CURRENT  
[03:26:36] MARKET CONDITIONS WHICH CONTINUE TO BE SOMEWHAT ERRATIC.  
[03:26:45] COMMISSIONER STEINBRUECK. I BELIEVE YOU ARE IN MUTED LET ME KNOW IF YOU'RE HAVING DIFFICULTIES WITH THAT.  
[03:27:02] THANK YOU AND LET'S GO STRAIGHT TO COMMISSIONER QUESTIONS AND COMMENTS IN THE INTEREST OF TIME  
[03:27:08] GREAT. WE WILL GO TO COMMISSIONER BOWMAN FIRST.  
[03:27:14] I ALREADY REVIEWED THIS I DON'T HAVE ANY OTHER COMMENTS I JUST WANT TO SAY I THINK  
[03:27:19] ELIZABETH STARTED TO SAY IT'S A PRUDENT MOVE IT'S GOOD TO HAVE THAT EXTRA INSURANCE POLICY OF THE CREDIT

IF WE NEED IT

[03:27:25] I AM ALL IN FAVOR

[03:27:31] ALL RIGHT. AND NEXT WE WILL GO TO COMMISSIONER CALKINS.

[03:27:35] JUST A NOTE TO SAY THAT I THINK THE VERY POSITIVE RESPONSES FROM MULTIPLE POTENTIAL BANKING

[03:27:42] PARTNERS INDICATES THE GOOD STEWARDSHIP OF OUR FINANCES LEADING UP TO THIS SO THANKS SO

[03:27:48] MUCH FOR THAT.

[03:27:52] COMMISSIONER CHO?

[03:27:54] JUST A QUICK QUESTION WITH REGARDS TO THE LINE OF CREDIT. I REMEMBER A FEW MONTHS AGO WHEN WE WERE

[03:28:00] INITIALLY RECEIVING FORECAST ON BUDGET AND WHATNOT THAT I THOUGHT I HEARD THAT WE

[03:28:07] ALREADY HAVE A LINE OF CREDIT THAT'S THE TUNE OF A HUNDRED MILLION IS THIS TRUE IS THIS THE

[03:28:13] ONLY LINE OF CREDIT AT THE PORT HAS? I THOUGHT I HEARD SOMEONE SAY BACK THEN THAT WE ALREADY HAVE CREDIT.

[03:28:18] WE DON'T HAVE ANY LINES OF CREDIT WHAT WE HAVE IS A COMMERCIAL PAPER PROGRAM WHICH

[03:28:26] ALLOWS US TO ISSUE VERY SHORT TERM PAPER. IN A NORMAL MARKET THAT WORKS VERY EFFECTIVELY WE CAN JUST

[03:28:35] BASICALLY CALL UP OUR REMARKETING AGENT AND SAY ISSUE 50 MILLION AND THEY WILL DO THAT AND

[03:28:43] THEN WE CAN KEEP ROLLING IT FOR MONTH AFTER MONTH BUT WHAT WE'VE SEEN IS THAT THE MARKETS ARE VERY

[03:28:52] CONSTRAINED RIGHT NOW AND THE ABILITY TO ACCESS THE COMMERCIAL PAPER PROGRAM WHICH IS SOLD

[03:29:00] ON THE PUBLIC MARKETS WHICH IS DIFFERENT FROM A LINE OF CREDIT WHICH IS DIRECTLY WITH THE BANK

[03:29:05] THAT THOSE MARKETS ARE CHALLENGED RIGHT NOW. WE HOPE THAT THOSE WILL START TO OPEN UP. WE'VE ALREADY SEEN

[03:29:13] SOME OPENING OF THOSE MARKETS WITH THE SUPPORT FROM THE FEDERAL RESERVE IN THE

[03:29:21] VARIOUS CREDIT MARKETS BUT IT STILL WOULDN'T NECESSARILY PROVIDE US THE CAPACITY AND THE

[03:29:30] LENGTH OF BORROWING TIME THAT WE COULD POTENTIALLY NEED UNDER SOME SCENARIOS. AND THE 3-YEAR

[03:29:37] PERIOD IS THAT THE REPAYMENT PERIOD OR JUST HOW LONG

[03:29:44] WE CAN HOLD WE CAN HAVE THE LINE OF CREDIT?

[03:29:48] IT'S BOTH. SO FOR THREE YEARS WE CAN DRAW DOWN AS MUCH OF THAT HUNDRED AND FIFTY MILLION AS WE

[03:29:55] WANT WE CAN REPAY IT, DRAW DOWN AGAIN REPAY IT OR DRAW DOWN THE FULL AMOUNT AND HOLD IT AND THEN

[03:30:01] AFTER THREE YEARS WE WOULD HAVE TO REPAY THE WHOLE THING OR WE WOULD RENEW IT OR WE WOULD REFUND IT

[03:30:08] WITH LONGER-TERM BONDS. SO THERE WOULD BE SEVERAL OPTIONS ONE OF THE REASONS THAT WE WANTED TO GET SOMETHING THAT WAS

[03:30:14] AT LEAST THREE YEARS WAS SO THAT WE HAD TIME TO HAVE THE OPTIONS FOR

[03:30:25] REPLACING THIS OR PAYING IT DOWN. THAT TYPICAL ONE-YEAR FACILITY WHICH IS MORE COMMON IN THE MARKET

[03:30:31] MIGHT NOT PROVIDE IN THE CURRENT CIRCUMSTANCES.

[03:30:36] THANK YOU.

[03:30:40] ALL RIGHT. AND THEN NEXT WE WILL GO TO COMMISSIONER FELLEMAN.

[03:30:45] WELL IT SEEMS LIKE A GREAT TIME TO BE ABLE TO GET A DECENT RATE AND IT WAS VERY COMPETITIVE SO I THANK YOU FOR YOUR

[03:30:52] GOOD CHEER AS IN THE COURSE OF DOING THE GOOD WORK THAT YOU CONTINUALLY DO FOR US. I ASSUME

[03:30:59] HAVING THE BACKING OF THE TAX LEVY MAKES US AN EXTREMELY GOOD BET FOR SUCH LOANS DESPITE

[03:31:08] OUR FLUCTUATIONS IN THE BUSINESS WORLD RIGHT SO THIS IS AN IMPORTANT

[03:31:13] COMPONENT OF THAT. EXACTLY RIGHT. AND THAT'S WHY WE RECOMMENDED GOING WITH THE GENERAL OBLIGATION

[03:31:20] LINE OF CREDIT. WE DID GET MULTIPLE OFFERS AND FAIRLY QUICK CREDIT APPROVAL.

[03:31:30] AIRPORTS ARE CHALLENGED WITH CREDIT THESE DAYS. THIS LAST WEEK PORT OF PORTLAND WAS ABLE TO SELL

[03:31:39] BONDS. THEY WERE ONLY REFUNDING BONDS THERE WAS NO ADDITIONAL FUNDS FROM THAT BOND SALE AND

[03:31:47] THE SPREADS ON THOSE BONDS WERE ABOUT THREE TIMES MORE THAN THEY HAD BEEN A YEAR AGO SO IT'S

[03:31:54] DEFINITELY A MORE DIFFICULT TIME TO GET CREDIT JUST AS AN AIRPORT SO THE PORT'S VERY FORTUNATE TO HAVE THAT

[03:32:00] TAX LEVY TO PROVIDE THAT GENERAL OBLIGATION PLEDGE

[03:32:07] WHICH IN TURN ALLOWS US TO STILL BE THE ECONOMIC ENGINE FOR THE REGION. IT COMES BACK

[03:32:13] TO THE PUBLIC WITH MULTIPLIERS SO I ALWAYS THINK THAT THAT'S AN IMPORTANT THING TO REMIND

[03:32:18] THE PUBLIC. THIS IS \$70 ON YOUR ANNUAL REAL ESTATE TAX AND THAT THIS IS HOW WE'RE ABLE TO

[03:32:27] CONTINUE TO MAKE THESE MASSIVE INVESTMENTS IN THE ECONOMY SO THANK YOU FOR LEVERAGING THAT.

[03:32:34] SO BEFORE WE CALL FOR A VOTE I HAVE A COUPLE OF QUESTIONS I THINK THAT WE SHOULD SEE THIS AS

[03:32:42] SOMETHING

[03:32:44] OBVIOUSLY IMPORTANT

[03:32:46] THAT WE HAVE AVAILABLE BUT IT'S NOT A BOTTOMLESS PIT. WE CAN'T GO BACK TO YOUR DIPPING IN.

[03:32:54] FROM WHAT I RECALL FROM OUR FINANCIAL ADVISORS ADVICE IS THAT WE DON'T HAVE UNLIMITED CAPACITY TO BORROW AND

[03:33:01] AT THE SAME TIME WE DON'T KNOW WHAT OUR BURN RATE IS GOING TO BE DOWN THE ROAD AND WHAT

[03:33:07] OUR LOSSES WILL BE IN FACT. SO WE HAVE TO BE FISCALLY PRUDENT AND WITH THESE FUNDS AND

[03:33:16] USE THEM

[03:33:18] ONLY IN A WAY THAT IS ESSENTIAL TO MAINTAINING OUR LIQUIDITY AND OUR OPERATIONAL NEEDS.

[03:33:32] DO WE HAVE HAVE A RAINY DAY FUND?

[03:33:37] IN A MANNER OF SPEAKING THE PORT DOES HAVE POLICIES ABOUT MAINTAINING MINIMUM OPERATING FUND BALANCES AND

[03:33:45] THOSE ARE TEN MONTHS OF OM FOR THE AIRPORT AND SIX MONTHS OM FOR ALL OF THE NON

[03:33:54] AIRPORT

[03:33:57] PARTS OF THE BUSINESSES. THE NORTHWEST SEAPORT ALLIANCE ALSO HAS MINIMUM FUND BALANCE

[03:34:05] POLICIES AND THOSE ARE WHAT'S KEEPING US WHOLE RIGHT NOW BECAUSE WE DO HAVE SOME

[03:34:14] CUSHION TO ABSORB SOME OF THESE DECLINES IN REVENUES. BUT AS YOU SAY THERE IS A LIMIT TO WHAT WE

[03:34:22] CAN AFFORD AND SO HAVING THIS ADDITIONAL CUSHION WILL HELP US MANAGE THROUGH A RANGE OF SCENARIOS.

[03:34:31] YEAH VERY GOOD. AND LASTLY WHAT IS THE COST OF BUYING THIS CREDIT FACILITY?

[03:34:38] I MENTIONED THAT THE INTEREST RATES BUT WHAT IS THE ACTUAL DIRECT COST TO BUY

[03:34:45] THIS LINE OF CREDIT TO?

[03:34:49] THE INITIAL UPFRONT FEE IS ESTIMATED AT AT \$300,000 AND THAT'S BOTH AN INITIATION FEE TO

[03:34:58] THE BANK AND SOME LEGAL COSTS

[03:35:02] AND THEN THE ONGOING IS THE INTEREST RATE THAT WE PAY ON DRAWN PORTIONS WHICH WE ESTIMATE

[03:35:09] TO BE INITIALLY 3% OR ON ANY UNDRAWN PORTIONS IT'S 70 BASIS POINTS SO A LITTLE BIT LESS THAN

[03:35:18] 1%.

[03:35:20] OKAY THANK YOU.

[03:35:24] OKAY I THINK WE'RE READY FOR A MOTION.

[03:35:27] AND IS THERE A NEED TO HAVE A MOTION TO WAIVE THE RULES TO ALLOW THE ADOPTION FIRST? YES.

[03:35:36] SO LET'S START WITH THAT. WE'LL NEED TWO VOTES FOR THIS SO LET'S BEGIN WITH THE MOTION TO

[03:35:42] WAIVE THE RULES. IS THERE A MOTION? SO MOVED.

[03:35:49] SECOND. THANK YOU IT'S BEEN MOVED AND SECONDED. CLERK PLEASE CALL THE ROLL. YOU CAN GO IN

[03:35:54] REVERSE ORDER IF YOU WANT TO.

[03:35:57] OKAY I'LL GO UP MY LIST. COMMISSIONER STEINBRUECK? YES. COMMISSIONER FELLEMAN? YES.

[03:36:05] COMMISSIONER CHO? AYE. COMMISSIONER CALKINS? AYE. AND COMMISSIONER BOWMAN? AYE.

[03:36:16] WE HAVE 5 YAYS. MOTION PASSES. SECOND IS THERE A MOTION TO INTRODUCE AND ADOPT RESOLUTION

[03:36:23] 3774? WE NEED A MOTION AND A SECOND.

[03:36:30] [CROSSTALK]

[03:36:35] [CROSSTALK]

[03:36:37] THE MOVE IS SECONDED. NOW WE CAN TAKE THE ROLL CALL. ALRIGHT COMMISSIONER STEINBREUCK. YES.

[03:36:44] COMMISSIONER FELLEMAN? YAY.

[03:36:46] COMMISSIONER CHO? AYE. COMMISSIONER CALKINS? AYE. COMMISSIONER BOWMAN? AYE.

[03:36:57] THAT IS FIVE AYES.

[03:37:00] GREAT THE MOTION CARRIES AND THE RESOLUTION IS ADOPTED.

[03:37:05] WE WILL NOW MOVE ON TO THE LAST ITEM ON OUR AGENDA WHICH I'M PARTICULARLY EXCITED ABOUT. ITS

[03:37:11] SOME A BIT OF GOOD NEWS IN THESE DIFFICULT TIMES. ALL RIGHT THIS IS ITEM 8A AUTHORIZATION TO EXECUTE

GENERAL CONTRACTOR

[03:37:19] CONSTRUCTION MANAGEMENT CONSTRUCTION CONTRACT FOR THE TERMINAL 117 HABITAT

[03:37:26] RESTORATION AND DUWAMISH SHORELINE ACCESS PROJECT WHICH INCLUDES FISH AND WILDLIFE HABITAT

RESTORATION

[03:37:33] AND PUBLIC SHORELINE ACCESS IMPROVEMENTS. THERE IS NO FUNDING REQUESTED. THE TOTAL PROJECT COST WILL

[03:37:39] UTILIZE PREVIOUSLY APPROVED ENVIRONMENTAL REMEDIATION LIABILITY FUNDING FROM THE TAX

[03:37:45] LEVY IN ADDITION TO FUNDS FROM A 2008 INSURANCE SETTLEMENT.

[03:37:52] COMMISSIONERS I DO APPRECIATE YOUR ENDURANCE AND THIS IS A GOOD ITEM THAT WE'VE GOT TO

[03:37:59] FINISH ON. A GOOD NOTE. A HIGH NOTE HERE. THIS ITEM AUTHORIZED THIS CONSTRUCTION FOR

[03:38:04] THE TERMINAL 117 HABITAT RESTORATION AND DUWAMISH SHORELINE ACCESS PROJECT. THIS PROJECT HAS BEEN

[03:38:10] IN DEVELOPMENT FOR ALMOST TWO DECADES AND HAS WIDESPREAD COMMUNITY AND GOVERNMENTAL AGENCY

[03:38:14] SUPPORT THAT YOU'VE HEARD ABOUT. WHEN COMPLETED, IT WILL PROVIDE THREE SIGNIFICANT

[03:38:19] BENEFITS: IMPORTANT PUBLIC SHORE ACCESS FOR THE SOUTH PARK AND SURROUNDING COMMUNITIES,

[03:38:25] RESTORATION OF 14 ACRES OF CRITICAL FISH AND WILDLIFE HABITAT SUPPORTING SALMON RECOVERY, AND

CONTRIBUTING

[03:38:30] TO ACHIEVING THE PORT'S CENTURY AGENDA GOALS. LASTLY THE PROJECT LAUNCHES THE PORT'S NEW

[03:38:36] MITIGATION BANKING LINE OF BUSINESS. TODAY'S ACTION WILL ALLOW CONSTRUCTION TO BEGIN THIS SUMMER AND

MATCH THE PORT'S

[03:38:41] CELEBRATION OF THE 50TH ANNIVERSARY OF EARTH DAY. THE PRESENTERS ARE SANDRO KILROY,

[03:38:49] DIRECTOR MARITIME ENVIRONMENT AND PLANNING, JOHN SLOAN SENIOR MANAGER FOR ENVIRONMENTAL PROGRAMS,

[03:38:57] GEORGE BLUMBERG SENIOR ENVIRONMENTAL PROGRAM MANAGER, TICKSON MOCK, CAPITAL PROJECT

[03:39:03] MANAGER. WITH THAT I'LL TURN IT OVER TO SANDY I THINK. GOOD AFTERNOON COMMISSIONERS AND

[03:39:10] EXECUTIVE DIRECTOR METRUCK. I AM VERY EXCITED TO BE INTRODUCING FOR YOU TODAY THIS REQUEST FOR

[03:39:18] CONSTRUCTION AUTHORIZATION 4117. THIS REALLY IS AN EXTRAORDINARY PROJECT. THE SITE WAS FIRST

[03:39:25] IDENTIFIED IN 1998 JUST AFTER ITS CHINOOK SALMON WERE LISTED AS THREATENED UNDER THE ENDANGERED

[03:39:31] SPECIES ACT. IN 2009 THE PORT INCLUDED IT IN OUR COMPREHENSIVE HABITAT RESTORATION PLAN. IN

[03:39:39] 2015 WE COMPLETED THE CLEANUP OF THE CONTAMINATED PORTION OF THE SITE AND NOW IN 2020 WE PROPOSE

[03:39:48] TO CONSTRUCT THE RESTORATION.  
[03:39:50] AS EXECUTIVE DIRECTOR METRUCK STATED THERE ARE MULTIPLE BENEFITS TO THIS PROJECT. FIRST IS THE  
[03:39:56] RESTORATION OF 14 ACRES IN THE DUWAMISH RIVER. I'VE SPENT AT LEAST 15 YEARS OF MY CAREER WORKING ON  
[03:40:03] SALMON RECOVERY AND RESTORATION IN PUGET SOUND AND I CAN'T EMPHASIZE ENOUGH THE  
[03:40:08] SIGNIFICANCE OF THIS PROJECT. 14 ACRES IS A LARGE RESTORATION. IN MOST PLACES IT IS ESPECIALLY LARGE AND A  
HIGHLY  
[03:40:15] URBANIZED INDUSTRIAL AREA. THIS IS A REAL GEM IN THE DUWAMISH AND IT'S IN A VERY  
[03:40:22] CRITICAL AREA FOR MIGRATING SALMON. SECOND IS THE CONNECTION TO THE COMMUNITY. THIS PROJECT PROVIDES  
[03:40:29] NEEDED SHORELINE ACCESS TO THE SURROUNDING NEIGHBORHOOD SO YOU HEARD THAT IN A NUMBER OF COMMENTS  
DURING  
[03:40:35] PUBLIC TESTIMONY THE PORT CONDUCTED A DECADE OF VERY DEEP COMMUNITY INVOLVEMENT IN THE DESIGN  
[03:40:42] OF THE SITE AND IT'S A MODEL OF HOW THE PORT CAN  
[03:40:44] COLLABORATE WITH SOUTH PARK AND  
[03:40:47] GEORGETOWN GROUPS AND WE DID THIS BY CREATING A SPACE THAT WILL WORK FOR THE COMMUNITY AND SO MANY  
[03:40:55] PEOPLE ARE VERY EAGER FOR THIS PROJECT TO BE BUILT. THE THIRD WHICH I'M ALSO A VERY EXCITED  
[03:41:02] ABOUT IS THIS PROJECT LAUNCHES THE PORTS MITIGATION BANKING LINE OF BUSINESS. AS A LARGE LANDOWNER WE  
ARE IN  
[03:41:11] UNIQUE POSITION TO MANAGE A MITIGATION BANK THAT LEVERAGES OTHER PARTIES' DOLLARS TO BUILD  
[03:41:18] LARGER AND MORE PRODUCTIVE RESTORATION PROJECTS AND THIS MOVES US CLOSER TO OUR CENTURY  
[03:41:24] AGENDA GOALS AND CERTAINLY HELPS RECOVER SALMON AND ORCA POPULATIONS SO I WANT TO THANK THE  
[03:41:31] DOZENS AND DOZENS OF PEOPLE AND THE LOCAL, STATE, FEDERAL, AND TRIBAL AGENCIES THAT HAVE BEEN INVOLVED  
IN GETTING US  
[03:41:37] US TO THIS POINT. IT IS TRULY A REMARKABLE COLLECTIVE EFFORT. THERE ARE THREE PRESENTERS  
[03:41:44] WHO WILL SHARE KEY ELEMENTS OF THIS PROJECT AND FIRST UP IS JOHN SLOAN, THE PORT'S MANAGER  
[03:41:51] OF OUR HABITAT PERMITTING AND COMPLIANCE PROGRAMS. THANK YOU.  
[03:41:57] THANK YOU SANDY AND COMMISSIONERS AND EXECUTIVE DIRECTOR. IT'S A FEW THINGS I'D LIKE TO QUICKLY  
[03:42:02] POINT OUT. SO TODAY WE'RE REQUESTING AUTHORIZATION FOR THE EXECUTIVE DIRECTOR TO SIGN A  
[03:42:06] CONSTRUCTION TRACKING SCARCELLA BROTHERS CONSTRUCTION. SCARCELLA WAS CHOSEN FROM SEVEN QUALIFIED  
[03:42:12] FIRMS AND WE'RE EXCITED TO BE WORKING WITH THEM. NOTE THAT WE'RE NOT REQUESTING THE FUNDING NEEDED TO  
COMPLETE  
[03:42:17] CONSTRUCTION AS PART OF THIS AUTHORIZATION. IT WAS INCLUDED IN THE PREVIOUSLY  
[03:42:21] AUTHORIZED 2020 ENVIRONMENTAL REMEDIATION LIABILITY REQUEST.  
[03:42:26] THE PROJECT REQUIRES LOCAL, STATE, AND FEDERAL APPROVALS AND PART OF THAT APPROVAL PROCESS INVOLVES  
COORDINATION WITH  
[03:42:30] THE MUCKLESHOOT AND SUQUAMISH DRIVE TO DEVELOP AGREEMENTS NEEDED TO ENSURE WE RECOGNIZE  
[03:42:35] TREATIES, AND RESERVE FISHING RIGHTS. AGREEMENTS ON 4117 HAVE BEEN PREPARED AND WE WILL BE  
[03:42:41] REQUESTING AUTHORIZATION TO FULFILL THEM AT YOUR NEXT MEETING. AS SANDY MENTIONED IN HER REMARKS, THE  
117 PROJECT  
[03:42:47] IS A KEY COMPONENT OF OUR MITIGATION BANKING LINE OF BUSINESS. MITIGATION BANKING  
[03:42:53] IS A MARKET-BASED CONSERVATION TOOL THAT USES A SYSTEM OF CREDITS AND DEBITS TO MEASURE AND THEN  
OFFSET  
[03:42:59] THE ENVIRONMENTAL IMPACTS OF DEVELOPMENT. THE DEBITS MEASURE ADVERSE IMPACTS WHILE THE CREDITS  
MEASURE  
[03:43:04] THE VALUE OF AN OFFSETTING BENEFICIAL ACTION SUCH AS HABITAT RESTORATION. IT'S AN  
[03:43:09] APPLES TO APPLES WAY TO ENSURE THERE'S NO NET LOSS OF HABITAT FUNCTIONS, CREATES A BALANCE SHEET  
[03:43:14] AND A COMMON CURRENCY.  
[03:43:16] BE GENERATING A SUBSTANTIAL AMOUNT OF RESTORATION VALUE. THE CREDITS WE GENERATE  
[03:43:32] CAN BE USED TO OFFSET OUR OWN NATURAL RESOURCE IMPACTS OR WE CAN SELL THEM TO OTHERS. THEY  
[03:43:37] NEED TO MEET THEIR OWN DEVELOPMENT AND MITIGATION NEEDS. REVENUE WE GENERATE FROM CREDIT SALES WILL  
BE  
[03:43:43] USED TO CONSTRUCT ADDITIONAL HABITAT WITH THE GOAL TO CREATE A COST NEUTRAL, SELF-SUPPORTING  
[03:43:48] PROGRAM SO IT'S A WIN WIN TRULY. I'LL TURN IT OVER TO MY COLLEAGUE GEORGE BOMBER TO DISCUSS THE  
[03:43:54] IMPORTANCE OF THIS PROJECT. FISH AND WILDLIFE IN THE DUWAMISH, AS WELL AS THE PEOPLE THAT LIVE  
[03:43:59] AND WORK IN THE DUWAMISH VALLEY.  
[03:44:04] ALL RIGHT, GEORGE. YOU SHOULD BE UNMUTED  
[03:44:13] ALL RIGHT. I WILL SEND THE PROMPT AGAIN GIVE ME ONE MOMENT.  
[03:44:25] GEORGE DID YOU GET THE UNMUTE PROMPT?  
[03:44:31] DOES THAT WORK? YEAH YEP. GOOD AFTERNOON, THANKS FOR YOUR PATIENCE TODAY COMMISSIONERS AND  
[03:44:37] COMMISSIONER METRUCK.  
[03:44:40] THANKS FOR THE OPPORTUNITY. WE'RE EAGER TO SHARE THIS PROJECT WITH YOU. THANKS FOR YOUR PATIENCE  
[03:44:46] THE TERMINAL 117 HABITAT RESTORATION AND PUBLIC SHORELINE ACCESS PROJECT IS  
[03:44:52] AS SANDRA AND JOHN HAVE BEEN DESCRIBING  
[03:44:56] IT INCLUDES SOME IMPORTANT ENVIRONMENTAL MARITIME BUSINESS AND COMMUNITY

[03:45:04] OPPORTUNITIES .THE PROJECT IS POISED NOW FOR TIMELY IMPLEMENTATION. THE LAST DECADES  
[03:45:13] REALLY WE'VE BEEN WORKING THROUGH NUMEROUS COMPLEX PROJECT ELEMENTS. THEY'VE BEEN RESOLVED AND THE  
[03:45:19] PROJECT IS IN ALIGNED NOW AND SHAPED TO SERVE MULTIPLE NEEDS FOR THE PORT AND TO  
[03:45:27] PROVIDE MULTIPLE COINCIDENT BENEFITS. SO IN THE INTEREST OF TIME  
[03:45:35] AND WITH YOUR PATIENTS WE'VE PREPARED SEVERAL SLIDES, JUST A BRIEF SERIES OF  
[03:45:41] SLIDES  
[03:45:42] TO DESCRIBE THE SITE TO REVIEW WITH YOU. MANY OF YOU ARE CERTAINLY AWARE OF THIS SITE, ITS LOCATION ,  
[03:45:49] AND THE RESTORATION WORK WE'RE PROPOSING AND ALSO THE PUBLIC SHORELINE  
[03:45:55] ACCESS ELEMENT. SO IF YOU COULD GO TO THE NEXT SLIDE PLEASE.  
[03:46:00] SO THIS IS THE REQUEST THAT MR. MOCK REALLY IS FRONT AND CENTER ON. THIS IS THE PROJECT HE'LL BE  
[03:46:08] MANAGING.  
[03:46:11] NEXT SLIDE PLEASE.  
[03:46:14] SO HERE WE ARE. TERMINAL 117. IT'S IN THE SOUTH PORTION OF THE WATERWAY. THE WATER  
[03:46:23] VILLAGE WATERWAY IS ABOUT 5.3 MILES LONG. OUR SITE IS THAT BETWEEN ROADMARKER 4.1 AND 4.5.  
[03:46:30] WHAT I'D EMPHASIZE FROM THIS SLIDE IS THAT CLEARLY  
[03:46:36] IT'S A LARGE RESTORATION SITE. THIS HAS BEEN MENTIONED. 14 ACRES. IT'S AN ENVIRONMENTALLY CRITICAL ACTION.  
[03:46:43] IT IS AREA OF THE ESTUARY AND IN PARTICULAR WHEN WE COMPARE THE PRESENT WATERWAY WITH THE  
[03:46:50] HISTORIC ESTUARY  
[03:46:53] IT PROVIDES  
[03:46:58] A VERY SIGNIFICANT AMOUNT OF EMERGENT MARSH VEGETATION, EMERGENT MARSH HABITAT, WHICH IS CRITICALLY  
ABSENT  
[03:47:05] IN THE ASKED IN THE ESTUARY. I WILL REMARK ABOUT THAT LATER AND OF COURSE THERE'S PUBLIC SHORELINE ACCESS  
  
[03:47:10] INCLUDED IN THIS PROJECT AND IT'S LOCATION IS ADJACENT TO THE SOUTH PARK  
[03:47:16] NEIGHBORHOOD, THE GEORGETOWN NEIGHBORHOOD, AND IS LOCATED IN THE DUWAMISH VALLEY.  
[03:47:20] THESE NEIGHBORHOODS CONTAIN THE ONE OF THE HIGHEST CONCENTRATIONS OF YOUTH AND  
[03:47:29] CHILDREN AND THEIR FAMILY IN THEIR HOUSEHOLDS. IT'S ALSO AN AREA THAT HAS THE LOWEST AMOUNT OF PUBLIC USE  
AND OPEN  
[03:47:35] SPACE SO WHEN WE DESCRIBE THIS PROJECT AS BEING UNIQUELY ALIGNED TO DELIVER  
[03:47:44] MARITIME BUSINESS, ENVIRONMENTAL AND PUBLIC USE AND OPEN SPACE IMPROVEMENTS THIS PROJECT  
[03:47:51] IS IT.  
[03:47:54] WE'RE VERY EAGER TO BEGIN TO FULFILL THOSE COMMITMENTS. NEXT SLIDE PLEASE.  
[03:48:03] SO HERE'S THE SITE THAT WE'VE BEEN DESCRIBING.  
[03:48:07] YOU CAN SEE WE'RE ON THE WEST SHORELINE OF THE DUWAMISH WATERWAY NEAR A CURVE IN THE WATERWAY  
ADJACENT TO WHERE  
[03:48:12] THE FORMER BOEING PLANT WAS LOCATED. THIS IS THE SITE PRIOR TO CLEAN UP.  
[03:48:18] THE SITE INCLUDES AS YOU LOOK AT THE AREA THAT'S ENCLOSED IN WHITE THAT TOTALS ABOUT  
[03:48:27] ABOUT 10 ACRES ABOUT 0.4 MILES OF SHORELINE. ABOUT 3050 FEET OF SHORE. NOTE THAT THERE'S NO  
[03:48:34] ACCESS TO THIS SITE.  
[03:48:37] IT'S ALL PUBLICLY INACCESSIBLE. IT HAD BEEN THAT WAY FOR MORE THAN 70 YEARS. NEXT SLIDE PLEASE  
[03:48:44] SO I SHOULD ALSO POINT OUT THAT THIS SITE INCLUDES NEGLIGIBLE ENVIRONMENTAL VALUE AND  
[03:48:50] CERTAINLY AS IT WAS PRIOR TO CLEAN UP IT REPRESENTED SOME SUBSTANTIAL ENVIRONMENTAL LIABILITY AND HEALTH  
RISK.  
[03:48:57] NEXT SLIDE PLEASE.  
[03:49:02] SO THIS IS THE SITE IN 2015 JUST SHORTLY AFTER CLEANUP TOOK PLACE.  
[03:49:08] I APOLOGIZE WE REFER TO CITE 23 AS CITE 25. THIS IS HOW THE CITES WERE IDENTIFIED WHEN WE PREPARED A HABITAT  
  
[03:49:16] RESTORATION PLAN FOR THE DUWAMISH WATERWAY SO CITE 23 THE NORTH SIDE IS  
[03:49:23] ABOUT 5.1 ACRES COMBINED UPLAND AND AQUATIC AREA. IT'S ABOUT 825 LINEAR FEET OF  
[03:49:28] SHORELINE.  
[03:49:33] FOUR POINT FIVE ACRES OF UPLAND AND AQUATIC AREA. THE CLEANUP TOOK PLACE AT SITE 23 THAT INCLUDING ABOUT  
[03:49:41] 3.3 ACRES OF UPLAND CLEANUP AND ABOUT 2.1 ACRES OF AQUATIC AREA.  
[03:49:46] SO THAT'S OUR SETTING. NEXT SLIDE PLEASE.  
[03:49:54] CAN YOU GO TO THE NEXT SLIDE PLEASE?  
[03:50:00] THANK YOU  
[03:50:10] THIS IS A RENDERING OF WHAT WE WERE PROPOSING AND WHAT WE'VE BEEN THINKING ABOUT FOR  
[03:50:17] TWO DECADES REALLY SINCE 1998.  
[03:50:21] WE'LL LOOK MORE CLOSELY AT SOME OF THE ELEMENTS OF THIS SLIDE BUT YOU CAN SEE THAT THIS IS  
[03:50:26] PROPOSING AND WHAT WILL DELIVER IMPORTANT ENVIRONMENTAL BENEFITS  
[03:50:33] YOU CAN SEE IT IS ADJACENT TO THE SOUTH PARK COMMUNITY. IMMEDIATELY THERE ARE  
[03:50:37] RESIDENTIAL DWELLINGS WITHIN VIEW OF THIS SLIDE.  
[03:50:42] AND YOU CAN SEE THAT BOTH IN TERMS OF MACRO LOCATION AND THE ESTUARY AND AT THIS SITE IN  
[03:50:48] PARTICULAR YOU CAN SEE WE BUILT IN FEATURES THAT ARE IMPORTANT FOR FISH AND WILDLIFE HABITAT

[03:50:54] RESTORATION.  
[03:50:59] THIS SIDE AS IT'S RESTORED ACTUALLY LENGTHENS THE SHORELINE THAT COMMUNICATES WITH THE ESTUARY.  
[03:51:05] IT'S ABOUT 30% LONGER BECAUSE OF THE WAY WE'VE  
[03:51:09] DESIGNED THE PROJECT IS GEOMETRY AND TYPOGRAPHY.  
[03:51:12] NEXT SLIDE PLEASE. SO HOW DO YOU DO A PROJECT LIKE THIS WITH YOUR PATIENCE WE JUST HAVE A FEW  
[03:51:19] MORE SLIDES. THESE ARE THE TECHNIQUES WE USE. THE PORT'S DEVELOPED THIS ABILITY AND WE'VE  
[03:51:28] PROVEN THESE TECHNIQUES IN RECENT YEARS. YOU SEE THE BLACK DASHED LINE. THAT'S THE PRESENT  
[03:51:36] GROUND LEVEL. BASICALLY WE'RE REDUCING ELEVATION OF THIS SITE, LOWERING IT, CHANGING AN ABRUPT  
[03:51:42] URBAN ARMORED SHORELINE,  
[03:51:45] AND CONVERTING THAT TO  
[03:51:48] A NATIVE ENVIRONMENT WITH MARSH HABITAT AND NATIVE REPAIRING RESOURCES AND THE  
[03:51:55] TECHNIQUES WE USE TO DO THAT ARE  
[03:51:59] ANCHORED LARGE WOOD, PLANTING MARSH VEGETATION AND PLANTING DENSE RIPARIAN VEGETATION SO YOU  
[03:52:08] CAN SEE THAT ONCE WE'RE FINISHED WE'RE REPLACING ABRUPT SLOPES WITH GRADUAL SLOPES. MARSH  
[03:52:12] SLOPE IS LESS THAN 5% WHICH I'LL REFER TO THAT A LITTLE  
[03:52:16] LATER BUT THAT'S HOW WE CAN MANAGE OR SHAPE A CITE TO DELIVER THESE MULTIPLE  
[03:52:24] ENVIRONMENTAL VALUES. IF YOU DO THE ARITHMETIC WE'RE USING LARGE WOOD TO ANCHOR THE BANK LINE  
[03:52:31] WE WORKED WITH THE CORPS OF ENGINEERS TO ATTAIN IT WE'RE GOING TO USE MORE  
[03:52:34] THAN BETWEEN 750 AND 800 TONS OF LARGE WOOD IN THIS PROJECT.  
[03:52:42] IF YOU PLACE THOSE END-TO-END THAT'S NEARLY 10K LINEAR FEET OF LARGE WOULD WE'RE ANCHORING IN  
[03:52:46] THIS PROJECT. EVERY SQUARE FOOT OF THE PROJECT WILL BE STABILIZED IMMEDIATELY WITH LARGE WOOD GIVING  
[03:52:51] THE MARTIAN RIPARIAN VEGETATION [INAUDIBLE] END TO END, THAT WOULD  
[03:52:56] REACH FROM PIER 69 TO HARBOUR ISLAND.  
[03:53:00] THE PLANTS ARE ESSENTIAL. THERE ARE LARGE WOOD ANCHORS. THE BANK LINE ON AN INTERIM BASIS  
[03:53:06] THE PLANTS WILL TAKE SEVERAL YEARS TO TAKE HOLD. WHAT WE'RE PUTTING IN NEARLY BETWEEN 4000 AND 5000 MARK-  
PLANTS.  
[03:53:13] WE'RE INSTALLING ABOUT 15,000 TREES AND SHRUBS  
[03:53:18] NATIVE RIPARIAN TREES AND SHRUBS. ONCE THOSE PLANTS MATURE AND DENSELY POPULATE  
[03:53:29] THE SITE THEY STITCH IT TOGETHER AND HOLD THE BANK LINE IN PLACE AS WHAT PEOPLE TODAY THE  
[03:53:37] CONTEMPORARY TERM IS THIS IS A GREEN SHORELINE. IT WILL BE GREEN  
[03:53:42] IF YOU TURN THE PAGE THAT SHORELINE GENERATES ENORMOUS ENVIRONMENTAL. VALUE IT ALSO  
[03:53:48] STORES CARBON AND ABSORBS CARBON AND ALSO IMPROVES WATER QUALITY.  
[03:53:53] THIS SORT OF A PROJECT IS IMPORTANT IN THOSE RESPECTS BOTH AS HABITAT AND FOR BROADER MORE GENERAL  
[03:54:00] ENVIRONMENTAL VALUES. NEXT SLIDE PLEASE.  
[03:54:05] THEPREVIOUS SLIDE DEMONSTRATED HOW THE SITE 2023 WILL LOAD. THIS  
[03:54:12] SLIDE DESCRIBES HOW THE SOUTH END OF THE SITE THE UPSTREAM  
[03:54:16] END OF THE SITE ALL OF THIS IS UPSTREAM OF THE SOUTH PARK  
[03:54:19] RIDGE HOW WILL STABILIZE THAT BANK LINE. IT'S A LITTLE MORE CHALLENGING BECAUSE  
[03:54:24] IT'S NARROW BUT YOU CAN SEE WE'RE USING THE SAME TECHNIQUES.  
[03:54:29] THESE TECHNIQUES ARE IMMEDIATELY EFFECTIVE AND THEY'RE EFFECTIVE OVER THE LONG  
[03:54:35] TERM. WHEN WE WORKED ON THIS PROJECT A LOT OF FOLKS HAVE ASKED US ABOUT SEA LEVEL RISE.  
[03:54:40] LOOK CLOSELY WE BUILT INTO THE PROJECT VARIABLE SLOPES AND THE TREATMENT OF THE WOOD OF THE  
[03:54:46] VEGETATION IS SUCH THAT IT IS RESILIENT AND ANTICIPATES CHANGES IN WATER LEVEL THAT WE CAN  
[03:54:54] ASSOCIATE WITH SEA LEVEL RISE. I SHOULD NOTE HERE THAT THE DESIGN FEATURES WE'VE BEEN DESCRIBING ARE  
[03:55:01] ELEMENTS OF THE PROJECT WE WORKED ON FOR A LONG TIME. ABOUT MIDWAY THROUGH OUR  
[03:55:07] PROCESS THE TRUSTEES THAT NATURAL RESOURCE DAMAGE  
[03:55:12] TRUSTEES THAT  
[03:55:14] YOU'RE FAMILIAR WITH AND JOHN SLOAN MENTIONED EARLIER IN 2013 THEY PUBLISHED AN EIS .  
[03:55:21] RESTORATION  
[03:55:25] FOR THE DUWAMMISH WATERWAY IN SOUTH ELLIOTT BAY IN THAT EIS THEY LISTED 6 ATTRIBUTES OF WHAT  
[03:55:32] A SUCCESSFUL OR IMPORTANT OR  
[03:55:38] PRODUCTIVE FISH AND WILDLIFE HABITAT RESTORATION [INAUDIBLE]  
[03:55:42] WE'RE PLEASED THAT THAT WAS A MIDTERM CONFIRMATION OF OUR DESIGN. OUR PROJECT MEETS  
[03:55:50] AND EXCEEDS THOSE SIX CRITERIA THAT WERE LISTED BY THE IS THAT THEY WERE IF THEY'RE REALLY  
[03:55:55] IMPORTANT. THEY EMPHASIZE PROJECT SIZE. T 117 IS MORE THAN TWICE THE SIZE OF ANY OTHER  
[03:56:03] RESTORATION SITE IN THE ESTUARY THEY EMPHASIZED  
[03:56:08] THAT THE SHAPE OF THE PROJECT IF THIS I'VE BEEN DESCRIBING THE TOPOGRAPHY  
[03:56:12] AND ITS ELEVATIONS  
[03:56:14] IN OFF CHANNEL AND ON CHANNEL HABITATS ARE WHAT ARE IMPORTANT TO THESE PROJECTS THAT THIS THIS  
[03:56:21] PROJECT DELIVERS THAT IN ALWAYS HABITAT TYPES WERE ALSO SOMETHING THAT THE TRUSTEES ARE INTERESTED  
[03:56:28] IN IN PARTICULAR REPLACING  
[03:56:33] WHAT WERE ONCE ABUNDANT HABITAT TYPES PUT IT IN OUR AIR AND OUR ESTUARY WE'VE LOST NINETY-NINE  
[03:56:38] PERCENT OF THIS SORT OF RIPARIAN AND MARSH HABITAT THAT'S WHAT WE'RE DOING HERE WE'RE REPLACING



[03:56:43] THOSE RARE HABITAT TYPES WERE RESTORING WE'RE CREATING INTERCONNECTED HABITAT DIVERSITY  
[03:56:51] THE WATERWAY LOCATION IS REALLY ESSENTIAL WHERE THE TRANSITION ZONE OF THE WATERWAY WHERE WE HAVE  
[03:56:56] ESTHER AND MIXING SO THIS IS ESTUARINE HABITAT OUT EARLY IMPORTANT TO MIGRATORY AND  
[03:57:00] RESIDENT FISH AND WILDLIFE AND FOR ALL STAGES OF THEIR LIFE CYCLE AND THEN THERE'S CONNECTIVITY.  
[03:57:08] THIS PORTION OF THE ESTUARY IS RECEIVING A LOT OF ATTENTION CERTAINLY OUR TERMINAL 1 17  
[03:57:12] PROJECTS GOING TO DELIVER SUBSTANTIAL VALUES.  
[03:57:15] BOEING ON THE OTHER SHORE LINE BANK LINE OF ABOVE THE WATERWAY HAS RECENTLY CONSTRUCTED ABOUT  
[03:57:22] FIVE ACRES OF REST RESTORATIVE WORK AND  
[03:57:26] NEWLY COMPLETED SOUTH PARK BRIDGE ALSO INCLUDES SOME IMPORTANT RESTORATION WORK SO THIS THIS IS  
[03:57:31] BECOMING SORT OF A GREEN FOCUS IN THIS TRANSITIONAL AREA OF THE ESTUARY THAT'S REALLY AN IMPORTANT  
[03:57:37] MATTER. NEXT SLIDE PLEASE.  
[03:57:43] CAN WE GO THERE WE GO PUBLIC SHORELINE ACCESS.  
[03:57:48] I DON'T KNOW ABOUT YOU FOLKS BUT I'M ANNOYED WHEN PEOPLE TALK ABOUT PUBLIC SHORELINE ACCESS HAS AS AN  
AMENITY.  
[03:57:52] THIS IS NOT WE'RE BUILDING INTO OUR PROJECT ELEMENTS THAT ARE DURABLE AUTHENTIC AND  
[03:58:04] MEANINGFUL TO THE SOUTH PARK COMMUNITY GEORGETOWN AND THE DUWAMISH VALLEY COMMUNITY.  
[03:58:11] LOOK CLOSELY IN THE NEXT SLIDE WE'LL SHOW LITTLE MORE CLEARLY.  
[03:58:15] THIS THIS SITE IMPROVED PROVIDES PATHWAYS NEARLY A QUARTER OF MILE OF NEW PATHWAYS AND THREE  
[03:58:23] LOCATIONS.  
[03:58:25] IT PROVIDES INTERPRETIVE MATERIAL AND OF COURSE SEATING AND PLACES FOR PEOPLE TO BE ACTIVE AS WELL AS  
[03:58:33] CONTEMPLATIVE.  
[03:58:35] IT INCLUDES ART AS WELL WHICH IS  
[03:58:38] AN EXCITING OPPORTUNITY TO TO FURTHER ENHANCE PEOPLE'S USE OF THE SITE AND THEIR INTEREST IN THE  
[03:58:45] SITE. IT ALSO DEMONSTRATES OUR COMMITMENT TO PROVIDING  
[03:58:52] SHORELINE ACCESS THAT IS  
[03:58:56] HOW WOULD I SAY IT I DON'T MEAN THIS TO BE SOUND CRASS ITS FIRST CLASS. NEXT SLIDE PLEASE.  
[03:59:03] HERE IT IS TAKING A CLOSER LOOK. THAT PIER  
[03:59:08] IS THE PRINCIPAL SHORELINE ACCESS FEATURE OF THIS SITE THAT'S ABOUT A HUNDRED SEVENTY FEET LONG YOU'LL  
[03:59:14] BE ABLE TO WALK OUT ONTO THAT PIER VIA A PATHWAY THAT LEADS FROM PARIS 120 FEET  
[03:59:21] LONG THE ACROSS A SMALL BRIDGE AND WALK OUT ON THAT PIER THEY'LL BE SEATING AT THE END OF THE PIER  
[03:59:26] THAT YOU CAN SEE MOUNT RANIER FROM SUNSET YOU COULD LOOK BACK INTO OUR  
[03:59:32] GREEN RESTORED SIGHT.  
[03:59:36] AND IF YOU LOOK AT THE UPPER RIGHT-HAND PORTION OF THE SITE YOU CAN SEE THAT THERE'S  
[03:59:40] STEPS THERE'S A PATHWAY ABOUT A HUNDRED THIRTY FEET LONG THAT LEADS DOWN TO THE MARK RESTORED  
[03:59:46] MARSH AREA WE'VE WORKED WITH AGENCIES TO PROVIDE CERTAINLY  
[03:59:51] A VERY SIGNIFICANT INTERTIDAL AND RIPARIAN NATURAL SOURCE RESTORATION PROJECT A DURABLE ONE  
[03:59:58] THE DELIVERS  
[04:00:00] THESE IMPORTANT VALUES WE'RE ALSO INVITING CITIZENS DOWN TO THE SITE SO NORTH OF THAT  
[04:00:06] PATHWAY IN BRITAIN PIERRE IS ESSENTIALLY AN OPEN CLASSROOM WE'RE WILL BE ABLE TO INTERPRET  
[04:00:13] INFORMATION FOR CITIZENS VISITING THE SITE THEY CAN WALK RIGHT INTO THE MARSH AND THERE'S ACTUALLY A  
[04:00:18] SERIES OF STEPPING STONES ACROSS THE MARSH AND THEN APPROACHED A HAND-CARRY BOAT LAUNCH WHICH YOU  
[04:00:22] CAN SEE SORT OF MIDDLE CENTER ON THE RIGHT  
[04:00:26] THESE FEATURES ARE OUR REPRESENT DECADES REALLY OF WORK WITH COLLABORATIVE WORK WITH THE AND  
[04:00:33] REFLECT IDEAS THAT THE COMMUNITY HAS GIVEN US  
[04:00:39] THE THIS REPRESENTS  
[04:00:44] THERE'S THAT GREEN AREA IS THE MITIGATION BANK THAT JOHN'S TALKING ABOUT THAT'S CLEAR.  
[04:00:49] THOSE THOSE ARE VALUABLE CREDITS THAT'S VALUABLE HABITAT THAT'S 14 ACRES OF RESTORED ESTRIN MARSH AT  
[04:00:57] THAT SOUNDS ON ITS MERIT AND IT CERTAINLY IS IMPORTANT FOR OUR CENTURY AGENDA IF YOU THINK  
[04:01:02] ABOUT THE COMMUNITY/  
[04:01:04] THERE'S NEARLY  
[04:01:07] WELL THERE ARE TOP OF BANK LINE PATHWAYS PATHWAYS INTO THE MARSH INTERPRETIVE MATERIALS HAND-CARRY  
[04:01:14] BOAT LAUNCH OF CD AND ACTIVE AREAS AND AND TO OVERLOOKS BOTH AT THE PIER AND AND THE SOUTH END OF THE  
[04:01:22] PARK SITE YOU CAN SEE THOSE YELLOW BLUE STRUCTURES EXCUSE ME OFF TO THE LEFT THOSE ARE ACTUALLY  
[04:01:28] SALVAGED FROM THE FORMER CRUISE SHIP TERMINAL TERMINAL 30 WE'RE GOING TO USE THOSE TO CREATE AN  
[04:01:33] ELEVATED VIEWING PLATFORM AT THE SOUTH END OF THE SITE SO PEOPLE WE WON'T BE ABLE WALK THE ENTIRE  
[04:01:38] PERIMETER OF THE SITE IT'S ABOUT 800 LINEAR FEET FROM WHERE THE PURE ACCESS IS DOWN TO WHERE THAT  
[04:01:43] ELEVATOR IT WILL BE  
[04:01:45] AND THEY'LL BE ABLE TO LOOK INTO THE SITE THEY'LL BE ABLE TO LOOK BACK ON INTO THEIR COMMUNITY AND  
[04:01:49] THEY'LL BE ABLE TO LOOK IN LOOK INTO THE DUWAMISH AND SEE THE FISH AND WILDLIFE AT THE SITE USING THE SITE  
[04:01:56] SO ONE LAST POINT PLEASE WITH YOUR PATIENCE.  
[04:02:01] SO THOSE ARE CLEARLY MULTIPLE COINCIDENT BENEFITS ANOTHER MATTER OF THAT'S IMPORTANT TO THIS PROJECT  
[04:02:07] IS THAT IT'S IMPROVED THE PORTS OF CAPACITY THE SITE IS ENTIRELY FIND IN-HOUSE  
[04:02:17] USING EXPERTISE AND BUILDING IS JOHNSON WOULD OFTEN REFER TO THESE THESE AS CORE COMPETENCIES ALL

[04:02:25] WE'RE USING SOME TECHNIQUES HERE THAT HAVE BEEN DEVELOPED BY THE PORT AND ARE PROVEN BY  
[04:02:30] OUR ACTIONS SO WE'LL BE ABLE TO IMPLEMENT THEM SUCCESSFULLY HERE WE HAVE CONFIDENCE IN THAT WE'LL  
[04:02:39] ALSO USE OUR EXPERIENCE HERE  
[04:02:42] USING THIS THESE TECHNIQUES APPLY TO FUTURE PROJECTS PERHAPS FUTURE MITIGATION BANK PROJECTS  
[04:02:49] AND WILL BE ABLE IN THAT WAY TO STREAMLINE AND SHARPEN OUR PENCILS WHEN THESE OPPORTUNITIES ARE  
PRESENTED  
[04:02:56] IN THE FUTURE THANKS FOR YOUR PATIENCE. THE LAST SLIDE IS SCHEDULE.  
[04:03:04] SO WHERE ARE YOU GOING TO BEGIN  
[04:03:06] HAVE BEEN FOR A LONG TIME  
[04:03:09] EARTH WORKING GRADIENT IS GOING TO TAKE PLACE AND SUMMERTIME AND THROUGH THE FIRST OF NEXT YEAR  
[04:03:15] PLANTING THIS INSTALLATION THAT'S NEARLY  
[04:03:18] BETWEEN NIGHT ABOUT 19,000 PLANTS WERE GOING TO INSTALL THAT'LL BE A GREAT DEAL OF FUN IT'S ALSO I  
[04:03:25] SHOULD EMPHASIZE THESE THESE ACTIVITIES CONSTRUCTION ACTIVITIES PROVIDE OPPORTUNITIES FOR  
[04:03:30] STEWARDSHIP AND COMMUNITY PARTICIPATION AND AND CONTRACTING WITH FOLKS TO HELP US PLANT THE  
[04:03:39] SITE AND MAINTAIN IT INTO THE FUTURE THE PIER STRUCTURAL BEEF COMPLETED WE HOPE IN MARCH OF NEXT  
[04:03:44] YEAR AND THEN CERTAINLY THE SITE WILL LOOK  
[04:03:49] FINISHED AND READY FOR USE  
[04:03:53] THEN THE WINTER 2021 IT'LL TAKE SEVERAL YEARS I SHOULD HASTEN AD FOR IT TO MATURE BUT FROM THE  
[04:04:01] START ART THAT INTERTIDAL AREA WILL BE PROVIDING THE NATURAL SOURCE VALUES THAT ARE IMPORTANT  
[04:04:08] TO MIGRATORY FISH AND WILDLIFE THOSE WILL BE ENHANCED IN THE FUTURE WHEN WE WENT INTO THE MARSH  
[04:04:13] VEGETATION REACHES MATURITY AND WHEN THE RIPARIAN VEGETATION GROWS UP THANKS FOR YOUR PATIENCE  
SORRY.  
[04:04:20] THAT WAS SORT OF A WINDSHIELD SURVEY  
[04:04:23] WE WOULD LOVED TO VISIT THE SITE WITH YOU FOLKS FUTURE  
[04:04:29] OKAY.  
[04:04:33] THANK YOU. DOES THAT CONCLUDE THE PRESENTATION? IT DOES OKA Y WELL THAT WAS ABSOLUTELY FANTASTIC.  
[04:04:41] INSPIRING. GREAT WORK ON THE PART OF OUR PORT TEAM HERE ON THIS PROJECT IT  
[04:04:48] FOR ME THIS REALLY EXEMPLIFIE S THE PRINCIPLES OF RESILIENCY BOTH ECONOMIC  
[04:04:55] ENVIRONMENTAL AND COMMUNITY IT'S BEEN DESIGNED WITH ALL OF THOSE CONSIDERATIONS IN MIND. IT WILL  
[04:05:04] RESTORE DEGRADED ARMORED  
[04:05:08] RIVERBANKS THAT ITSELF WAS REALIGNED TO A MUCH MORE NATURALISTIC CONDITION THAT WILL  
[04:05:16] BE BETTER  
[04:05:18] MORE RESILIENT TO  
[04:05:20] FORCES OF NATURE AND EXISTENCE HE'S OF CLIMATE CHANGE PERHAP S IN TIME IT BRINGS COMMUNITY BUILDING INTO  
[04:05:28] THE PROCESS AND COMMUNITY RESILIENCY IN THE LONG TERM BY PROVIDING AN IMPORTANT NOT JUST  
[04:05:35] AMENITY AS GEORGIA BLOOMBERG SAYS BUT A NECESSARY  
[04:05:40] INGREDIENT TO PUBLIC HEALTH AND WELL-BEING PARTICULARLY TO AN UNDERSERVED AREA OF FOR  
[04:05:48] THE CITY THAT HAS BEEN SUBJECTED TO ENVIRONMENTAL INJUSTICE HAS FOR  
[04:05:56] DECADES.  
[04:05:58] EXCITED ABOUT THIS PROJECT AND SO ADMIRING OF THE WORK OF OUR PORT STAFF AND I WAS GOING TO ASK  
[04:06:07] YOU WHO WERE THE BRILLIANT AND CREATIVE ARCHITECTS BEHIND THIS AND AHA RIGHT AT HOME SO EVEN  
[04:06:15] BETTER THAT WE'RE ABLE TO DO THIS I SUSPECT IT'LL BE SOME LESSONS LEARNED AS IT IS WHENEVER YOU  
[04:06:22] ATTEMPT EFFORTS TO RESTORE NATURALISTIC CONDITIONS THERE'S ALWAYS SOMETHING TO BE LEARNED IN  
[04:06:28] TERMS OF OF AND MAYBE SOME ADAPTIVE MANAGEMENT AS WE GO FORWARD JUST AS WE'VE LEARNED FROM TRYING  
[04:06:33] TO RECONSTRUCT WETLANDS AND NEARSHORE HABITAT AND THAT KIND OF THING I'M GOING TO END THERE BUT  
[04:06:39] JUST SAY MY ENORMOUS THANKS AND APPRECIATION AND EXCITEMENT AROUND THIS AS AN EXEMPLARY PROJECT OF  
[04:06:48] THE  
[04:06:49] OF THE PORT THAT I WISH THAT EVERYBODY COULD KNOW ABOUT AND HELP THEM IN TIME IT WILL BE  
[04:06:55] BETTER  
[04:06:57] RECOGNIZED FOR IT INVALUABLE CONTRIBUTION BACK TO COMMUNITY LET'S TAKE COMMISSIONER COMMENTS  
[04:07:04] AND QUESTIONS AT THIS POINT.  
[04:07:07] ALL RIGHT WE WILL BEGIN LET'S GO BACKWARDS LIKE YOU WE DID LAST TIME SO WE WILL START WITH  
[04:07:13] COMMISSIONER FELLEMAN.  
[04:07:17] WHY THANK YOU THANK YOU SO MUCH GEORGE AND REALLY PROUD OF THE PORT'S GROWING CORE CAPACITY TO DO  
SUCH  
[04:07:24] WORK AND YOUR DUE DILIGENCE AND STICKING WITH A PROJECT THIS LONG. MY MOTTO IS  
[04:07:31] ALWAYS WHAT I LACK IN TALENT THAT MAKE UP FOR A PERSEVERANCE FORTUNATELY YOU HAVE BOTH.  
[04:07:36] THE THE COMMUNITY PARTICIPATION PART I WAS JUST WONDERING IT ALLOWS FOR IT IS THERE ACTUALLY  
[04:07:41] FUNDING FOR COMMUNITY PARTICIPATION AND I COULD SEE THIS CLEARLY HAS A YOU KNOW FUNDING WE  
[04:07:48] COULD BRING FROM THE INTERNSHIP PROGRAM BUT ULTIMATELY AND I'LL LET YOU ANSWER THAT QUESTION A  
[04:07:53] MINUTE BUT I'M WONDERING IF THERE'S ANY SORT OF YOU KNOW CERTIFICATE ASIAN CERTIFICATES  
[04:08:00] THAT PEOPLE WHO PARTICIPATE IN SUCH PROGRAMS CAN LEAVE WITH AS A THEIR OWN CORE COMPETENCY THAT  
[04:08:06] THEY COULD THEN USE TO WORK WITH CONSULTANTS IN THE FUTURE

[04:08:13] YEAH THIS IS JOHN THANK YOU FOR THE QUESTION COMMISSIONER FELLEMAN. SO WE DO HAVE MONEY IN OUR EXPENSE

[04:08:18] BUDGET JUST FOR STEWARDSHIP AND IN PARTICULAR SUPPORT THE COMMUNITY PARTICIPATING IN STEWARDSHIP ON

[04:08:23] THIS SITE WILL HAVE 10 YEARS OF VERY ACTIVE MONITORING AND MAINTENANCE THAT'S REQUIRED IN

[04:08:29] ORDER TO RECEIVE OUR CREDITS AND WE ANTICIPATE ENGAGING THE COMMUNITY TO HELP DO PLANTINGS TO

[04:08:35] DO INVASIVE WEED REMOVAL TO DO SOME OF THE SCIENCE AND MONITORING THAT'S REQUIRED WE ALSO HOPE WILL

[04:08:42] SAY HOPE ALSO PLAN TO DO A CURRICULUM FOR THE LOCAL ELEMENTARY SCHOOL TO INVOLVE

[04:08:48] CHILDREN TO COME OUT AND LEARN ABOUT THAT SITE AND THEN SHARE THE SITE WITH THEIR FAMILIES

[04:08:53] AS FAR AS A CERTIFICATION MOST OF WHAT WE'RE WORKING ON IS THIS CONTRACTOR EXTERNAL AFFAIRS WHERE

[04:08:59] WE BRING PEOPLE IN PARTICIPATE IN STEWARDSHIP THROUGH A VERY ORGANIZED CURRICULUM AND THEY GAIN

[04:09:04] THAT EXPERIENCE THAT THEY CAN IMPLY FROM PURSUING JOBS IN THE ENVIRONMENTAL FIELD

[04:09:11] THANK YOU I JUST HAVE TO OTHER REAL QUICK THINGS ONE IS I LOVE THE IDEA OF RECYCLING THE T30

[04:09:18] CREWS BRIDGE AND IT'S CLASSIC STORING SOMETHING THE WEIGHT ONLY GET GREASY AND I LOVE THAT'S

[04:09:24] BRILLIANT UM THE ONE THIN G THAT I FOUND TO BE A LITTLE SURPRISING WAS THIS OVER WATER STRUCTURE THAT

[04:09:31] YOU'RE CREATING FOR THE VIEW PLATFORM AS WELL AS LIKE WHY PUT SOMETHING OVER THE WATER IF YOU

[04:09:36] DON'T HAVE TO AND THEN ALSO IT'S KIND OF ITS PROXIMITY TO THE SEEMS TO BE SOMEWHAT OF A NAVIGATIONAL

[04:09:43] HAZARD.

[04:09:46] IT ACTUALLY HELPS TO LIMIT THE ENTRANCE TO THE MARINA WE WORK CLOSELY WITH THE MARINA OWNER ON

[04:09:51] THAT WE ACTUALLY PURCHASED ONE OF THE OLDER FLOATS AT THE MARINA THAT NEEDED TO BE REPLACED SO THAT

[04:09:58] IT COULD BE REMOVED TO ALLOW FOR THIS STRUCTURE THE STRUCTURE IS ORIENTED IN A WAY THAT IT ALLOWS SUNLIGHT.

[04:10:03] IT'S ORIENTED EAST WEST SO IT GETS GOOD ILLUMINATION BELOW WE'RE USING GRADED SURFACING THAT

[04:10:09] ALLOW LIGHT TO PENETRATE THROUGH TO AVOID ENVIRONMENTAL IMPACTS

[04:10:13] AND IT'S ALSO SERVING AS A TEAM 36 PUBLIC ABSCESS ACCESS OBLIGATION SO RIGHT NOW WE NEED A PUBLIC

[04:10:20] ACCESS SITE TO IT AND TITLE T46 UNDER THE OPERATING LICENSE THIS PIER WILL SERVE THAT FUNCTION WE

[04:10:27] NEEDED TO DO SOME SORT OF OVER WATER STRUCTURE TO ACCOMPLISH THAT BUT IT'S BEEN DESIGNED IN A WAY

[04:10:32] THAT THE AGENCIES ARE QUITE COMFORTABLE THAT IT AVOIDS ENVIRONMENTAL IMPACTS AND PROVIDE

[04:10:36] SKATE GREAT PUBLIC ACCESS OPPORTUNITY

[04:10:39] BAD ONE AND ONE OF MY MAD ONE THING PLEASE

[04:10:44] WHEN AGENCIES WE REVIEWED OUR WORK WHAT WE WERE REALLY GRATEFUL FOR WAS THAT THE PIER AND THE PUBLIC

[04:10:52] ACCESS ELEMENTS AS WELL AS INVITING PEOPLE DOWN INTO THE SUBSTRATE DIDN'T DIDN'T DIMINISH

[04:10:59] OUR CREDIT VALUE AGENCIES RECOGNIZE THAT GETTING FOLKS TO A SITE LIKE THIS FOR NUMEROUS

[04:11:06] REASONS ARE IS IMPORTANT ONE OF THEM IS THAT IT BUILDS A CONSTITUENCY FOR RESTORATION

[04:11:12] AND WE'RE REALLY PLEASED THAT THE PIER AS YOU POINT OUT IT SEEMS SORT OF COUNTERINTUITIVE BUT IT

[04:11:18] ACTUALLY IT WORKS AS A MAGNET AS WELL AS OUR OTHER FEATURES F THE SITE TO DRAW PEOPLE TO THE SITE

[04:11:25] USE IT FOR PUBLIC EDUCATION AND TO STIMULATE INTEREST AND CONSTITUENCY THANKS SO MUCH

[04:11:33] AND CONGRATULATIONS.

[04:11:36] ALL RIGHT NEXT WE WILL GO TO COMMISSIONER CHO

[04:11:40] GREAT WORK ON THIS I DON'T HAVE ANY FURTHER QUESTIONS THANK YOU.

[04:11:45] COMMISSIONER CALKINS.

[04:11:50] THANK YOU JOHN THANK YOU SANDY AND THANK YOU GEORGE GREAT PRESENTATION REALLY FUN TO HEAR

[04:11:55] ABOUT SOME OF THE DETAILS IS IT WAS REVIEWING THE SLIDES IN ANTICIPATION OF TODAY CAME ACROSS

[04:12:00] THE SLIDE WHERE IT

[04:12:02] THE

[04:12:03] INSCRIPTION MENTIONS SOMETHING ABOUT JOHN VEAL AND SO I WENT ONTO HISTORY LINCOLN FOUND A GREAT

[04:12:09] WRITE-UP ABOUT HIM AND HIS LIFE AND HIS MISSION TO EM HE'S A FASCINATING INDIVIDUAL AND REALLY

[04:12:16] INTERESTING TO HEAR ABOUT IS WORK TO RESTORE THE DUWAMISH AND SOUNDS LIKE BE A REAL

[04:12:23] PIT BULL FOR IT SO FUN TO SEE THAT INCLUDED AND YEAH AND I'M REALLY EXCITED FOR THIS AS MY FELLOW

[04:12:31] COMMISSIONERS AND MENTION I'M REALLY GLAD I GET TO VOTE TO SUPPORT THIS

[04:12:38] THANK YOU ALL RIGHT AND THEN FINALLY WE WILL GO OVER TO COMMISSIONER BOWMAN.

[04:12:46] I JUST WANTED ALSO OFFER MY THANKS AND GEORGE ACTUALLY THIS IS IT'S SO NICE AT THE END OF A ALMOST A

[04:12:51] SIX-HOUR DAY FOR US SIX AND A HALF HOURS THAT WE GOT SOME PIECE OF GOOD NEWS SO THANK YOU SO MUCH I

[04:12:57] THINK IT'S JUST IN THIS TIME OF CRISIS IT'S GREAT TO SEE A WONDERFUL PROJECT LIKE THIS MOVING

[04:13:02] FORWARD AND I KNOW THAT WE'VE GOT A TEAM OF FOLKS AT THE PORT THAT ARE LOOKING TO RENAME OUR PARKS

[04:13:08] AND I KNOW THAT MY VOTE WILL BE TO RENAME IT AFTER YOU SO JUST YOU KNOW THAT I'M THAT'S GOING TO BE

[04:13:15] COMING FORWARD YOU'VE JUST DONE AN AMAZING AMAZING ABOUT A WORK FOR THE PORT OF SEATTLE OVER THE MANY

[04:13:22] MANY YEARS AND I THINK THIS IS JUST ANOTHER FEATHER IN YOUR CAP SO THANK YOU YOU'RE TOO KIND

[04:13:30] OKAY I THINK WE'RE ARE COMMENTS AND QUESTIONS ARE CONCLUDED HERE AND AT THIS POINT WILL ENTERTAIN A

[04:13:38] MOTION FOR APPROVAL.

[04:13:42] IS THERE A MOTION.

[04:13:52] I WOULD LIKE TO SECOND IT BUT I WOULD ALSO JUST LIKE TO FOLLOW UP ON WHAT SOMETHING RYAN JUST SAID I

[04:13:58] GOT TO KNOW JOHN BEAL AND HE WAS A VETERAN AND I'M JUST WONDERING WHETHER THERE'S A VETERAN  
[04:14:05] CONSERVATION CORPS AND I SEE SOMETHING REALLY POETIC JUSTICE IN CARRYING ON HIS GOOD WORK WITH  
[04:14:13] SPECIFIC OUTREACH TO THAT SO THANK YOU FOR POINTING THAT OUT RYAN I THINK IT'S REALLY  
[04:14:18] PERTINENT ASPECT OF THAT LEGACIES AND SO AS FAR AS STEPHANIE'S COMING BECAUSE I EXPRESS SOME  
[04:14:24] RESERVATIONS ABOUT NAMING ANY PARKS AFTER PEOPLE BUT I KIN D OF THINK THIS ONE SHOULD HAVE A  
[04:14:29] BRONZE SMOKING PIPE  
[04:14:32] STAND THERE FOREVER RECOGNIZING AN EMBODIMENT OF YOU I'M JUSY NEVER MIND BUT NOW I'M LOOKING FORWARD  
[04:14:39] TO  
[04:14:41] SO WE I SECOND THE MOTION OKAY LITTLE BEEN MOVED AND SECONDED THANK YOU FOR THOSE FINAL COMMENTS.  
[04:14:47] AND WITH THAT WILL CALL THE ROLL  
[04:14:52] COMMISSIONER BOWMAN. AYE.  
[04:15:02] OKAY COMMISSIONER CALKINS AYE. COMMISSIONER CHO. AYE.  
[04:15:11] AND COMMISSIONER STEINBRUECK. AYE. YOU'RE 5 AYES. THE MOTION IS ADOPTED THE AUTHORIZATION IS  
[04:15:18] GRANTED/ WITH THAT THANK YOU ALL VERY MUCH/ THANK YOU COMMISSIONERS, STAFF AND, PRESENTERS WE THINK  
[04:15:27] WE HAVE NO ITEMS UNDER ITEM 9 WE DO HAVE AN OPPORTUNITY FOR ITEM 1011 COMMITTEE REFERRAL IF NOT  
[04:15:36] THEN ADJOURNMENT SO ANY COMMISSIONER FINAL COMMENTS?  
[04:15:41] OR REFERRALS?  
[04:15:45] WOULD YOU LIKE ME TO GO THROUGH THE ROLE OF EACH COMMISSIONER FOR FINAL COMMENTS? YEAH SURE LET'S  
[04:15:50] JUST DO THIS THE RIGHT WAY. SO COMMISSIONER BOWMAN? NO, THANKS. COMMISSIONER CALKINS?  
[04:15:58] NONE FOR ME.  
[04:15:59] COMMISSIONER CHO? NOPE.  
[04:16:02] AND COMMISSIONER FELLMAN OH THANK YOU.  
[04:16:07] HEARING NO FURTHER COMMENTS THE MEETING OF THE SEATTLE PORT COMMISSION IS NOW ADJOURNED AT  
[04:16:14] 4:28 P.M. AGAIN THANK YOU ALL AND HAVE A GOOD NIGHT.

END OF TRANSCRIPT